



Residential Development at Leopardstown Road
Architectural Design Statement
Planning Application

February 2025



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Response to Urban Design Manual and Compact Settlement Guidelines

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Arborist Consultants:

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Ecologists:

Openfield Ecological Services

Visualisations and Daylight/Sunlight Studies:

3D Design Bureau

Waste Study:

AWN Consulting

Acoustic Consultants:

Wave Dynamics Acoustic Consultants



1.1 - Introduction

Dun Laoghaire-Rathdown County Council are applying for planning permission for a residential development at a site of approx. 0.87 ha at Leopardstown Road, Dublin 18 (D18 X6N6). The existing site consists of a two storey dwelling surrounded by mature trees, the adjacent site to the east is a green field site. The site is bounded to the south by the Leopardstown Road and to the north by an embankment of mature trees sloping down towards an M50 a slip road.

1.2 - Project Description

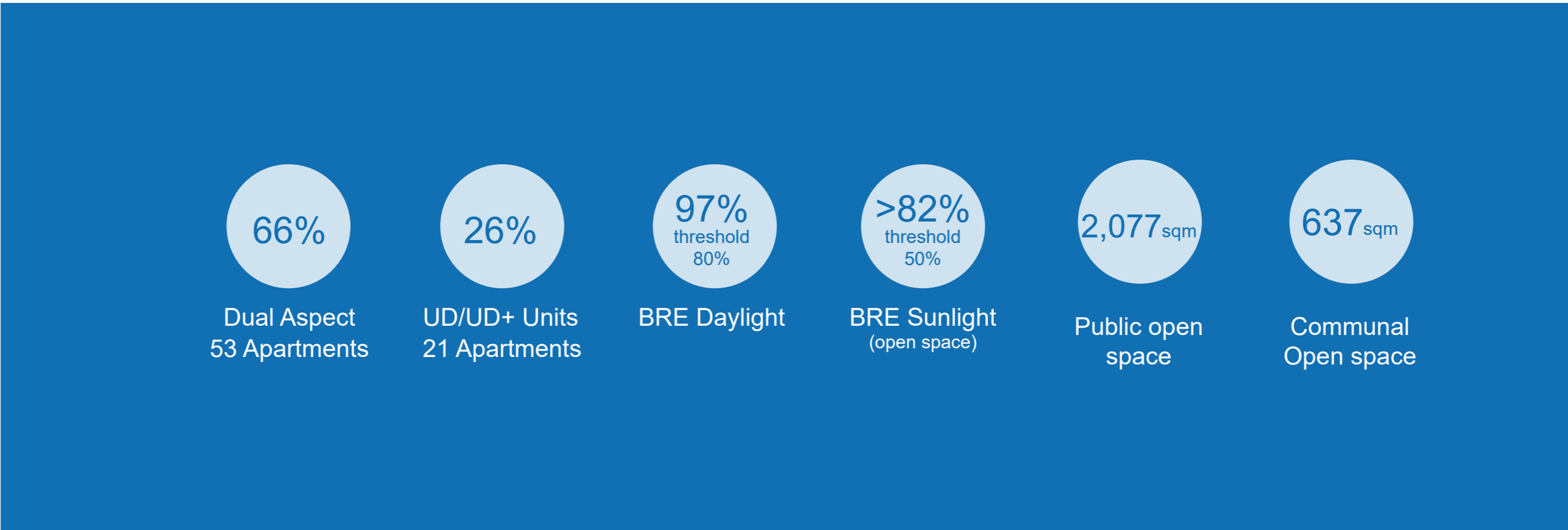
The proposed development will consist of 80 no. residential units together with associated infrastructure including open space and car/cycle parking and is a mixture of duplexes and apartments in 2 no. blocks ranging in height from three to six stories.



Site Boundary

AERIAL VIEW OF SITE

1.3 - Site Summary



02 - Site Context

2.1 - Location

The subject site has an area of 8,705sqm and is located on Leopardstown Road, immediately adjacent to the M50 motorway at Junction 14. The scale of the motorway and the associated junctions beside the site are partly concealed by an escarpment. The placement of the motorway at the base of this escarpment allows views north from the site towards Sandyford Business Park and further towards Dublin Bay from higher elevation points within the site. There are a number of trees within the site, which have been surveyed as part of the design process and have informed the design now submitted. The site currently gains its vehicular and pedestrian access via Leopardstown Road.

The site is bordered by the M50 on its North boundary where there is screen planting and a steep slope separating it from the site. On its Western boundary there is a single storey residential dwelling and on the South boundary it is separated from residential development by Leopardstown Road. The surrounding residential development is predominantly detached houses on large plots set back from the road in a low-density development arrangement. Leopardstown Rise introduced an increased density of development where the houses are set back from the main arterial road using a local estate road with a strip landscaping as a buffer zone that pushes the housing frontages back. The housing along the majority of the length of Leopardstown Road has no engagement with the public realm, private front gardens are concealed behind high walls and the entrance to the Leopardstown Rise estate also has high stone walls along its road frontage.



AERIAL VIEW OF SITE TO THE NORTH, WITH ADJOINING CONTEXT



AERIAL VIEW OF SITE TO THE SOUTH, WITH ADJOINING CONTEXT

02 - Site Context

2.1 - Location

The proposed development is located on a site off the Leopardstown Road. The site has existing residential house to the West with an adjacent disused open green space to the East and the Leopardstown Road running along its southern boundary. It is proposed to construct a mixture of 80 one, two and three bedroom apartments and duplex townhouses on the site in two blocks. The site is situated in zoned as Objective A, "to provide residential development and improve residential amenity while protecting the existing residential amenities."

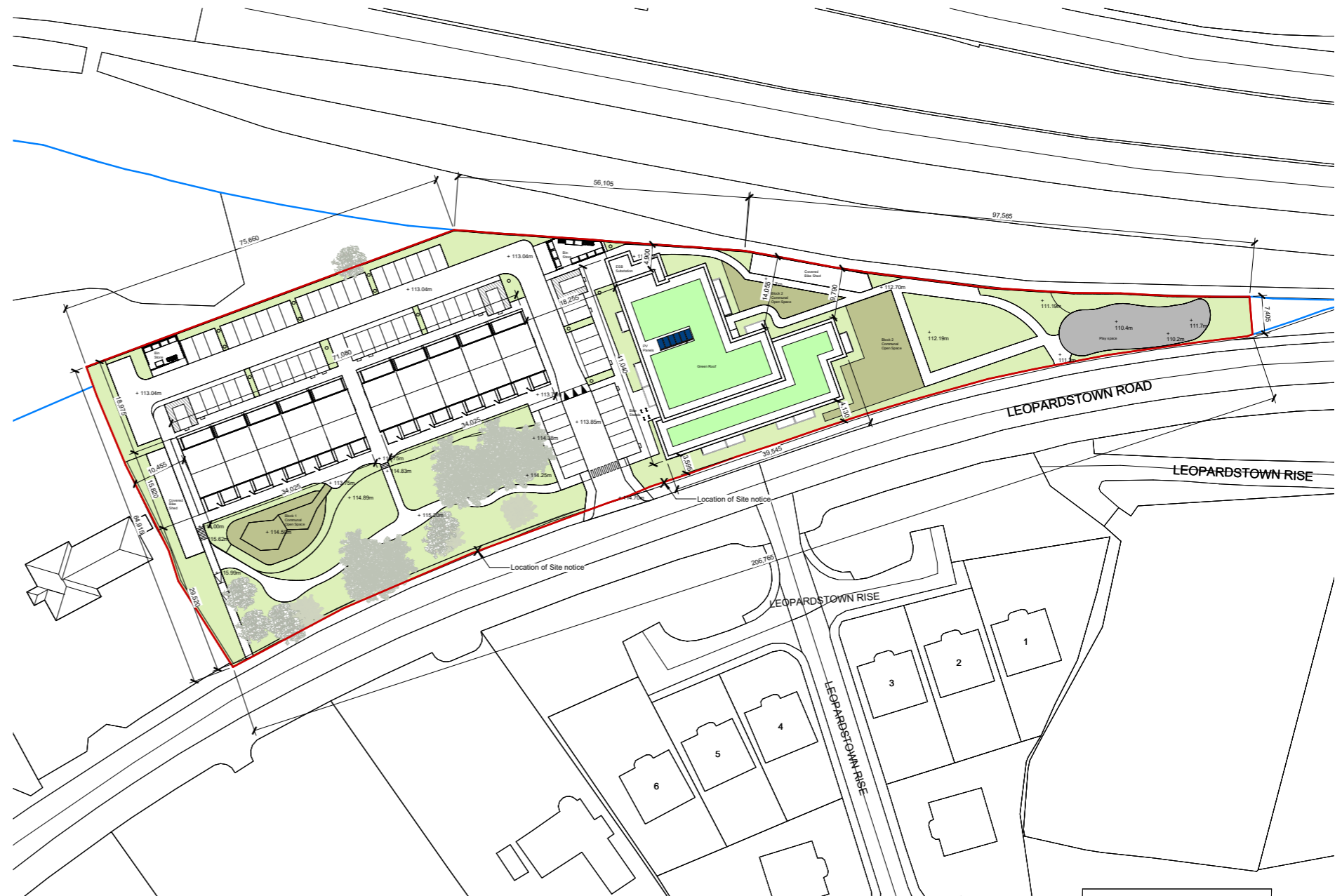
The site provides an excellent opportunity to develop an infill site and to help deliver a greater proportion of residential development within an existing built-up area in order to achieve an effective density and consolidation close to a public transport node.



Zoning Map Extract



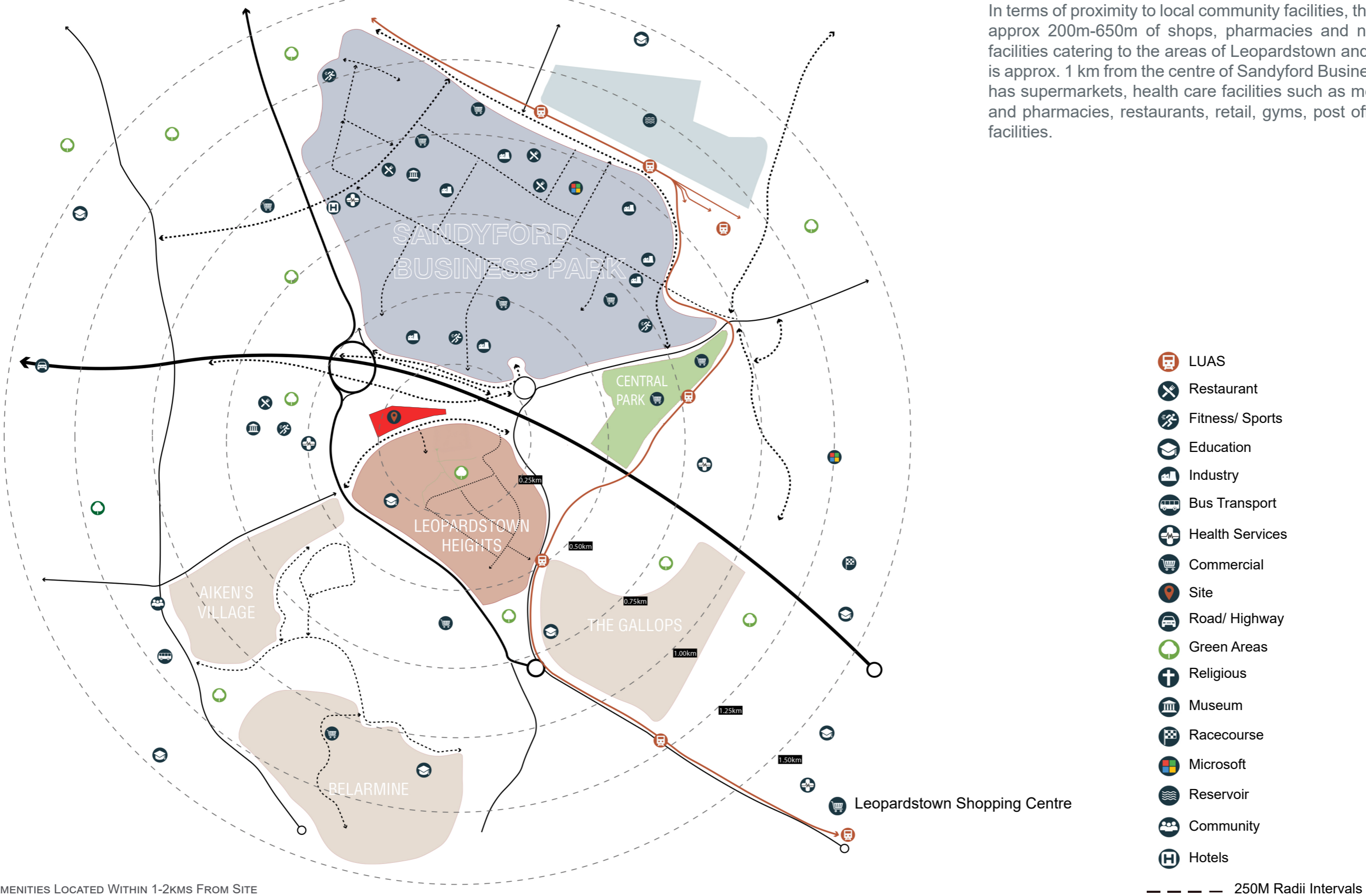
Aerial



Proposed site plan

2.2 - Infrastructure and Amenities

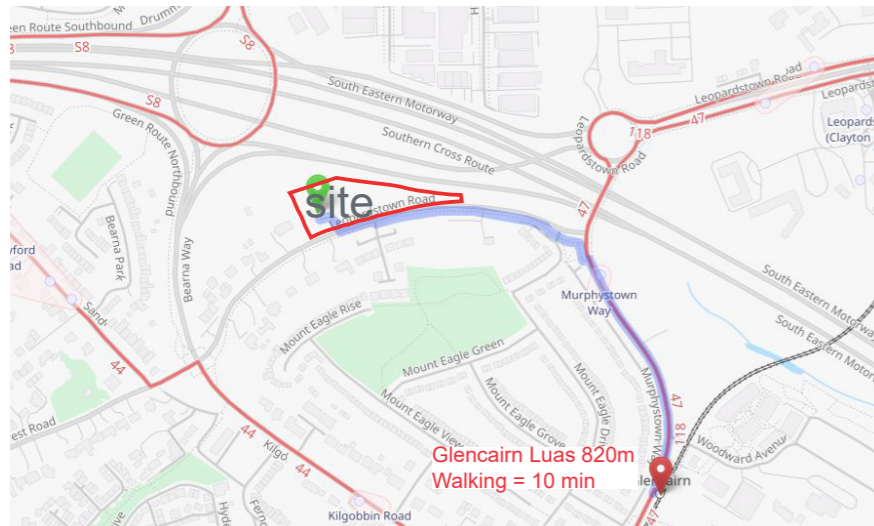
In terms of proximity to local community facilities, the site is within approx 200m-650m of shops, pharmacies and neighbourhood facilities catering to the areas of Leopardstown and Sandyford. It is approx. 1 km from the centre of Sandyford Business park which has supermarkets, health care facilities such as medical centres and pharmacies, restaurants, retail, gyms, post office and other facilities.



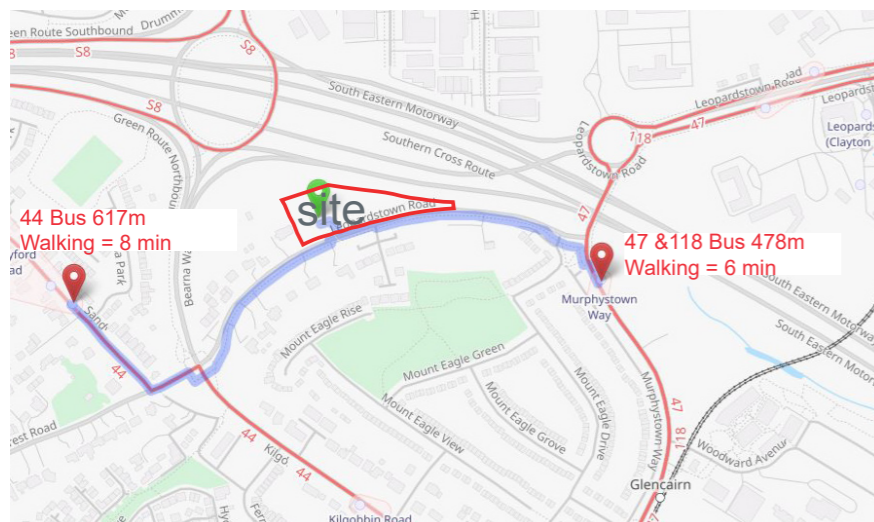
02 - Site Context

2.2 - Infrastructure and Amenities

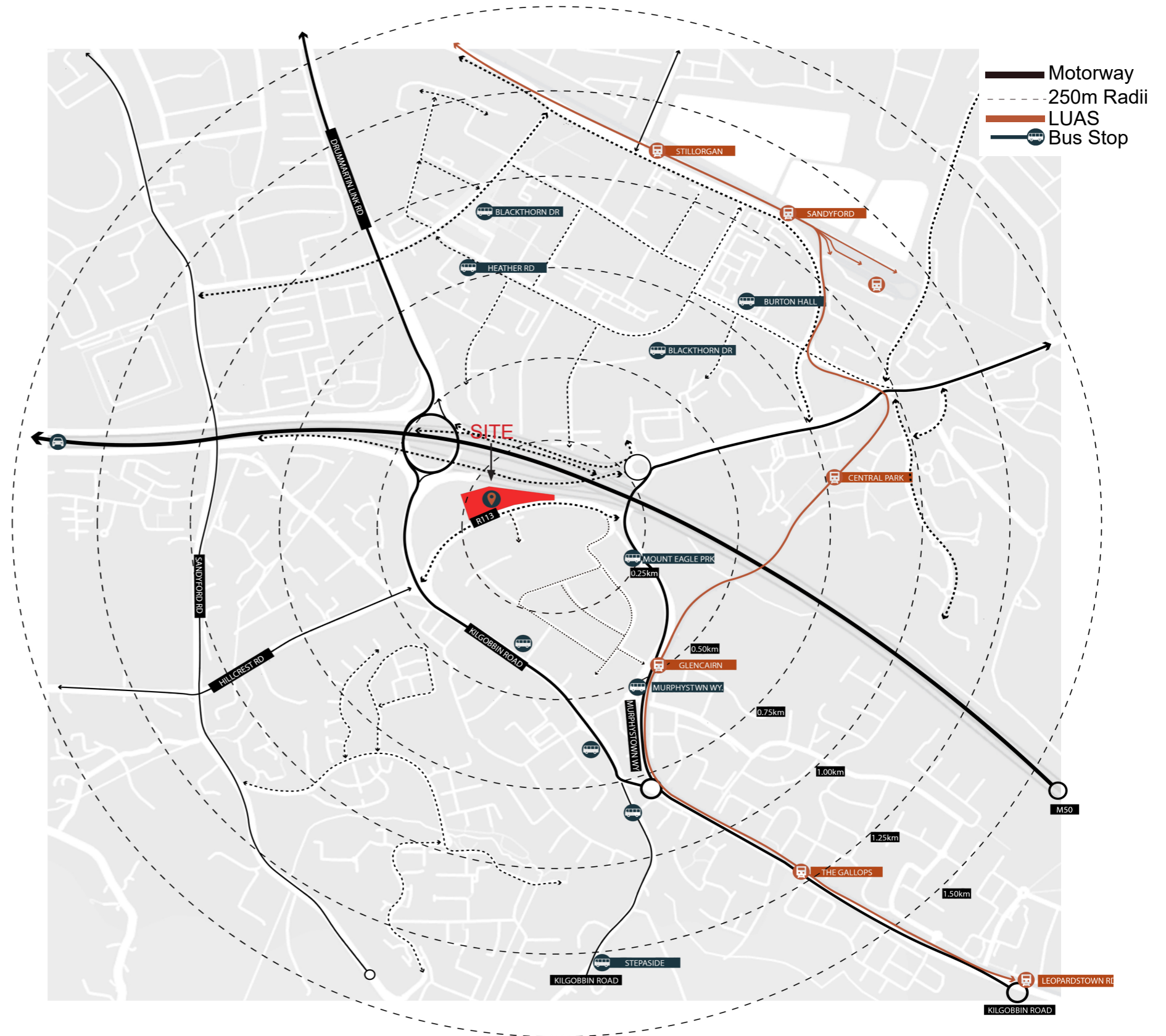
The location of the site close to good public transport connections and the ability to walk or cycle to a range of employment opportunities north of the motorway point towards the site being suitable for providing an effective density and consolidation in contrast to existing development in the immediate locality. It is approx. 820 m/10 minute walk from the Glencairn Luas Station. The Luas provides regular services to Dublin City Centre. In close proximity to the site are bus stops on Sandyford Road and Murphystown Way. From these stops are bus services 44, 47 and 118, all of which go to Dublin City Centre.



Travel time to Luas station



Travel time to bus stops



Transport Links

2.2 - Infrastructure and Amenities



Whilst the presence of the M50 motorway to the north of the site will provide excellent connectivity to the motorway system it is a major barrier to connectivity for pedestrians and cyclist movements moving north. DLRCC have however provided a cycle lane along Leopardstown Road that will provide a safe transition across the Motorway flyover and it's various major roundabouts on either side of the flyover. This link into the cycling network provides connections down to the coast as well as uphill to the mountains. The ability for pedestrians and cyclists to transition across the motorway is important as the site is in close proximity to Central Park, Leopardstown Business Park and Sandyford Business Park which offer a wide range of employment opportunities and local retail for future residents on the site.

Existing and Proposed Cycle Routes Across the M50

02 - Site Context

2.2 - Infrastructure and Amenities

The site is situated close by a number of parks and amenity spaces.

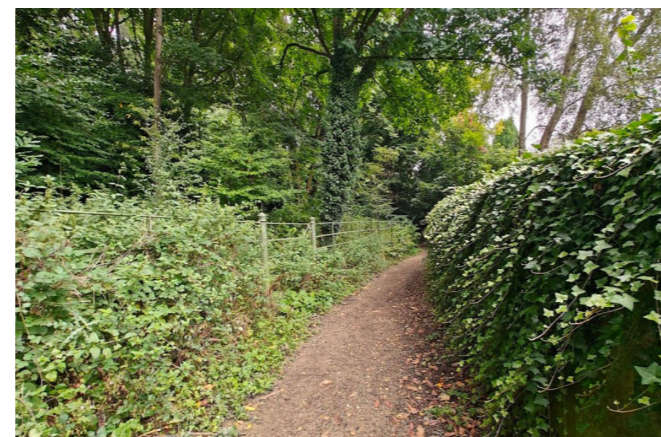
Leopardstown Heights which has a walk trail, a playing court and a playground is 200m from the site. Bearna Park has which has a football pitch is also within 500m of the site.

A number of other sporting amenity spaces are in the locality include the sports pitches at St. Mary's FC and Silverpark GAA, playing pitches at Wesley College and significant sports and amenity facilities at Leopardstown Racecourse. The area is well served by sporting facilities and green spaces.

Fitzsimon's Wood is located within 1 kilometre of the site and a number of other green amenity spaces in the locality.



AERIAL VIEW OF SITE WITH ADJOINING LANDSCAPING AND AMENITY CONTEXT



FITZSIMON'S WOOD



LEOPARDSTOWN HEIGHTS



LEOPARDSTOWN RACECOURSE

2.3 - Existing Views



LEOPARDSTOWN ROAD



M50



Kilgobbin Road



Murphystown Way



Leopardstown Heights



LEOPARDSTOWN ROAD



LEOPARDSTOWN ROAD



Leopardstown Heights



02 - Site Context

2.3 - Existing Views



EXISTING HOUSE



EXISTING FENCING



VIEW TOWARDS LEOPARDSTOWN ROAD



OPEN GREEN SPACE

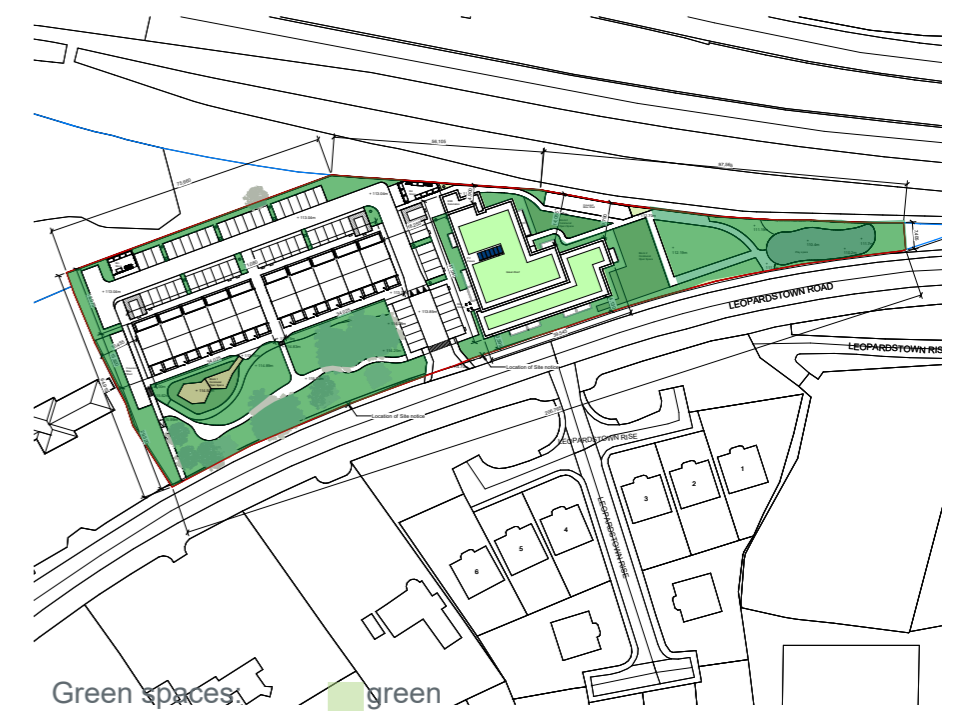
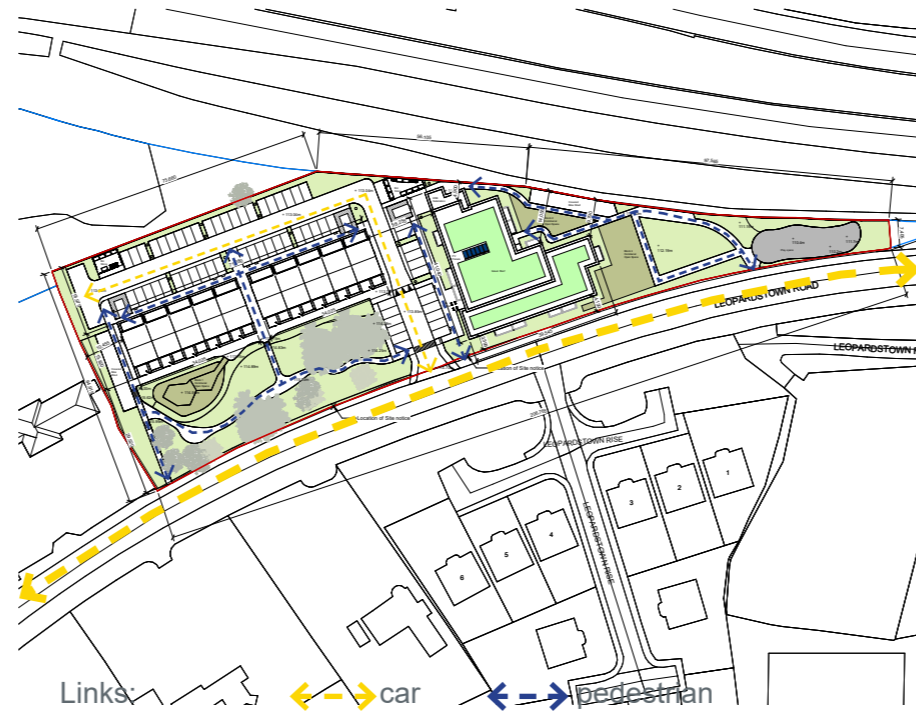
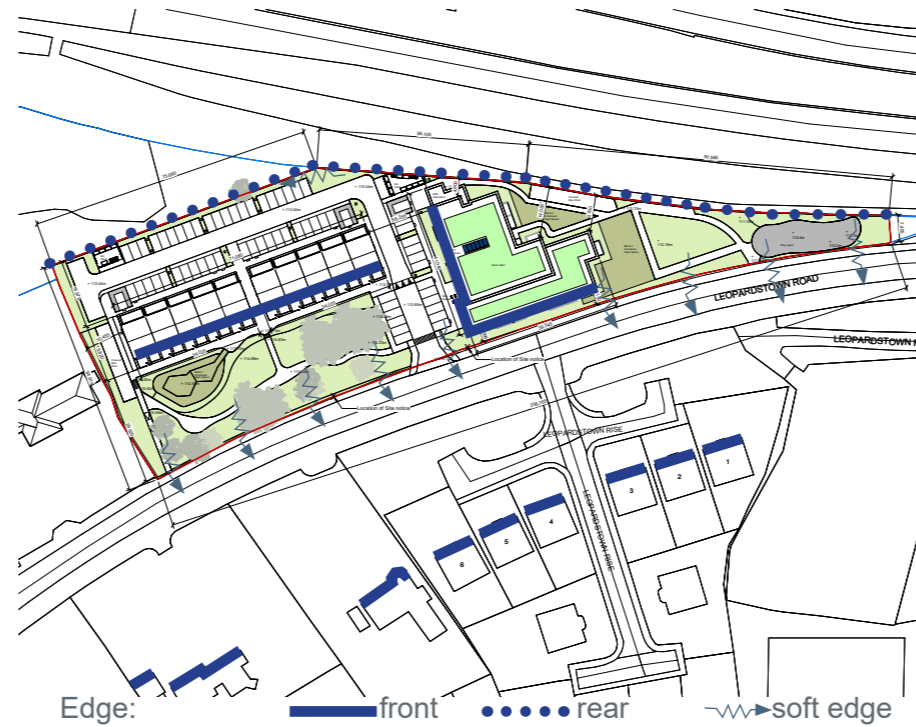
03 - Proposed Design

3.1 - Concept

The key concept of the development is to form a coherent relationship with its context by engaging with the public realm. The scheme design engages with the public by forming a new public play space and open green spaces. The proposed development allows the blocks to provide active frontage onto the key thoroughfares, car parking areas, public open space and Leopardstown Road. This active frontage assists with passive surveillance and vitality, enhancing feelings of safety. The proposal is considered to be in keeping with the principles of good urban design, integrating into the surrounding area through considering the context of the site and providing for overlooking of proposed communal and open spaces and Leopardstown Road.

The layout of the blocks responds to the particular site constraints form. In our proposed scheme a separation distance of approx. 10m has been provided between the western elevation of Block 1 and the site boundary. This design consideration ensures a smooth visual transition in height while protecting the existing residential amenity of neighbouring properties regarding daylight access and privacy. The development has been designed to integrate into the receiving environment, protecting visual and residential amenities of neighbouring properties.

The residential development shall be of the highest quality that will entirely be compatible with the site specific zoning and create a desirable and sustainable new neighbourhood.



03 - Proposed Design

3.2 - Residential Design

The site will be accessed by a new entrance on Leopardstown Road, which will serve as the main access for vehicles, bicycles, and pedestrians. Additionally, there will be two other pedestrian and cycle entrances located further North and South along the Leopardstown Road boundary.

The contrasting scales of the blocks assist in forming a coherent relationship with the neighbouring developments.

Block 1 is three storeys and related to the neighbouring property at the Western boundary in its scale. The block makes use of the sloped topography at the West of the site to create a harmonious transition of scale from the neighbouring property. The principle windows look north and south while windows along the Western elevation are kept to a minimum to protect the privacy of the neighbouring property. Additionally, it is noted that neighbouring dwelling does not comprise fenestration along the eastern elevation which would oppose the proposed development. In this regard, it is noted that these considerations are sufficient to protect the existing residential amenities of neighbouring properties with regard to daylight access and privacy and demonstrate compliance with SPPR 1 of the Guidelines.

The block is split centrally to reduce the visual impact of the massing. Additionally, it provides access to the car parking and bin store at the rear of the block.

Block 1 is finished with white render, buff brick and a slate pitched roof. The buff brick and white render will create an attractive contrast while to metal railings around the balconies which match the window frames will bring a harmony to the facade treatment.

Block 2 is stepped from 5 storeys up to 6 storeys on the southern boundary. The form of the block allows for a high proportion of dual aspect units while ensuring any single aspect units have either a South, West or East aspect.

The block benefits from various levels of public threshold separating it from the development at Leopardstown Rise on the opposite side of the Leopardstown Road. These thresholds, and the considerable distance between the block and Leopardstown Rise, mitigate the possibility of overlooking and reduces the visual impact of the scale of the block.

The top storeys are finished with a metal cladding system while the lower floors are finished with buff brick and white render. The brick and render will create an attractive contrast to the metal balustrade and balconies which match the window frames bringing a harmony to the facade treatment.



VIEW OF PUBLIC PLAYGROUND



VIEW OF BLOCK 1



VIEW OF BLOCK 2



03 - Proposed Design

3.2 - Residential Design

From a review of the sunlight / overshadowing diagrams submitted with the application these blocks have no impact on the sunlight or daylight available for neighbouring properties. It can also be noted that a review of the visual impact assessment undertaken by 3D Design Bureau it can be seen that the blocks have a good relationship with these residences.

Elevation designs have been enhanced to provide visual relief, elevation treatments have been stepped to provide relief at roof level. Block 2 has been designed to step in scale to better relate to the context. It is noted that this block remain more than 50m from the houses on Leopardstown Rise to the South across the public road.

It is accepted that the surrounding context is predominantly two storey but the location which has the capacity for growth to achieve an appropriate density and avoid urban sprawl. We believe this development provides the correct level of density and height; and with its setting will provide an enhanced community. This development will deliver on the concept of the '15-minute neighbourhood' principle, where work, and everything you need for quality of life, is within a 15-minute walk or cycle.

The CGIs/visualisations submitted with the application demonstrate these key relationships and the enhanced public realm to be create at the development which the wider community will benefit from.



VIEW OF BLOCK 1 FROM THE EAST



VIEW OF BLOCK 2 FROM EAST



VIEW OF BLOCK 2 FROM WEST



VIEW OF BLOCK 1 FROM THE SOUTH (LEOPARDSTOWN HEIGHTS)

03 - Proposed Design

3.3 - Plot Ratio

The plot ratio density standard is designed to prevent the adverse effects of over-development on the amenities of the area.

Plot Ratio 0.82

3.4 - Key Planning Statistics

Total Site Area 8,705sqm

Total Number of Units – 80

Density per Ha – 92 units per Ha

31 - 1 Bed Apartments

39 - 2 Bed Apartments

10 - 3 Bed Duplex townhouses

Total Number of Dual Aspect apartments 53 (66%)

Total Gross Floor Area 7,167 sqm

Communal space required 500 sqm

Communal Residential space provided 637 sqm

Public Open Space provided 2,077 sqm

Car parking provision 64 comprising

- 61 no. of which are standard
- 3 no. of which are Disabled

156 no. Bicycle parking

- 140 no. long stay spaces (incl. 4 non-standard spaces)
- 16 no. short stay spaces

100% of long stay spaces are covered and 50% of short stay are covered.

The proposed mix makes reference to the Specific Planning Policy Requirement 1: “Apartment developments may include up to 50% one-bedroom or studio type units (with no more than 20-25% of the total proposed development as studios) and there shall be no minimum requirement for apartments with three or more bedrooms.”

The proposed mix has 39% of the units being one-bedroom apartments with the rest being two or three bed apartments.

Building	ESB Subs	Block 1	Bin Store 1	Bike Store 1	Block 2	Bin Store 2	Bike Store 2
Level							
5					518.26		
4					858.85		
3					858.85		
2		601.78			858.85		
1		601.78			858.85		
0	29.73	870.82	31.37	83.41	864.25	42.60	88.20
Totals	29.73	2074.38	31.37	83.41	4817.91	42.6	88.2
Total Gross Internal Floor Area							7167.60

Building	Area (msq)
Block 1	1069.56
Bin Store 1	35.52
Bike Store 1	84.70
Block 2	976.62
Bin Store 2	44.03
Bike Store 2	89.54
Site Coverage:	
Total Footprint	2299.97
	26.42%

Unit Type	Number of Units	Percentage
1-Bed	31	38.75%
2-Bed	39	48.75%
3-Bed	10	12.50%
Total	80	
Dual Aspect	53	66%

Building	No. of Residences	Area (msq)	Notes
Block 1	20	2,074.38	Gross Floor Area
Bin Store 1		31.37	Gross Floor Area
Bike Store 1		83.41	Gross Floor Area
Block 2	60	4,847.64	Gross Floor Area (incl. ESB Sub-station)
Bin Store 2		42.60	Gross Floor Area
Bike Store 2		88.20	Gross Floor Area
Total	80	7,167.60	Gross Floor Area (Incl. ESB Sub-station)

Site Area	8,705.19	0.87ha
Site Coverage	26.42%	
Plot Ratio	0.82	
Density	92	Units per Hectare
Car Parking Spaces	64	Incl. 3 no. Accessible
Short Stay Bike Spaces	16	50% Covered
Long Stay Bike Spaces	140	100% Covered incl. 4 no. non-standard bike spaces
Communal Open Space	637	
Public Open Space	2,077	

03 - Proposed Design

3.5 - Massing, Height and Building Form

We have assessed the site and believe the site is ideally suited to cater for higher density and taller buildings in the correct location while respecting the context.

While the character of the area is predominantly low density residential, there are several factors that indicate the receiving environment has capacity for change:

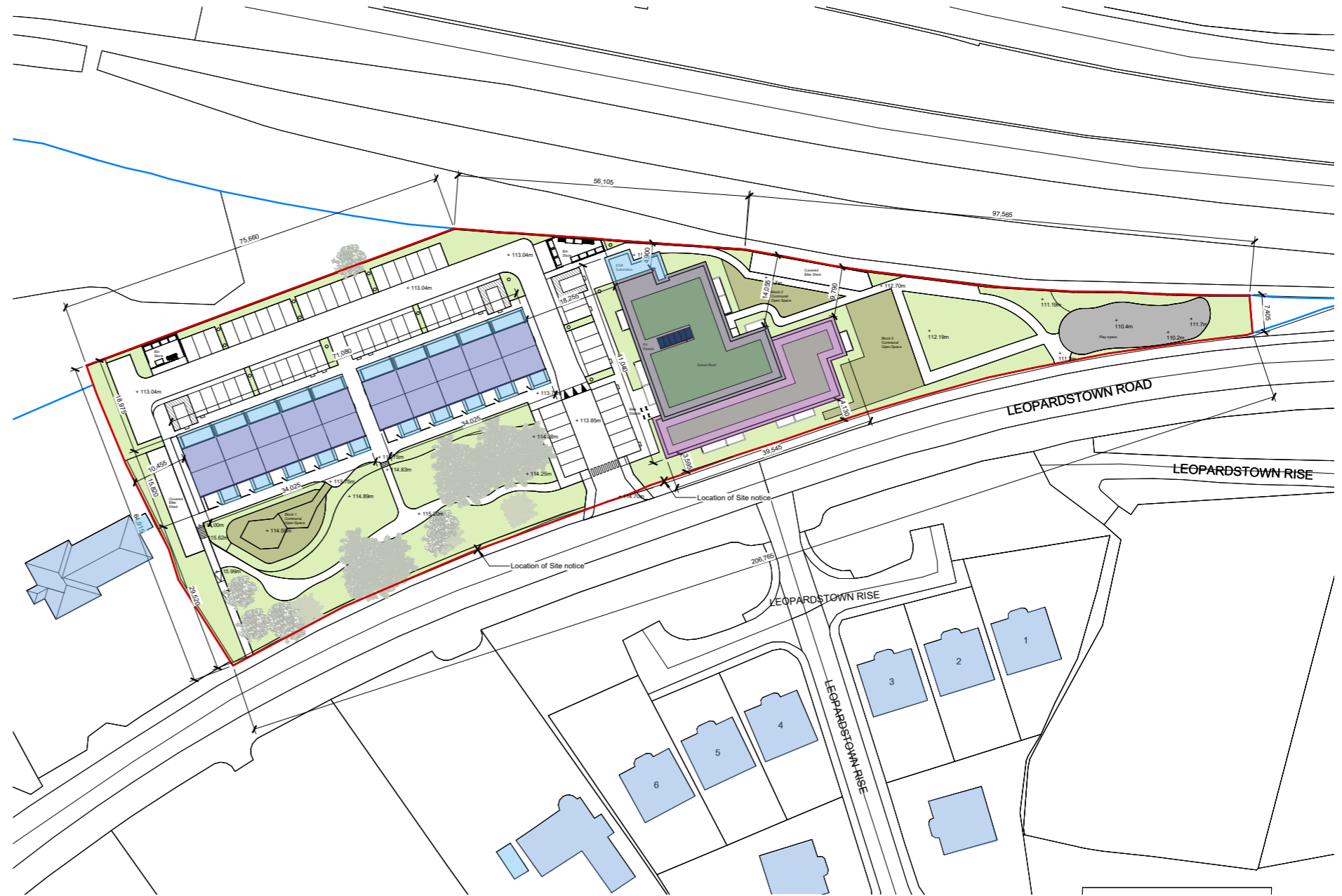
- There is precedent for high density residential development nearby to the South;
- The site has frontage to Leopardstown Road, the main thoroughfare in the area, the taller block addresses Leopardstown Road where its height is appropriate relative to the scale of both Leopardstown Road and the motorway;
- There are numerous mature trees on the site providing screening;
- In addition to the above, the site has access to public transport services, neighbourhood centres and public open space, all within walking distance, providing further motivation/justification for change (in the context of compact growth policy).

This development meets the required density and has appropriate massing and height for this urban site. In determining the correct planning approach around appropriate building heights, the planning process has to ensure the highest standards of urban design, architectural quality and place-making outcomes.

This site is entirely appropriate for height given it is in close proximity to high capacity transport networks, places of work and recreation.

Block 2 is three storeys and it is split in the middle to reduce the massing down to a more suitable scale.

Block 2 varies between 5 and 6 storeys, making use of set backs on the top floor to reduce its visual impact. It's form and orientation has been designed to ensure any units which aren't dual aspect are not North facing.



BUILDING HEIGHTS

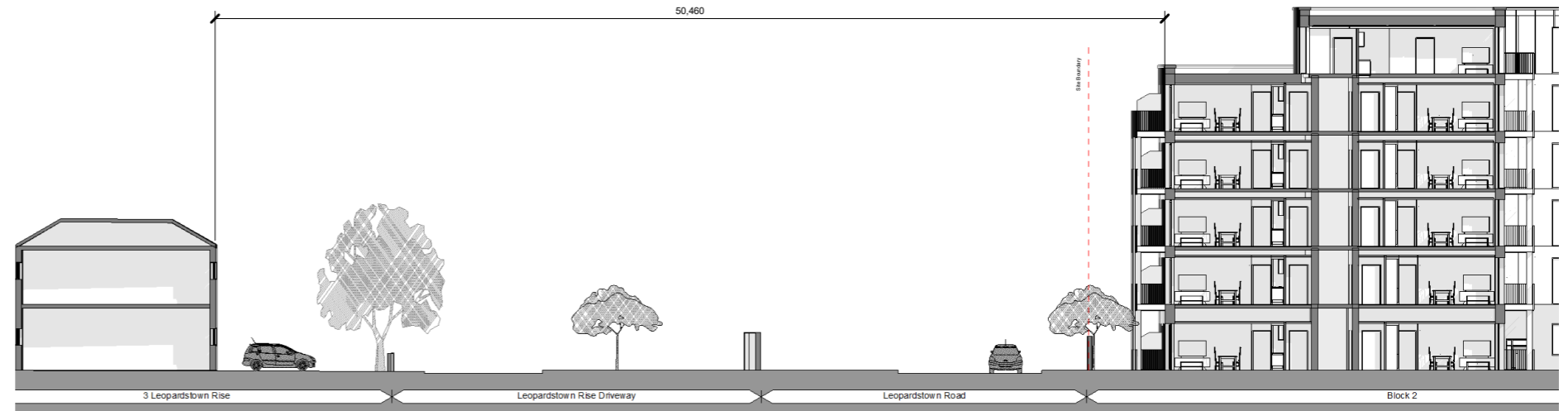
- 1 Storey
- 2 Storey
- 3 Storey
- 5 Storey
- 6 Storey

3.6 Privacy

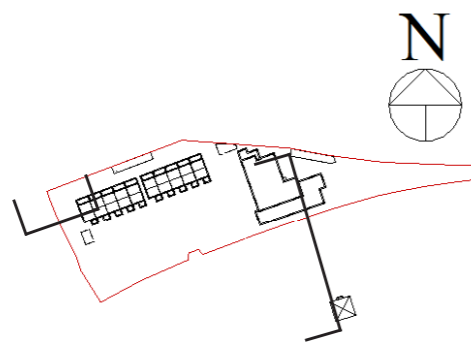
Potential for overlooking

The scheme has been designed to provide appropriate distances between the proposed blocks and Leopardstown Rise to the South of the site. There is a significant distance of 50m that houses various public thresholds between Block 2 and the development at Leopardstown Rise, mitigating potential for overlooking. The top floor of Block 2 has been stepped back away from the site boundary to further mitigate potential for overlooking.

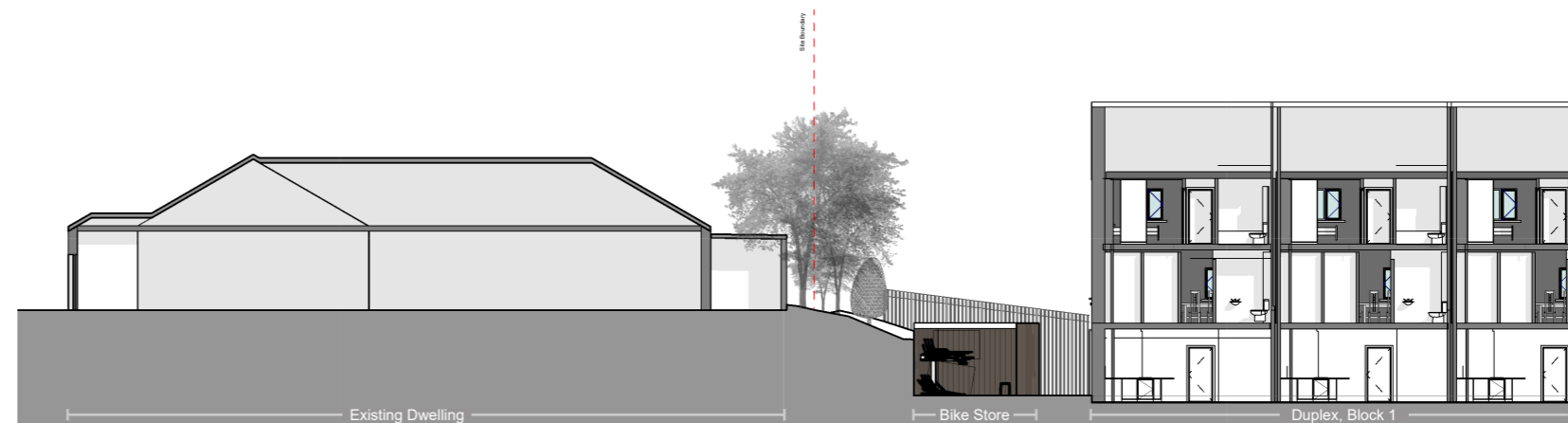
The 3-storey duplex block, Block 1, adjacent to the existing neighboring dwelling has a lower Finished Floor Level by taking advantage of the sites existing contours and embankment. This along with the existing treeline and hedgerow, which will be supplemented with further planting, will ensure screening of development. Fenestration along the western elevation of Block 1 is kept minimal to protect privacy of the neighbouring property. Additionally, it is noted that neighbouring dwelling does not comprise fenestration along the eastern elevation which would oppose the proposed development. In this regard, it is noted that these considerations are sufficient to protect the existing residential amenities of neighbouring properties with regard to daylight access and privacy and demonstrate compliance with SPPR 1 of the Compact settlement Guidelines.



Section through Block 2 showing relationship with Leopardstown Rise to the North



Key Plan



Section through block 1 and neighbouring dwelling

03 - Proposed Design

3.7 Landscape Design

The delivery of a public play space and open green spaces has been a key objective from the outset of design. The design team recognised the importance of creating open space with a recreational quality to engage with the public realm and this became integral to the design.

The design aims to encourage sociability, provide for playfulness and find sustainable solutions in the design of this site. The public spaces are overlooked by the proposed dwellings, promoting passive surveillance and improving security. These spaces support both active and passive uses and include play provision for children and seating areas, improving the accessibility and usability of these spaces for a variety of needs. Efforts have been made to retain existing trees of value on the site and there is a mix of new tree, shrub and hedgerow planting proposed to enhance ecological diversity and visual amenity of the site.

It is proposed to provide a generous public open space provision of approx. 2,077 sqm (or 24%) in the form of a public play space, open green spaces and active landscaping throughout the site. This meets and exceeds the open space requirements for the site. Additionally, it is proposed that approx. 637 sqm (or 7%) of communal open space is provided in the form of open green space with active landscaping to serve the residents of each block.



PUBLIC OPEN SPACE DIAGRAM



LANDSCAPE PLAN

03 - Proposed Design

3.8 - Site Design Parameters

The Blocks are designed to ensure adequate separation distances are maintained to ensure sufficient daylight / sunlight and to ensure privacy within and for the neighbouring residential unit. The open spaces have been designed to benefit from good orientation.

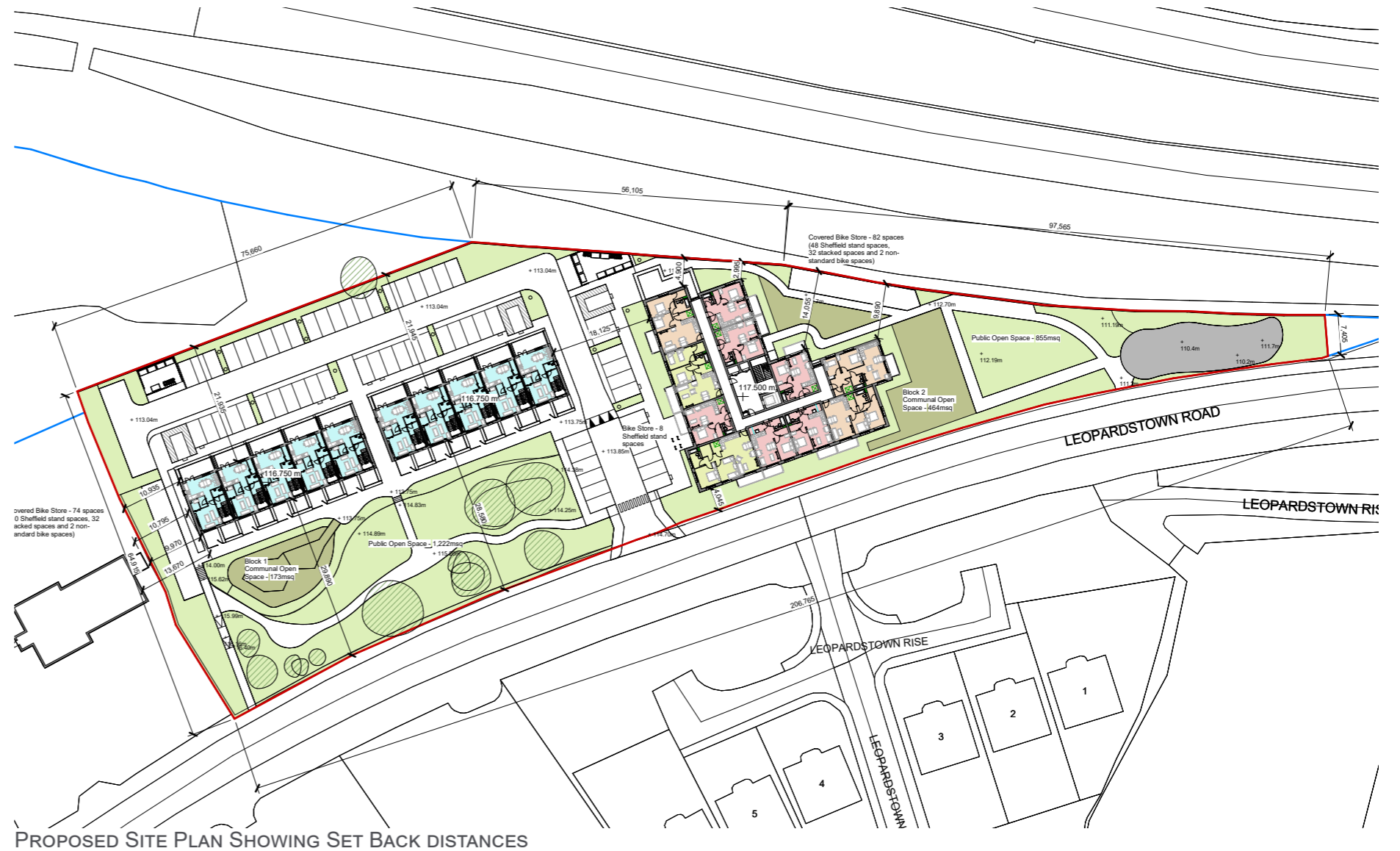
The scheme is carefully designed to make the most of the existing site contours, strategically positioning the three-storey block at an appropriate level to harmonize with the surrounding landscape. This thoughtful placement minimizes visual impact and aligns sympathetically with the environment.

The positioning of the buildings also ensures a substantial setback from the existing 2 storey neighbouring dwellings, creating an effective architectural solution that leverages the natural landscape contours. This design allows a significant buffer zone between the new development and the surrounding environment, which helps reduce the visual impact and preserves the integrity of adjacent properties.

Moreover, the ample setback contributes to a more inviting and open feel within the development itself, promoting a sense of space and openness. This design also enables the creation of a large public open space that fronts onto Leopardstown Road, enhancing the community's access to green spaces and improving the overall aesthetic appeal of the project.

Block 1 is set back approx. 10m away from Western boundary and 19m from the Northern boundary. It is a 3 storey block and is a distance of 13.68m away from the closest point of the main portion of neighbouring house to the West and a distance of 10.795m from its smaller structure to the rear.

Block 2 is 4.2m from the Southern boundary and has a closest distance of 2.96m to the Northern boundary. The block is 6 storeys with set backs designed into the top floor.



VIEW OF SET BACK FROM LEOPARDSTOWN ROAD



VIEW OF PUBLIC SPACE ENABLED BY SET BACK

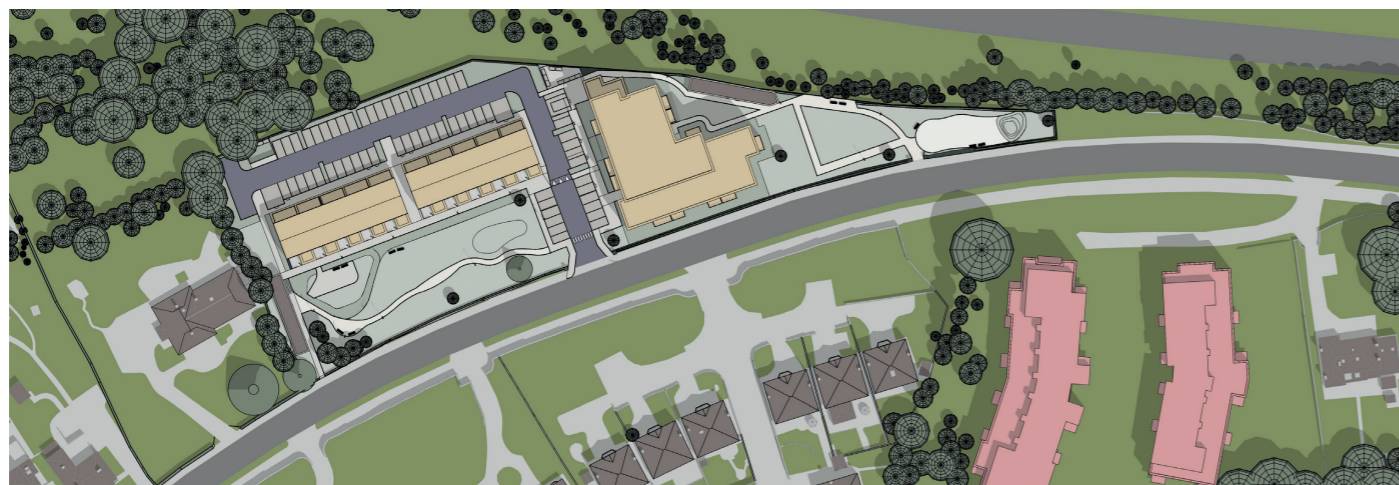
3.9 - Daylight/Sunlight Performance

The building and apartments are laid out to optimise the solar orientation and ensure apartments have excellent daylighting. 3D Design Bureau have calculated the daylighting and confirm that 97% of rooms receive adequate daylight (100% in the 'no tree' assessment), the buildings do not overshadow neighbouring properties and the landscaped areas receive many hours of sunshine daily.

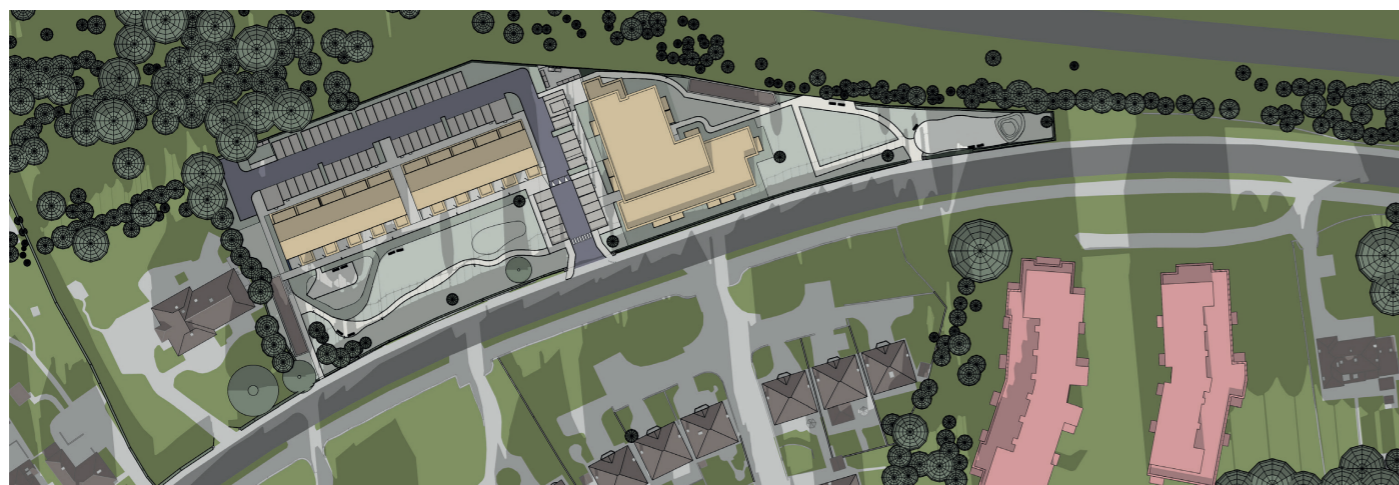
As previously noted, good practice design principles of optimising orientation, availability of natural daylight and sunlight with views to external green spaces were key design drivers from the outset.

The results of the daylight studies find that any impact on the adjacent residential structures would be minimal and imperceptible. There would be a good quality of daylight in the apartments analysed and the amenity areas would have sufficient sunlight. The proposed development meets and in many locations exceeds the recommendations of the BRE guidelines. The proposed development fully meets the recommendations of the BRE Guidelines and BS8208 Part 2:2008 Lighting for Buildings, Code of Practice for Daylighting.

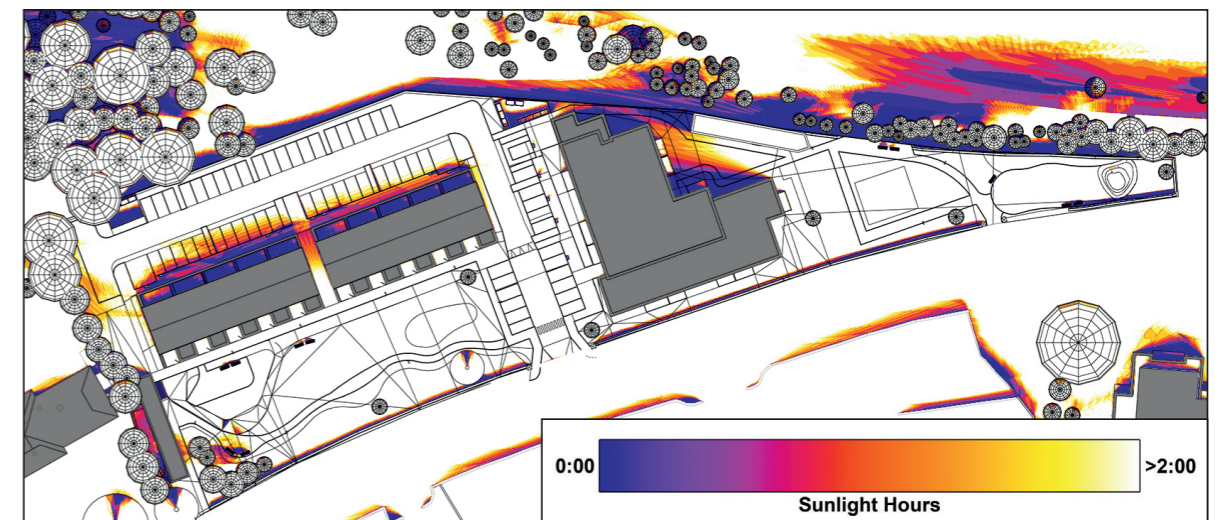
Daylighting studies were carried out to the amenity spaces. The BRE document indicates that for an amenity area to have good quality sunlight throughout the year, 50% should receive in excess of 2 hours sunlight on the 21st March. It also states that front gardens need not be assessed for sunlight. An assessment of the landscaped spaces notes in the conclusion that the amenity spaces have been designed into this scheme are well oriented for sunlight and all proposed amenity spaces will have over 2 hours sunlight on the 21st March. The proposed development more than exceeds the required BRE Guidelines.



SHADOW STUDY - JUNE 21ST 12:00



SHADOW STUDY - DECEMBER 21ST 12:00

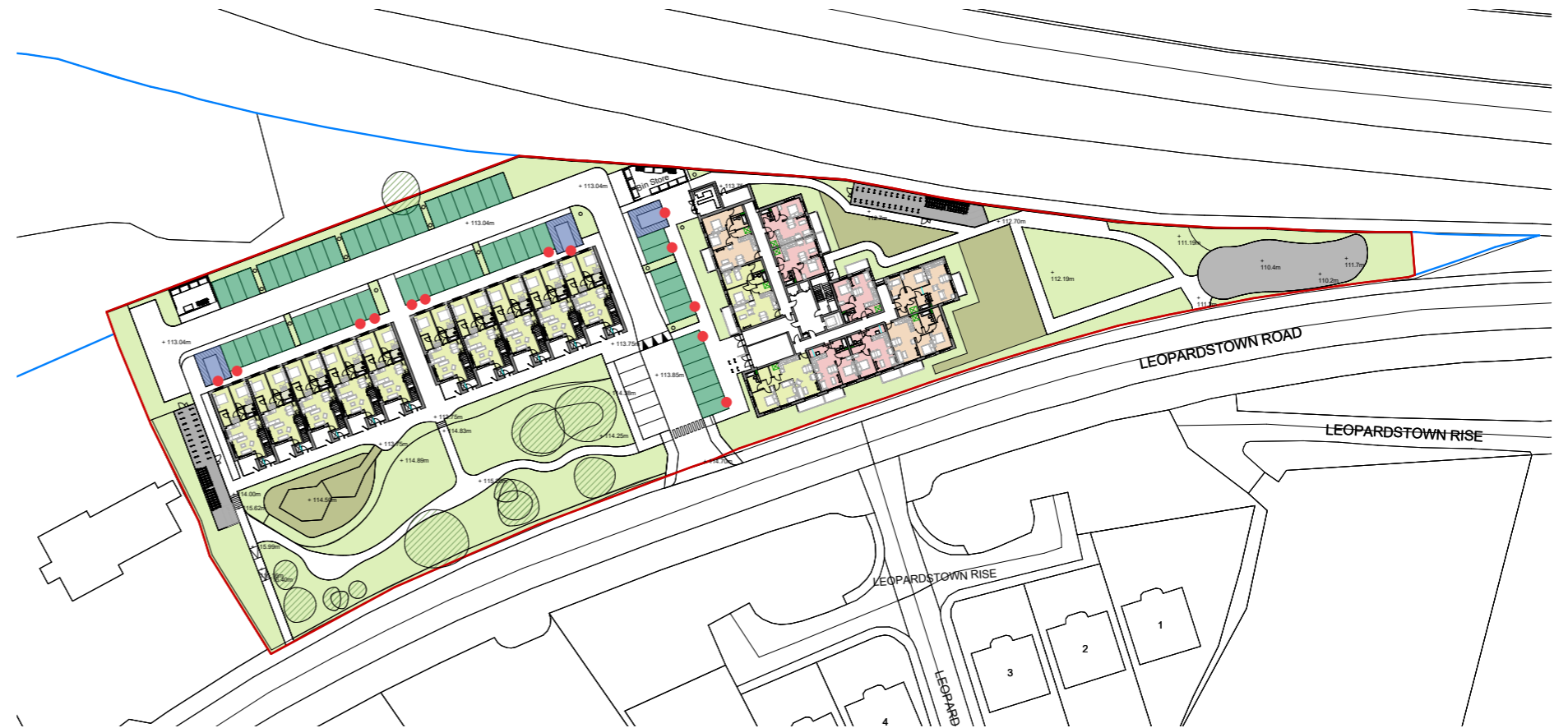


2 HOUR FALSE COLOUR PLAN FOR SUN ON GROUND ASSESSMENT

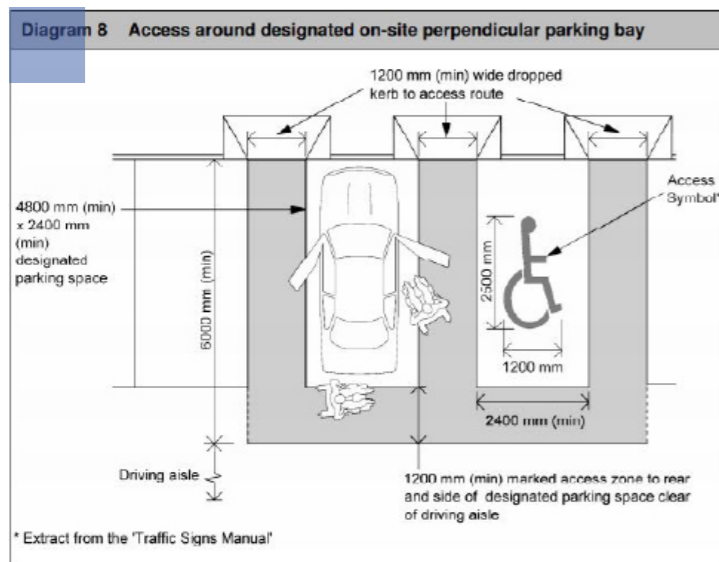
03 - Proposed Design

3.10 - Vehicle Parking

It is proposed to provide car parking facilities as follows:
 64no. total spaces, The Car parking Ratio provided is 0.76.
 Of these spaces provided 3 no. are Accessible spaces, this represents 4% of the provided car parking spaces to ensure inclusivity and compliance with accessibility standards and 13 EV charging points, at a rate of 1 charging point per 5 spaces. Provision is also made for future expansion of the EV charging infrastructure to accommodate increased demand as more residents adopt electric vehicles.



■ **Standard Parking** = 61
 ■ **UA Parking** = 3
 ● **Provision for Future Electric Charge Points (13 bays)**



ACCESSIBLE SPACE

03 - Proposed Design

3.11 - Refuse

Refuse Storage

Refuse storage shall be via two dedicated refuse stores provided adjacent to each of the blocks.

This facility is easily accessed for residents or the management company to service the refuse collection. The management company will bring the bins from the bin store to the designated area for weekly collection.

Both refuse stores have been designed to be fully accessible with turning circles provided for wheelchair users.

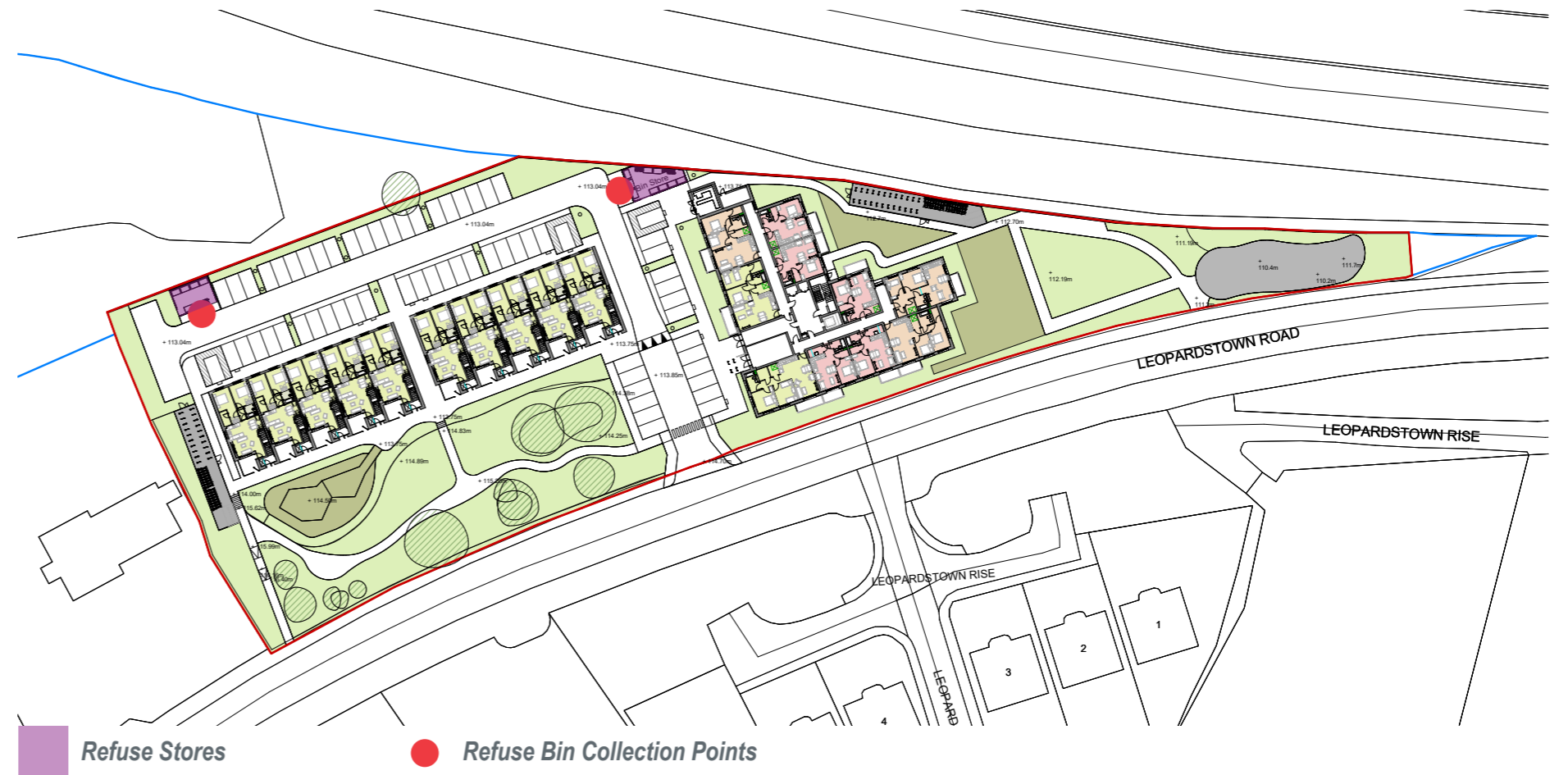
Each refuse store has bins for the following waste types:

- Organic Waste
- Mixed Dry Recyclables
- Glass
- Mixed Municipal Waste

The bins are a mix of 1,100l bins (1.37m x 1.1m) and 240l bins (0.75m x 0.585m)

The refuse store adjacent to Block 1 contains 5 no. 1,100l bins and 3 no. 240l bins

The refuse store adjacent to Block 2 contains 9 no. 1,100l bins and 5 no. 240l bins



BIN STORE EXAMPLE

03 - Proposed Design

3.12 - Cycle Parking

Bicycle parking will be provided on the basis of one cycle space per bedroom. This satisfies both the Specific Planning Policy Requirement 4 (Cycle Parking and Storage) of the Compact Settlement Guidelines and the DLR Standards for Cycle Parking.

An additional visitor space for every five units is provided which satisfies the DLR Standards for Cycle Parking.

Four spaces are provided for non-standard bike parking.

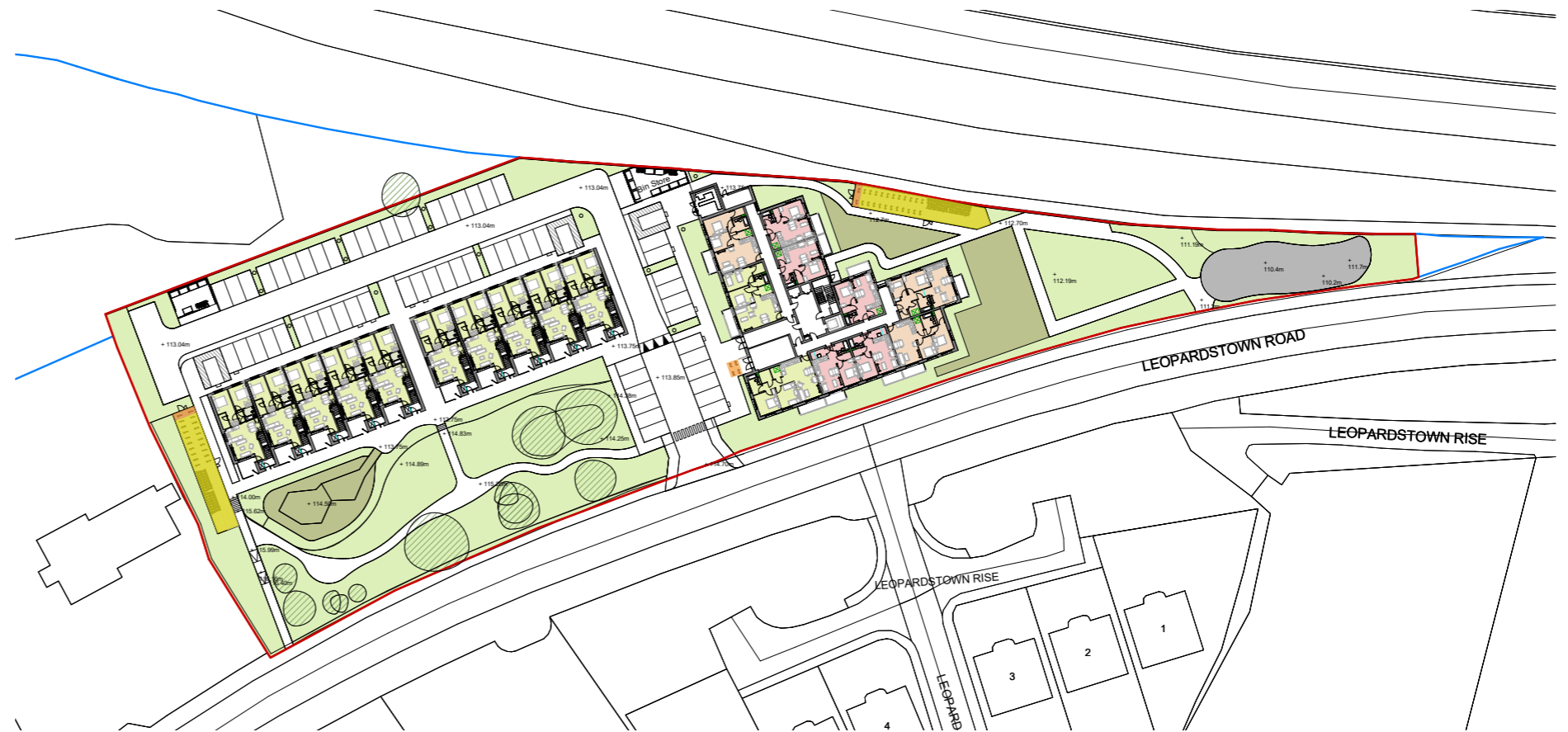
Dedicated secure cycle parking is located at ground level adjacent each block. Additional visitor bicycle spaces are provided at the entrance to Block 02.

It is proposed to provide bicycle parking facilities as follows:

- 140 no. long stay spaces. 100% covered (incl. 4 no. non-standard bike spaces).
- 16 no. short-stay spaces. 50% covered.
- This amounts to a total of 156 no. bicycle spaces.

Short stay spaces are all Sheffield stands.

Long stay spaces are a mix of Sheffield stands and stacked bike parking.



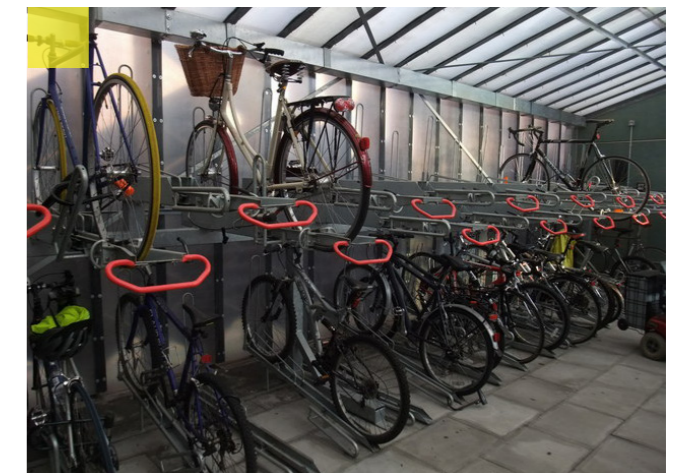
 Short Stay Cycle Parking = 16  Long Stay Cycle Parking = 140



SHEFFIELD STAND



BIKE STORE EXAMPLE



STACKED BIKE STORAGE

3.14 - Dual Aspect

The 2018 Apartment Guidelines advise that the amount of sunlight reaching an apartment significantly affects the amenity of the occupants. Dual-aspect apartments, as well as maximising the availability of sunlight, also provide for cross ventilation and views in more than one direction. Ultimately, the daylighting and orientation of living spaces is the most important objective and in the design this ethos is upheld.

It is a policy requirement that apartment schemes deliver at least 33% of the units as dual aspect in more central and accessible sites (that are more restricted) and a minimum of 50% dual aspect where there is a greater freedom in design terms, such as in larger apartment developments on greenfield or standalone brownfield regeneration sites where requirements like street frontage are less onerous. The proposed design has 53 dual aspect units which equates to 66% of the overall scheme.

We have optimised single aspect apartments within the design to maximise the number of south facing units with west or east facing single aspect units also being incorporated. A number of single aspect apartments are afforded views over the public realm and compensated by good orientation. Living spaces in apartments provide for direct sunlight for some part of the day and the included daylight and sun light analysis report concludes that all best practice and guidance thresholds have been met.

There are no north facing single aspect apartments. Particular care has been taken in the design where living area windows are located on lower floors to avoid any overshadowing by adjoining buildings. All rooms more than exceed minimum daylighting standards with additional fenestration ensuring excellent daylight for all apartments.



BLOCK 2 TYPICAL FLOOR PLAN

- DUAL ASPECT
- SINGLE ASPECT

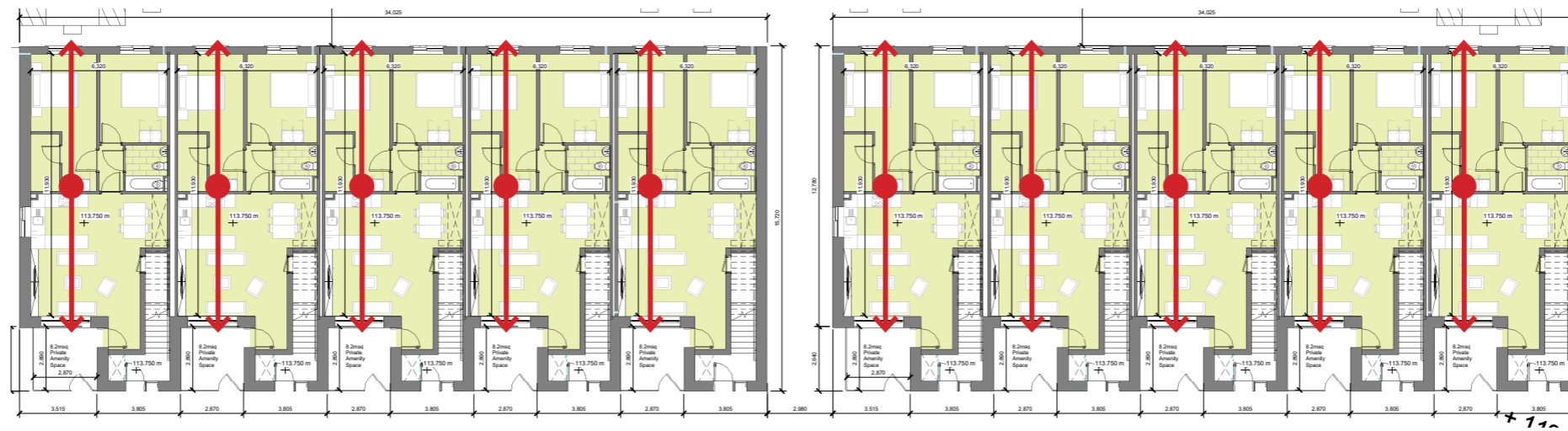


03 - Proposed Design

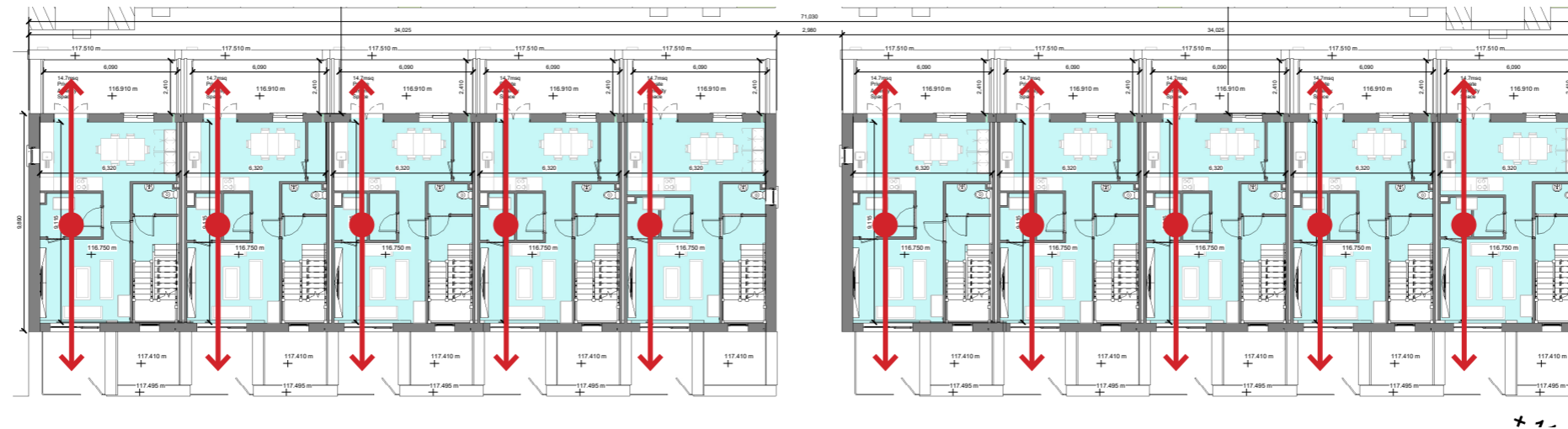
3.14 - Dual Aspect - Block 1

● DUAL ASPECT

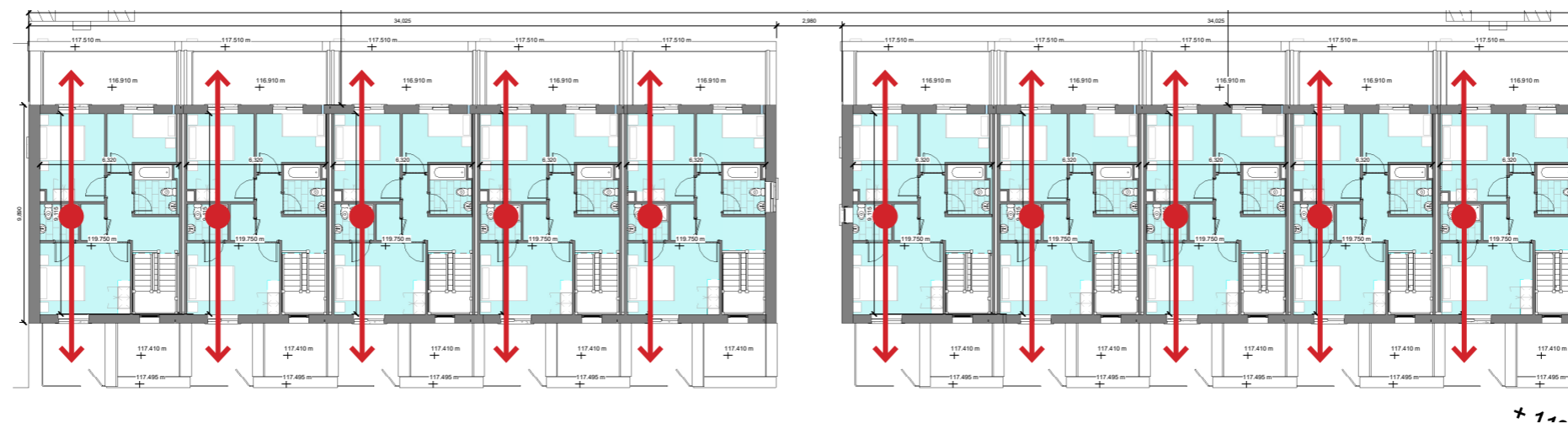
BLOCK 1 GROUND FLOOR PLAN



BLOCK 1 FIRST FLOOR PLAN



BLOCK 1 SECOND FLOOR PLAN



04 - Conclusion

Our Clients endeavour to deliver a best-in-class residential apartment scheme, built to high quality a sustainable development, with the provision of attractive and modern living accommodation in an area appropriate for development supported by infrastructure. The design has been considered in terms of the surrounding environment and will provide the required mix of apartments to meet the anticipated demographic for the area.

The Density of 92 units per hectare does not impact on the open character and residential amenities of the lands. The public space provided adjoining the public road is meaningful and provides a really high level of amenity.

Furthermore, Whole Life design, durability and security have also all been built into the development to ensure the design solution is robust ,resilient and fit for purpose. The choice of external materials will be robust and age well over their life time.

The proposed development is considered to make a positive contribution in terms of placemaking through the provision of a new public play space and public green space.

This scheme meets the required density and has appropriate massing and height in compliance with development objectives for apartments. Adequate dual aspect ratios, appropriate levels of units per core and internal storage provisions are all met by this design. This all ensures that the solution is entirely compatible with Residential Design Standards.

In conclusion , this is a high quality design in a excellent location suitable for this residential scheme and consequently accords with proper national and local planning and sustainable development.



VIEW OF BLOCKS 1 & 2

Urban Design Manual 12 Criteria Assessment

A.1 - 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.*

Compact Settlement Guidelines

- *New developments should respond in a positive way to the established pattern and form of development and to the wider scale of development in the surrounding area. The height, scale and massing of development in particular should respond positively to and enhance the established pattern of development.*
- *The urban structure of new development should strengthen the overall urban structure and create opportunities for new linkages where possible.*
- *Plan for the protection, restoration and enhancement of natural features, biodiversity and landscapes, and ensure that urban development maintains an appropriate separation and setback from important natural assets. New development should seek to protect and enhance important natural features (habitats and species) within and around the site, should avoid the degradation of ecosystems and include measures to mitigate against any potential negative ecological impacts.*

Response:

Any new development should improve on the existing situation while at the same time being sensitive to its context. Through working with our wider design team, and carrying out a thorough site analysis, context reviews and appropriateness studies, we have developed an understanding of the existing site and the constraints for development around landscaping features and trees of note on the site which has informed the design response. The site constraints and the assessment of its surroundings have guided how the design has been developed to form a coherent total.

The site location on Leopardstown Road is immediately adjacent to the M50 motorway. The scale of the motorway and the associated junctions beside the site are partly concealed by an escarpment. The placement of the motorway at the base of this escarpment allows views north from the site towards Sandyford Business Park and further towards Dublin Bay from higher elevation points within the site.

Leopardstown Road is currently predominantly fronted by detached houses on large plots set back from the road in a low-density development arrangement. The housing along the majority of the length of Leopardstown Road has no engagement with the public realm, private front gardens are concealed behind high walls and the entrance to the Leopardstown Rise estate also has high stone walls along its road frontage. The proposed scheme will present a more open and engaging street frontage that is considered to be a more appropriate response for this site.



CONTEXTUAL INTERFACES WITH PUBLIC REALM



PROPOSED DEVELOPMENT INTERFACE WITH PUBLIC REALM

Urban Design Manual 12 Criteria Assessment

A.2 - 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.

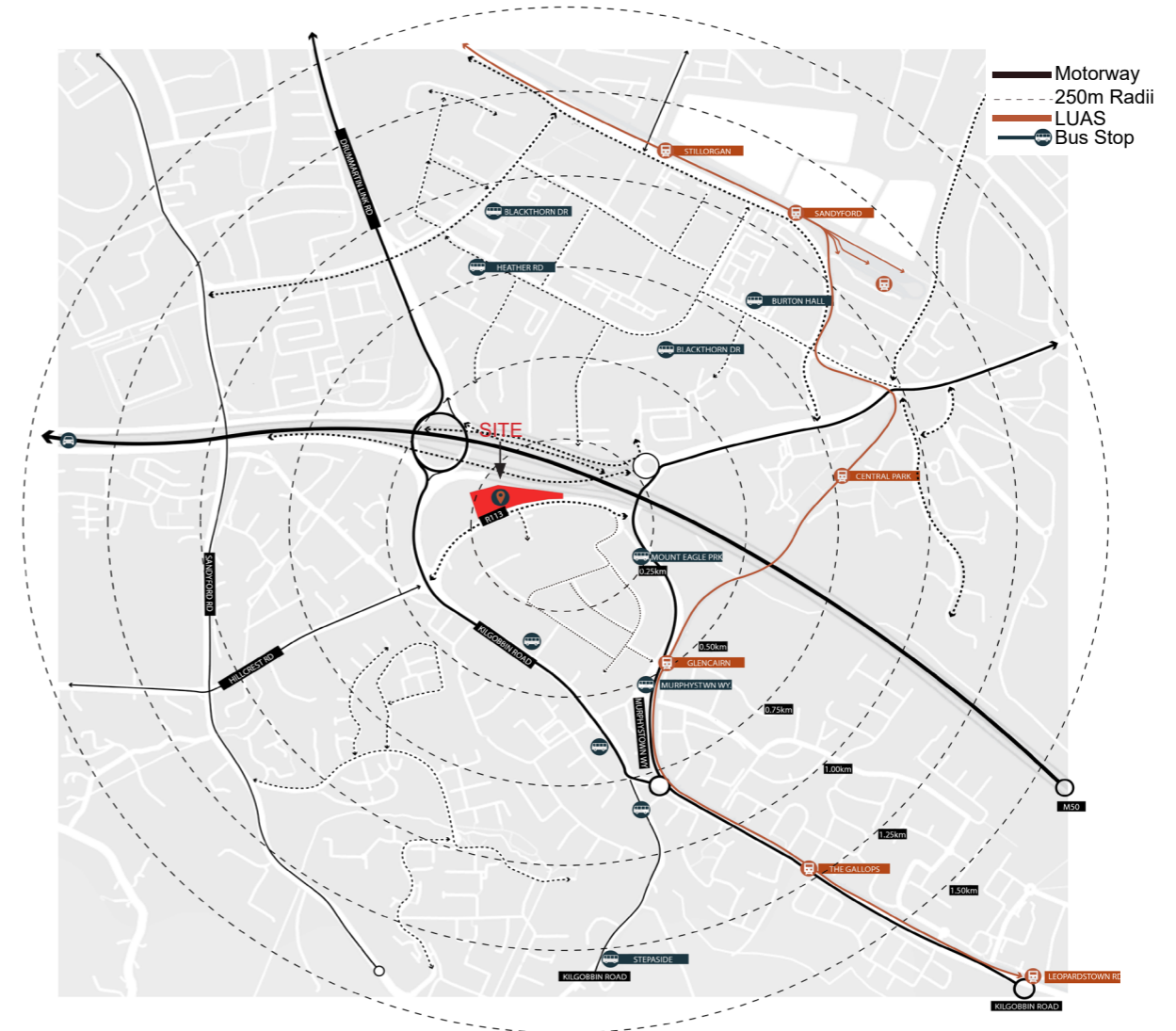
Compact Settlement Guidelines

- New developments should, as appropriate, include a street network (including links through open spaces) that creates a permeable and legible urban environment, optimises movement for sustainable modes (walking, cycling and public transport) and is easy to navigate.
- New developments should connect to the wider urban street and transport networks and improve connections between communities, to public transport, local services and local amenities such as shops, parks and schools, where possible.
- Active travel should be prioritised through design measures that seek to calm traffic and create street networks that feel safe and comfortable for pedestrians and cyclists.
- It will be important to align the integration of land uses and centres with public transport in order to maximise the benefits of public transport.

Response:

Whilst the presence of the M50 motorway to the north of the site will provide excellent connectivity to the motorway system it is a major barrier to connectivity for pedestrians and cyclist movements moving north. DLRCC have however provided a cycle lane along Leopardstown Road that will provide a safe transition across the Motorway flyover and it's various major roundabouts on either side of the flyover. This link into the cycling network provides connections down to the coast as well as uphill to the mountains. The ability for pedestrians and cyclists to transition across the motorway is important as the site is in close proximity to Central Park, Leopardstown Business Park and Sandyford Business Park which offer a wide range of employment opportunities and local retail for future residents on the site.

The public transport connections offered by the LUAS and buses allow access to local retail centres at Leopardstown Shopping Centre or the Beacon South Quarter. The location of the site close to good public transport connections and the ability to walk or cycle to a range of employment opportunities north of the motorway point towards the site being suitable for providing an effective density and consolidation in contrast to existing development in the immediate locality.



TRANSPORT LINKS

Urban Design Manual 12 Criteria Assessment

A.3 - 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.
- 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 passers by, avoiding unnecessary physical and visual barriers.

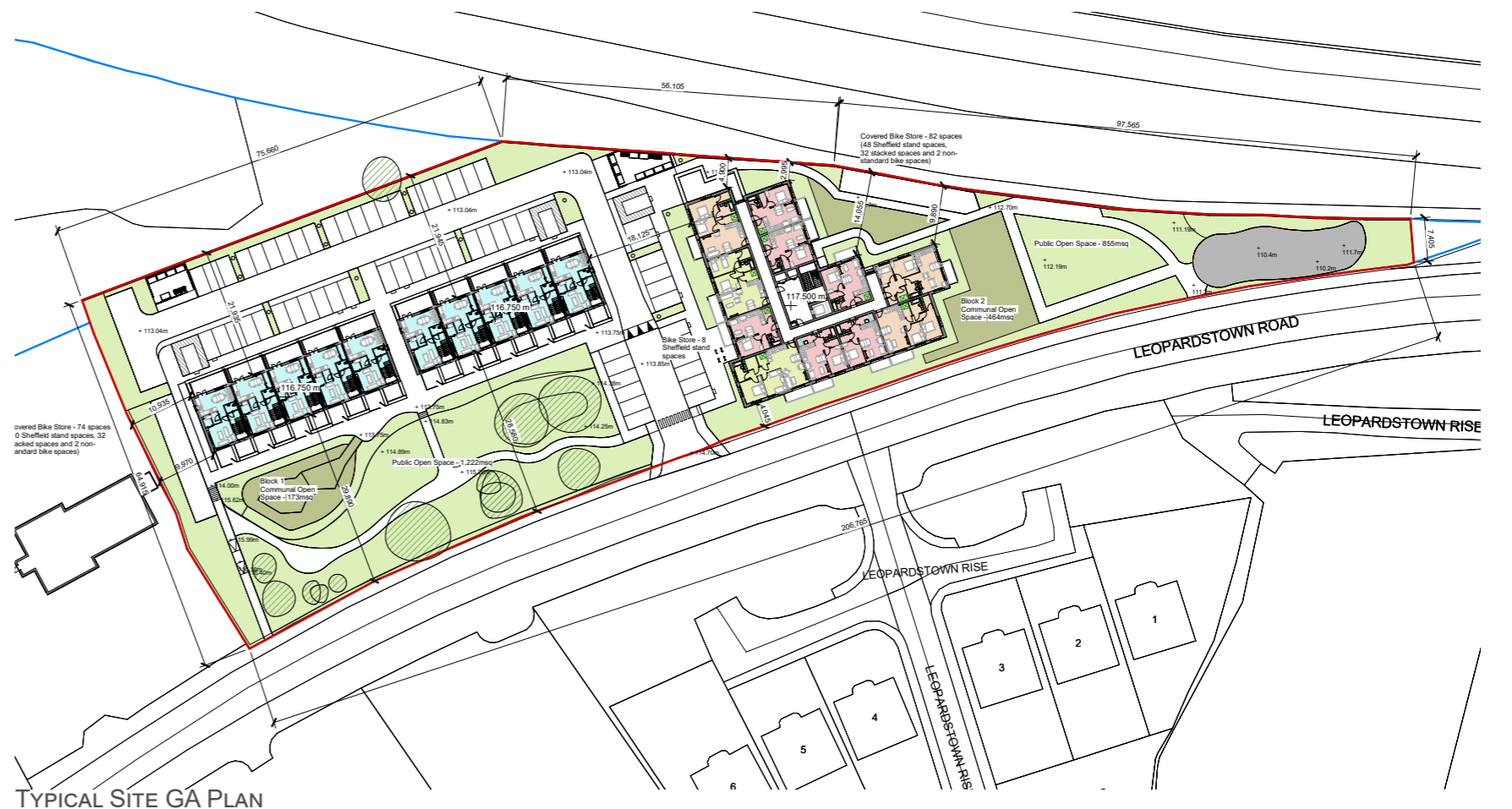
Compact Settlement Guidelines

- In areas that are less central, the mix of uses should cater for local services and amenities focused around a hierarchy of local centres that support residential communities and with opportunities for suitable non-residential development throughout.
- The creation of sustainable communities also requires a diverse mix of housing and variety in residential densities across settlements.

Response:

For a residential development to be considered inclusive, it should include provision for housing of different types, sizes and tenures. Providing this choice will enable diverse users to benefit from the opportunity afforded by the development and will help to create a balanced, sustainable community.

The proposed development will offer a mix of one, two and three bed units that will ensure that, taken in consideration with the existing homes in the Leopardstown area, the overall mix in the neighbourhood is conducive to maintaining a healthy balanced community. The development is designed to be inclusive for all users and will provide level access, will deliver a range of household sizes to cater for all users and ages and not present barriers for access. The open spaces have all been designed for universal access and the public play space shall be fully accessible for the wider public.



TYPICAL SITE GA PLAN

Urban Design Manual 12 Criteria Assessment

A.4 - 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.
- Housing types 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.

Compact Settlement Guidelines

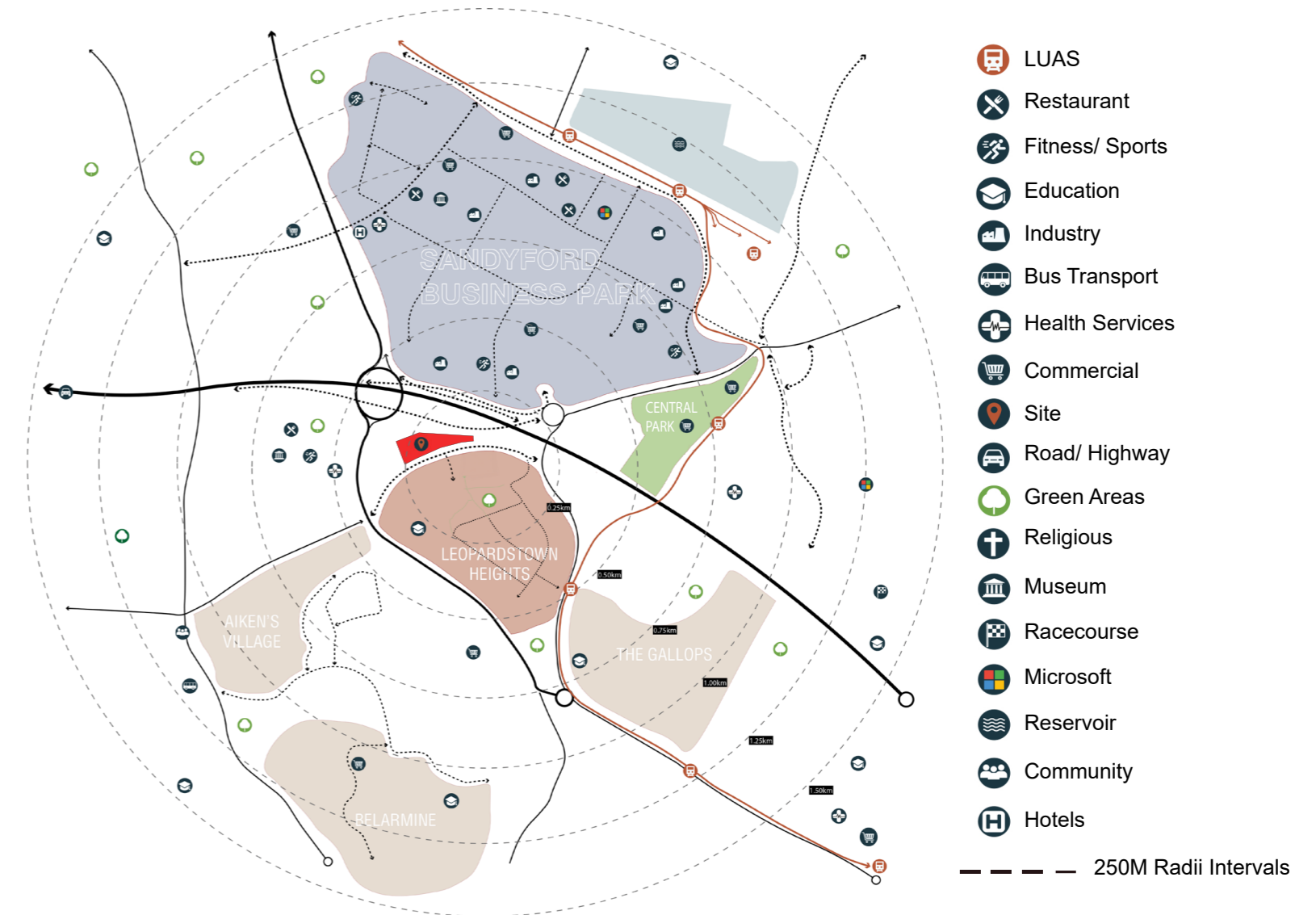
- In areas that are less central, the mix of uses should cater for local services and amenities focused around a hierarchy of local centres that support residential communities and with opportunities for suitable non-residential development throughout.
- The creation of sustainable communities also requires a diverse mix of housing and variety in residential densities across settlements. This will require a focus on the delivery of innovative housing types that can facilitate compact growth and provide greater housing choice that responds to the needs of single people, families, older people and people with disabilities, informed by a Housing Needs Demand Assessment (HNDA) where possible. Development plans may specify a mix for apartment and other housing developments, but this should be further to an evidence-based Housing Needs and Demand Assessment.

Response:

Successful and sustainable communities contain a wide variety of things to do, see and enjoy. The surrounding area is currently dominated by semi-detached housing with some single houses on individual sites. The proposed development will provide an alternate option within the locality.

The range of one, two and three bedroom apartments will complement the existing three and four bedroom housing stock in the area and provide an appropriate variety to give choice in the area. The outdoor open spaces will provide an excellent offering for users for the development.

The orientation of the buildings, the placement of public open space and the residents communal external amenity space all deliver a variety of interface with the public realm that has until now been absent along the road frontage of Leopardstown Road.



AMENITIES LOCATED WITHIN 1-2KMS FROM SITE

Urban Design Manual 12 Criteria Assessment

A.5 - 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.

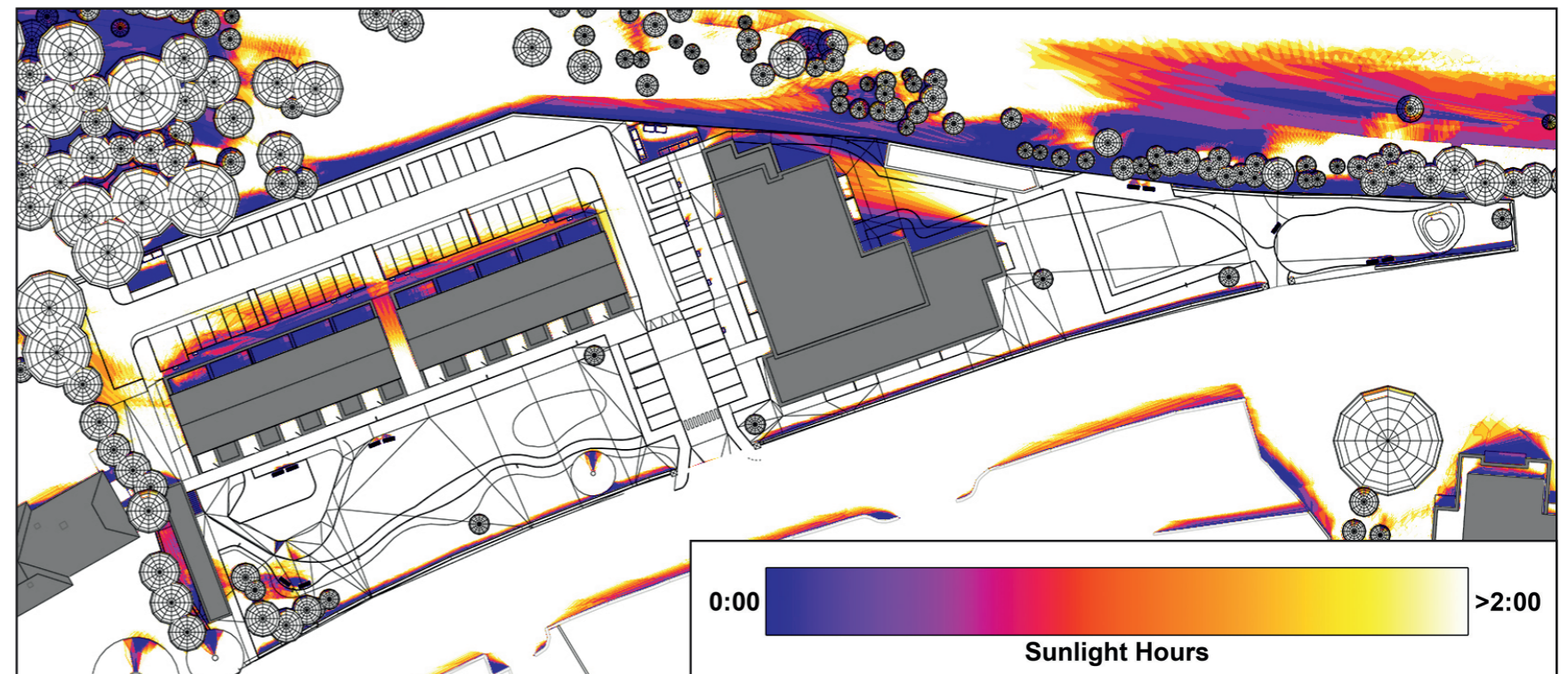
Compact Settlement Guidelines

- In all urban areas, planning authorities should actively promote and support opportunities for intensification. This could include initiatives that support the more intensive use of existing buildings (including adaption and extension) and under-used lands (including for example the repurposing of car parks at highly accessible urban locations that no longer require a high level of private car access).

Response:

As well as providing homes that are low in energy consumption and sustainable, the development will make good use of land by increasing densities – where the site benefits from good access to public transport.

The buildings are laid out to exploit the optimal solar orientation so that the apartments can make best use of the site constraints. The development of this site is entirely appropriate given its location. The private open space is placed in locations to benefit from solar orientation and the amenity garden spaces are located to benefit from good sunlighting.



2 HOUR FALSE COLOUR PLAN FOR SUN ON GROUND ASSESSMENT

Urban Design Manual 12 Criteria Assessment

A.6 - 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.*

Compact Settlement Guidelines

- *New development should support the formation of a legible and coherent urban structure with landmark buildings and features at key nodes and focal points*
- *New development should embrace good modern architecture and urban design that is innovative and varied, and respects and enhances local distinctiveness and heritage.*
- *Promote urban greening and Nature-based Solutions (including Sustainable Drainage Systems and slow-the-flow initiatives) for the management of urban surface waters in all new developments and retrofitting in existing areas to ensure that the benefits of ecosystem services are realised.*

Response:

Alongside making physical connections between the site and its surroundings, the proposed building will create visual connections between the scheme and neighbouring environment. The scheme provides a variety of dwelling types which will complement the stock of housing in the area.

The proposal will provide a positive addition to the area with a similar high quality expression for the façades of the highest quality. The proposed design responds to the key site characteristics in order to generate a 'place' at the heart of the scheme for the residents. A public open space will create a new landscape connection to Leopardstown Road and provide a recognisable public realm feature that will be a positive addition to strengthening the identity of the locality.



APPROACH TO PROPOSED DEVELOPMENT

Urban Design Manual 12 Criteria Assessment

A.7 - 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.

Compact Settlement Guidelines

- Buildings should generally present well-defined edges to streets and public spaces to ensure that the public realm is well-overlooked with active frontages.

Response:

The proposed development allows the terraced houses to provide active frontage onto the key thoroughfares, car parking areas, public open space and Leopardstown Road. This active frontage assists with passive surveillance and vitality, enhancing feelings of safety. The proposal is considered to be in keeping with the principles of good urban design, integrating into the surrounding area through considering the context of the site and providing for overlooking of proposed communal and open spaces and Leopardstown Road.

Block 1 is set back from the road along the Northern boundary; this allows for the central open space adjacent to the Leopardstown road that engages with the public realm. This space has been designed and located to be overlooked by the proposed dwellings, promoting passive surveillance and improving security. Similarly, on the West of the site, the proposed play space is accessible directly off the Leopardstown road and benefits from the passive surveillance as a consequence of its proximity to Block 2.

The site will be accessed by a new entrance on Leopardstown Road, which will serve as the main access for vehicles, bicycles, and pedestrians. Additionally, there will be two other pedestrian and cycle entrances located further North and South along the Leopardstown Road boundary. Cars shall be parked adjacent to the blocks to benefit from passive surveillance. The shared roadway has been designed in compliance with DMURS.



OPEN SPACE DIAGRAM

Urban Design Manual 12 Criteria Assessment

A.8 - 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.*

Compact Settlement Guidelines

- *Plan for an integrated network of multifunctional and interlinked urban green spaces.*

Response:

Public and private amenity spaces are clearly defined in the scheme and will be secure and overlooked by the apartments. The landscaped public realm spaces will be safe and usable and contribute to the amenities of the neighbourhood. A clear definition between public, semi private and private space is considered as part of the approach to our landscaping Masterplan. All apartments are provided with generous private outdoor balconies.

The open space will enjoy a good level of natural surveillance from the apartments above so that users of the open space will feel comfortable and safe. By creating a strong relationship between the private and public space, residents will be encouraged to feel a strong sense of ownership over the public realm.

The open spaces will be inviting, located to optimise sunlight, sheltered from prevailing winds and they will be well appointed with high quality finishes. The microclimate, sunlight and over-shadowing studies appended to the application demonstrate how the amenity spaces provided shall be comfortable, sunny and enjoy a good level of sunlight throughout the day. These spaces are located to optimise the site orientation and maximise the sunlight available. Seating will be provided to in sunny locations to benefit users.

The scheme design is of the highest quality and will deliver an enhanced public realm. The residential development and landscape areas are designed for all ages. All materials will be designed to a high standard, will be robust and withstand a long-life. The new street realm will be landscaped with high quality materials to provide an enhanced public realm.



PROPOSED PUBLIC PLAY SPACE

Urban Design Manual 12 Criteria Assessment

A.9 - 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.

Response:

Residential apartments offer less physical adaptability to residents compared to individual houses that can be loose fit homes for future modifications including extensions and attic conversions. Apartments can provide choice and flexibility to households where home ownership may not be a priority. These might be younger people starting out in their careers, those who move frequently between countries or those looking to downsize from larger properties. The proposed scheme therefore offers adaptability to lifestyles for this locality and an addition to the Dun Laoghaire housing stock.

In terms of physical adaptability, all apartments are provided with an open plan kitchen, living and dining room. The internal walls in the apartments are designed to be predominantly non-structural. The majority of apartments within the scheme are generous in area. This allows for easy future adaptations to layouts. Built in work from home office spaces can be easily installed within all apartment typologies.

All dwellings are designed to maximise daylight admittance and the buildings fabric is highly insulated, meeting or exceeding the requirements of the current Part L of the Building Regulations.



BLOCK 2 TYPOLOGIES

Urban Design Manual 12 Criteria Assessment

A.10 - Privacy and Amenity

How does the scheme provide a decent standard of amenity?

- Each home has access to an area of usable 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.

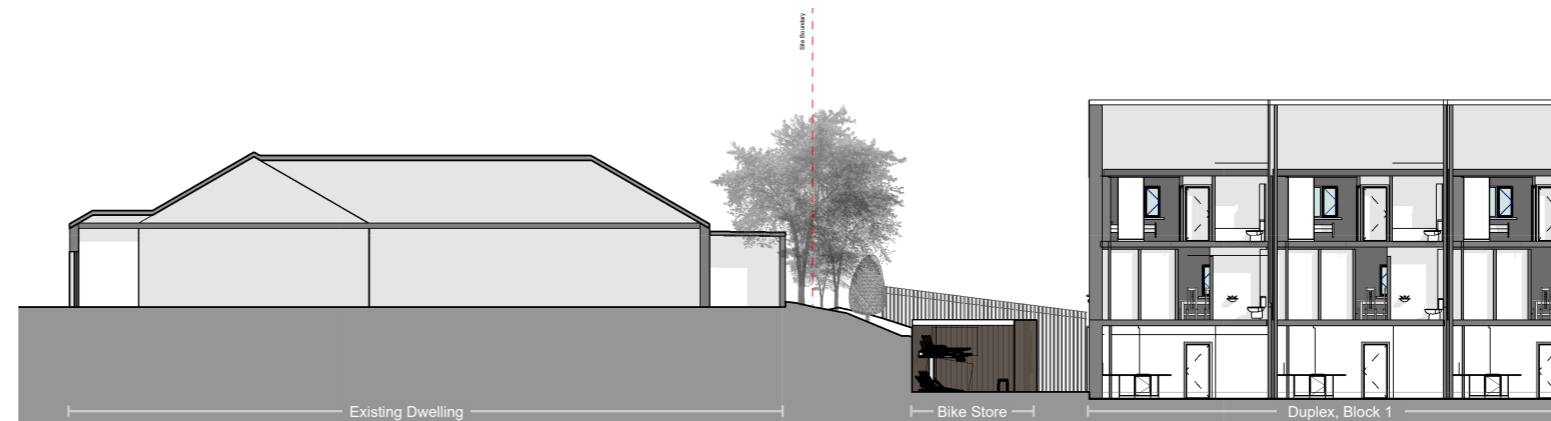
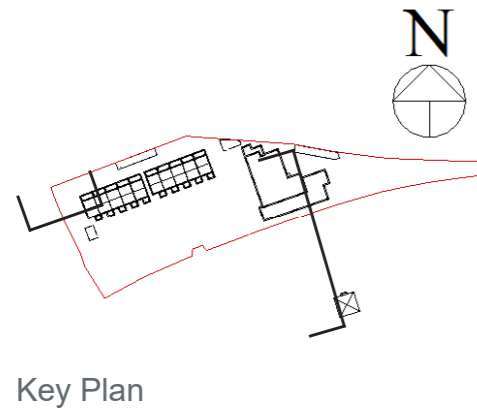
Response:

The proposed development provides a high level of amenity for both the private and public realm. The design maximises the number of homes enjoying dual aspect and the distance between the Blocks and neighbouring developments allows for privacy.

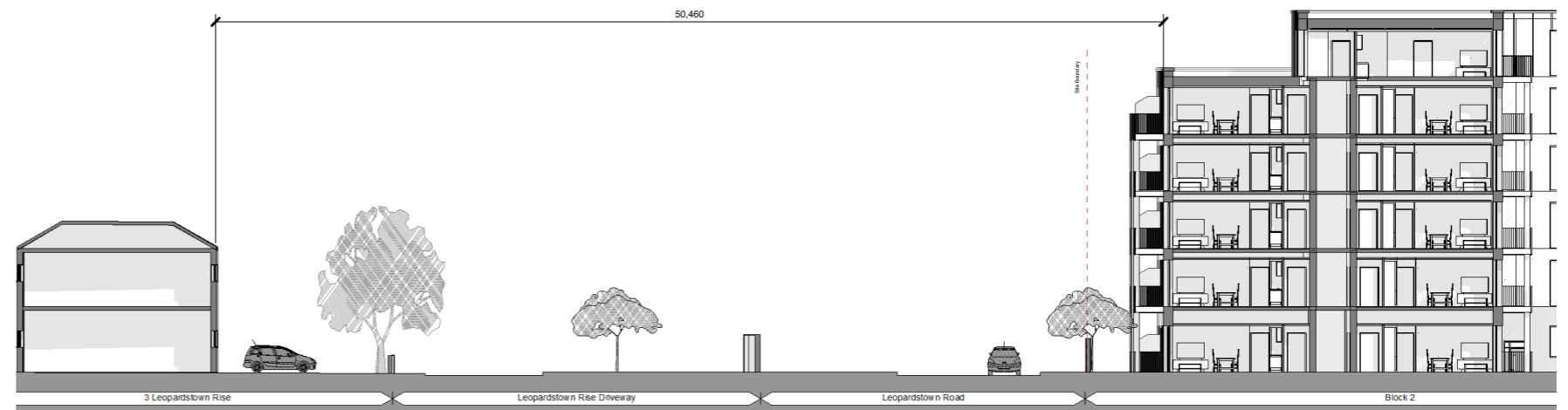
Units are designed to prevent sound transmission by appropriate acoustic insulation or layout. Windows are sited to avoid views into the home from other apartments and will be sufficiently far away from neighbouring properties to cause any overlooking issues.

All apartments are provided with ample private outdoor space in the form of balconies. The balconies overlook the shared open amenity spaces. The apartments are designed to a high standard with the aim of maximising natural daylight throughout living areas. The development also provides a generous fully accessible open space which will be sunny, well provided with seating and enhanced planting for the wider community to enjoy.

Based on the “Sustainable Urban Housing: Design Standards for New Apartments - Guidelines for Planning Authorities” the required amount of communal amenity space for residents of this scheme is 500 msq. The scheme exceeds this significantly by offering 858 msq.



Section through block 1 and neighbouring dwelling



DISTANCE FROM NEIGHBOURING DEVELOPMENT

Urban Design Manual 12 Criteria Assessment

A.11 - 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

Compact Settlement Guidelines

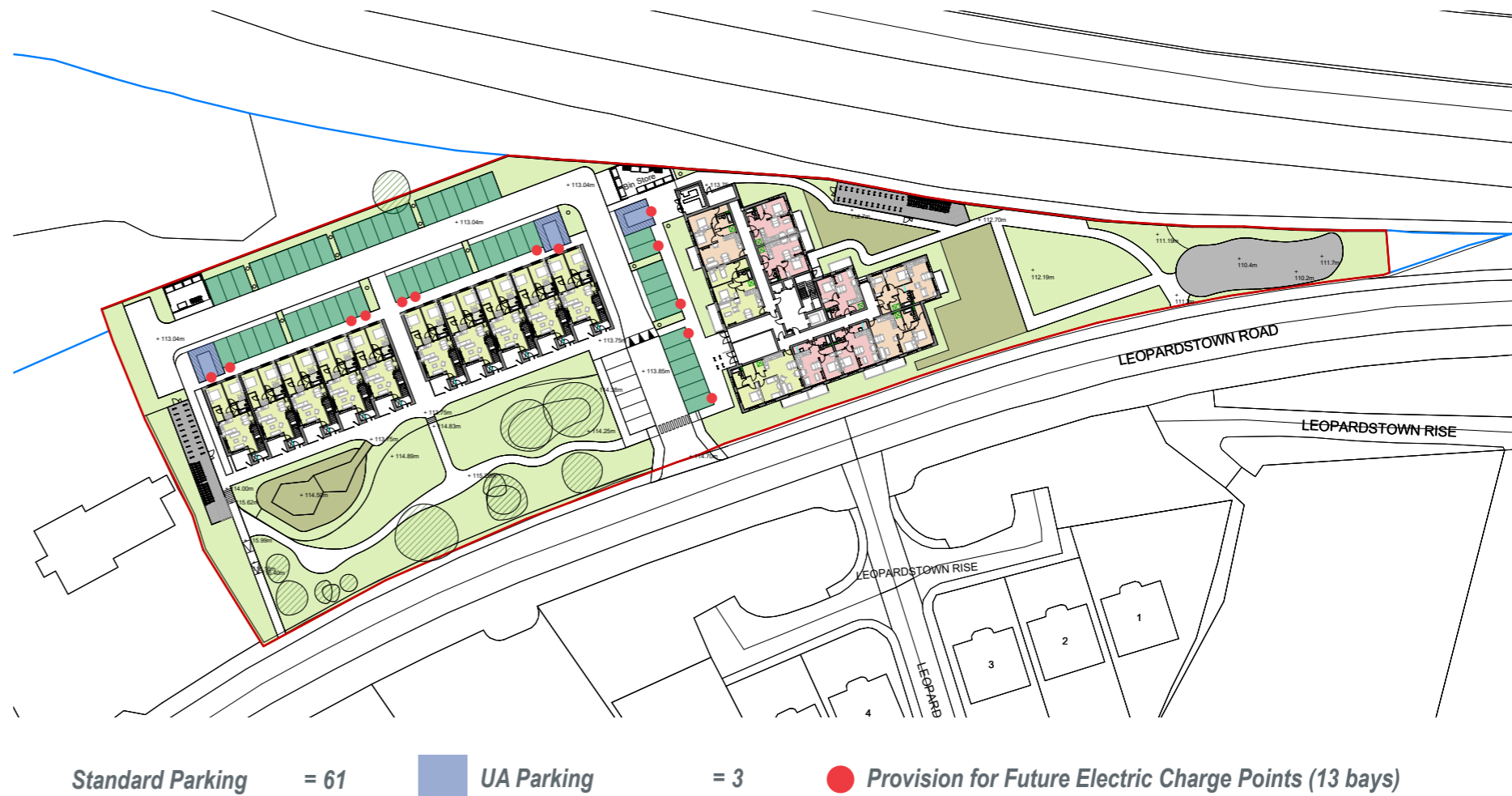
- The quantum of car parking in new developments should be minimised in order to manage travel demand and to ensure that vehicular movement does not impede active modes of travel or have undue prominence within the public realm. Chapter 5 Development Standards includes a specific planning policy requirement (SPPRs) that addresses car parking rates in new residential developments.

Response:

As there are 80 no. units proposed, the maximum car parking provision, according to the Dún Laoghaire County Development Plan, is 120 no. spaces. The proposal offers 64 spaces, a car parking provision of 0.8 no. spaces per unit. As the site is situated in an accessible urban location, it is considered that a reduced provision of car parking as a result of the site's proximity to various amenities in the surrounding area and provision of high quality, frequent public transport is acceptable with the site served by Dublin Bus Route Nos. 44 and 47 and Glencairn Luas Stop.

The parking provision shall be accommodated at surface level. Three disabled car parking spaces are provided. Electrical power points are also provided in certain parking spaces for car charging points and this is designed to be fully extendable.

Cycle parking is also provided at surface level at strategic points adjacent to each block. One long stay space per bedroom is provided (64) and one short stay space per five units is provided (16). All of the long stay spaces are covered and half of the short stay spaces are. There are four spaces provided for non-standard bikes.





Urban Design Manual 12 Criteria Assessment

A.12 - 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*

Compact Settlement Guidelines

- *Materials and finishes should be of high quality, respond to the local palette of materials and finishes and be highly durable.*

Response:

Response: The architecture and landscape design of the development will work together to make a high quality coherent scheme. Particular attention has been paid to the materials used in those parts of the public realm and building façades in order to complement the surrounding area.

The materials proposed for the external façade shall be easy to maintain with render, brickwork and cladding being used as high quality materials with excellent life cycle qualities. The choice of the external materials has been driven by our Client's requirement for a fully sustainable, green and robust design solution. The high-quality façade materials are designed to age well over their design life and include a circular selection ethos .

The selection of robust materials and quality finishes are very important to ensure a positive contribution to the community. We have completed a number of studies on the Micro-climate such as sunlight and daylight. The design has been adapted to take cognisance of these studies to optimise daylight available to residents and to maximise the sunlight available to open spaces for amenity.



PROPOSED PUBLIC PLAY SPACE