



Proposed Part 8 Residential Development, Social Housing Bundle 5,  
Lambs Cross, Dublin 18

**Architect's Design Report**

**Dún Laoghaire-Rathdown County Council**

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## 1.0 Introduction

This design report was prepared for the National Development Finance Agency (NDFA) on behalf of Dún Laoghaire-Rathdown County Council, to accompany a Part 8 proposal for the development of 37 no. on a site of circa 0.3538ha hectares in area, located at Lambs Cross, Dublin 18.

The project is part of Social Housing Bundles 4 & 5 which is a social housing PPP programme being delivered by the National Development Finance Agency (NDFA), in conjunction with the Department of Housing, Local Government and Heritage and relevant local authorities.

A PPP is an arrangement between a public authority and a private partner designed to deliver a public infrastructure project or service under a long-term contract. In the case of this PPP project, the private partner will finance and construct the homes, then provide maintenance and tenancy management services for a 25 year service period with the homes maintained to a pre-defined standard. The homes remain in local authority ownership.

To date the Social Housing Bundle programme includes\*:

- Bundle 1 - 534 homes were delivered across six sites in Dublin, Kildare, Louth and Wicklow in 2020 and 2021
- Bundle 2 - 465 homes were delivered across eight sites in Cork, Clare, Galway, Kildare, Roscommon and Waterford in 2021
- Bundle 3 - 486 new homes will be delivered across six sites in Dublin, Kildare, Sligo and Wicklow with planning completed on all sites. The tender process commenced in Q4 2022
- **Bundles 4 and 5 - circa 1,900 new homes will be delivered across 18 sites in Dublin, Kildare, Louth and Wicklow. Design development underway**
- Bundle 6 - circa 500 new homes across seven sites in Cork, Kildare and Wicklow
- Bundle 7 - circa 600 new homes across six sites in Dublin, Galway, Limerick and Wexford

The development proposed in this application is one of the 18 sites contained in Bundle 4 and 5.

The PPP model strives to deliver efficiency by grouping (bundling) projects together to create economies of scale. The projects in each bundle are developed in parallel and a key consideration at design stage is to deliver levels of standardisation and commonality across the schemes to help with delivery while also responding to the immediate context, constraints and opportunities of the individual sites.

\* Department of Housing, Local Government and Heritage press release 22/01/24

The proposed development includes:

1. 37 no. apartment units in a 3 - 5 storey building over undercroft area, including 29 no. one bed units; and 8 no. two bed units;
2. 1 no. community facility at ground floor of 171sqm;
3. Energy Centre at first floor level and external plant area set back at third floor level;
4. Undercroft area at lower ground level comprising (a) 2 no. ESB substations (b) car, bicycle and motorcycle parking; (c) bin storage; (d) bulk storage area; and (e) supporting mechanical, electrical and water infrastructure.
5. Landscaping works including provision of (a) communal open space; and (b) public realm area fronting onto Sandyford Road and Hillcrest Road
6. All associated site development works including (a) vehicular access off Hillcrest Road; (b) public lighting; (c) varied site boundary treatment comprising walls and fencing; and (e) temporary construction signage.

This report has been prepared by MCORM Architecture and Urban Design to describe the architectural design of the proposed development, which has been developed in collaboration with the multi-disciplinary project team.

### 1.1 Project Team

<b>Development Agency</b>	- N.D.F.A
<b>Project Manager</b>	- Turner Townsend
<b>Planning Consultants</b>	- HRA
<b>Architects</b>	- MCORM Architecture and Urban Design
<b>Civil Engineers</b>	- Malone O'Regan
<b>M&amp;E</b>	- Semple McKillop
<b>Landscape</b>	- Mitchell + Associates
<b>Ecology</b>	- NM Ecology
<b>Arborist</b>	- CMK Horticulture

## 2.0 Site Location and Description

### 2.1 Site Location

The subject site, measuring approximately 0.3538ha, is largely brownfield in nature and is bound by Sandyford Road to the west and Hillcrest Road to the south.

It occupies a prominent corner location at the intersection of Sandyford Road and Hillcrest Road, which has recently undergone significant widening works as part of the improvements to Blackglen Road opposite.

The site is fully serviced by drainage and watermains infrastructure as it is located in an existing suburban area.

The site is Zoned Objective NC "To protect, provide for and-or improve mixed-use neighbourhood centre facilities" in the Dún Laoghaire-Rathdown County Development Plan 2022-2028.

The site being located along Sandyford Road is reserved by regular public transport, with bus routes running between the city and Enniskerry. The Luas Green Line is an approx. 20-minute walk.



Image 1: Site Location identified within a wider context

## 2.0 Site Location and Description

### 2.1 Site Description

The site currently consists of a parcel of disused open space which was formerly part of the wider network of fields in the area. In recent times this was used as a site compound for the storage of building material and equipment associated with the adjacent road improvement works to Blackglan Road running from Lamb Doyle's further east as far as the crossroads intersection with Sandyford/ Enniskerry Roads.

Once these works were complete earlier in 2024, the site was cleared and a layer of hardcore now covers much its surface near the corner. A palisade fence has been installed in the interim pending development running along the back of the newly installed footpath. A number of boxes associated with the traffic signals and public lighting have been installed in a rather random fashion along the back of footpath and at the corner itself.

### 2.5 Brief

The brief and unit mix has been developed by Dún Laoghaire-Rathdown County Council based on current social housing needs and following preliminary site capacity and impact studies.

In accordance with the NC zoning on a portion of the site, an element of non-residential community use is proposed at ground floor level occupying the corner focused toward the intersection.



Image 2: Aerial view of the Lambs Cross Site c.2022- Evidence of its recent use as a site compound is visible



Image 3: Street View image of Site from the opposite corner of the intersection at Sandyford Road (June 2024) showing the recent road improvements and installation of fencing



Image 4: Street View image of Site from the northern approach along Sandyford Road (June 2024) showing the recent road improvements at the crossroads and installation of fencing

### 3.0 Context and Setting

Table 13.1.12

ZONING OBJECTIVE 'NC'	
'To protect, provide for and/or improve mixed-use neighbourhood centre facilities'.	
Permitted In Principle	
Advertisements and Advertising Structures, Assisted Living Accommodation, Betting Office, Carpark, Community Facility, Craft Centre/Craft Shop, Childcare Service, Civic Use Cultural Use, Doctor/ Dentist etc., Education, Embassy, Enterprise Centre, Funeral Home, Garden Centre/Plant Nursery, Guest House, Health Centre / Healthcare Facility, Offices less than 300 sq.m., Open Space, Public House, Public Services, Residential, Residential Institution, Restaurant, Service Garage, Shop-Neighbourhood, Sports Facility, Tea Room/ Café, Veterinary Surgery.	
Open For Consideration	
Aparthotel, Cash and Carry/Wholesale Outlet, Home Based Economic Activities, Hotel/Motel, Household Fuel Depot, Motor Sales Outlet, Nightclub, Off-License, Office Based Industry, Offices over 300 sq.m, Place of Public Worship, Residential – Build to Rent <sup>a</sup> , Service Station, Shop-Specialist, Shop District, Student Accommodation <sup>a</sup> , Travellers Accommodation.	
<sup>a</sup> : Subject to retaining an appropriate mix of uses.	

#### 3.1 Planning and Zoning- Dún Laoghaire-Rathdown County Development Plan 2022-2028

Settlement Hierarchy –	Tier 1 Dublin City and Suburbs
Site Zoning –	Objective NC To protect, provide for and-or improve mixed-use neighbourhood centre facilities
Black dashed line-	6 Year Road Objectives/Traffic Management/Active Travel Upgrades
Planning History –	Part 8 granted planning permission on the site in 2006 for the construction of 25 no. dwellings
Flood Risk–	Site is not identified according to CFRAM Maps
Density –	Minimum 50 unit per hectare
Building Height-	3 – 4 stories are promoted, although taller can be considered in exceptional circumstances
Car Parking –	Zone 3, standard 1 per 1/ 2 bed; 2 per 3 bed; plus 10% visitor residential Min. 1 space for non-resi

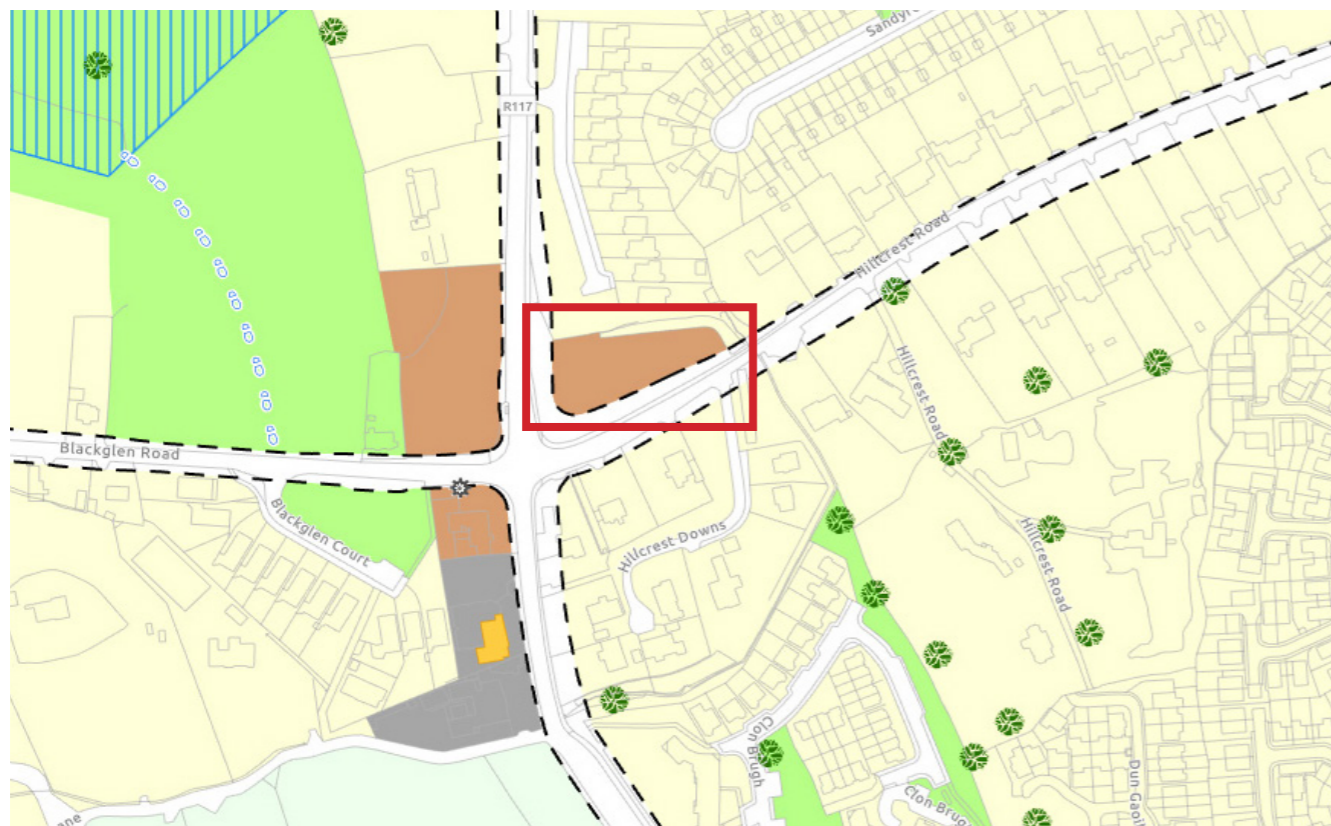


Image 5: Extract from Dún Laoghaire-Rathdown County Development Plan 2022-2028 indicating NC land use (brown) with strategic road improvements in black dashed line. These are yet to be carried out on Hillcrest Road to the east. The NC zoning is located on the opposite corners of the intersection, to facilitate the creation of a neighbourhood hub/ node at this prominent location.

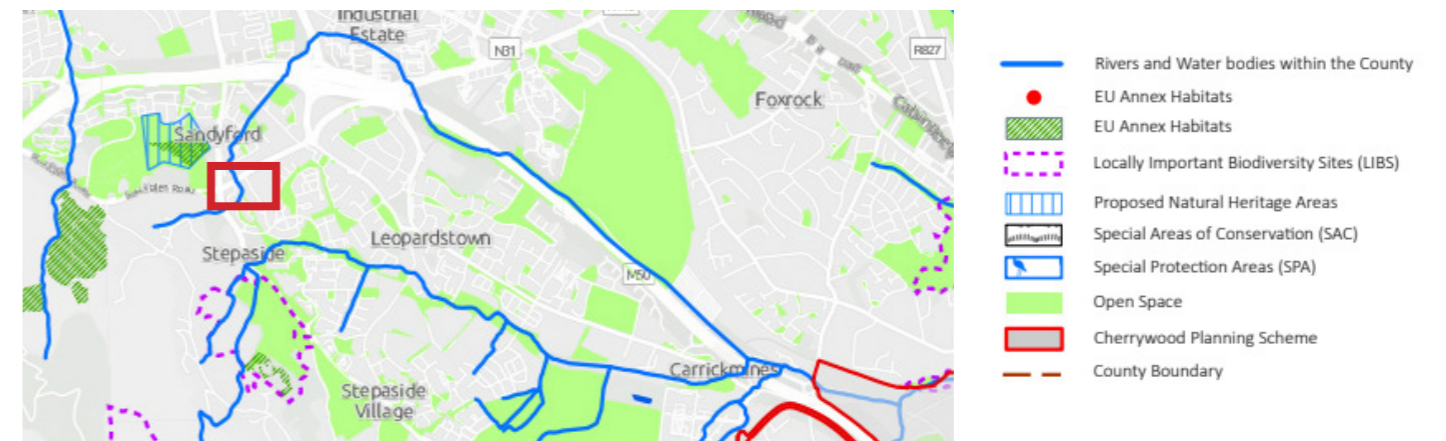


Image 6: Extract from Dún Laoghaire-Rathdown County Development Plan 2022-2028 indicating Ecological Network. The existing stream is shown running south to north toward Sandyford Business Park and further east toward Carrickmines and the coast

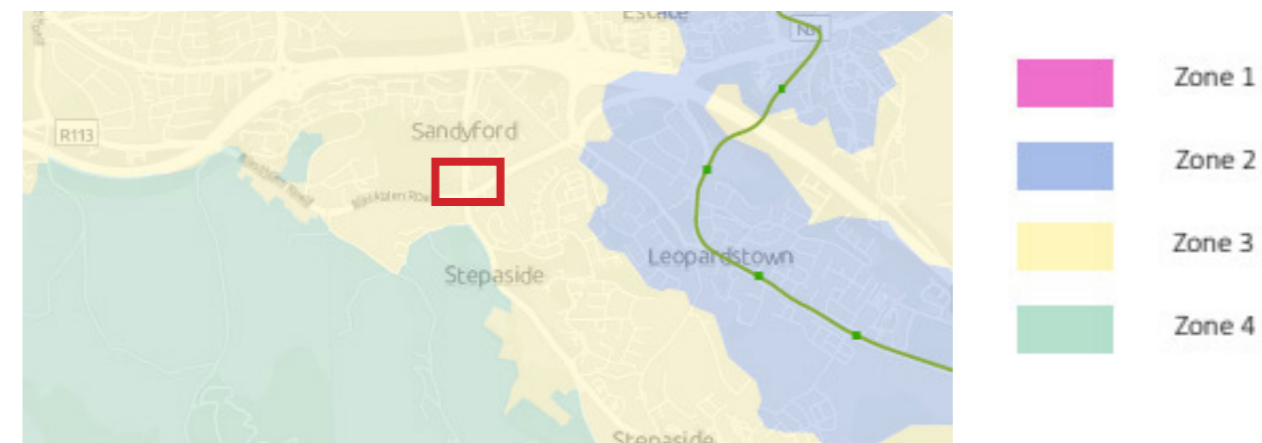


Image 7: Extract from Dún Laoghaire-Rathdown County Development Plan 2022-2028 indicating Parking Zones- Site is located in parking zone 3



Image 8: Existing site layout with site outlined in red. Yellow line indicates position of strategic road reservation

### 3.0 Context and Setting

#### 3.2 Site Features- Existing

The site has long formed part of the agricultural landscape at this corner location on the edge of Balally townland. Incremental development of predominately housing has progressed in an ad-hoc fashion over the past century with detached houses along Hillcrest Road and an estate, Lambs Brook being built to the north of the site and a row of shops on the opposite side of the crossroads.

The site is largely flat in nature at a level of approx. 125.00, falling sharply at its northeast and eastern flank toward the stream on its eastern boundary. This fall being approximately 5 metres.

An assemblage of existing mature trees occupy this sloped area and along the northern boundary of the site, providing screening from the Lambs Brook estate to the north.

The site survey, left, is superimposed on the most recently available serial photograph of the site, taken prior to the road widening works, hence the setback of the red line from the road edge. The blue line indicates the permanent land take that will occur in due course, running more or less along the back of footpath and along the edge of the future Hillcrest Road widening scheme.



Image 9: Street View image of Site from the eastern approach (June 2024) along Hillcrest Road. The recent road widening works have been complete and narrows into the existing width of Hillcrest Road



Image 10: Street View image of Site frontage (June 2024) to Hillcrest Road. The recent road widening works have been complete and narrows into the existing width of Hillcrest Road

### 3.0 Context and Setting

#### 3.2 Site Features- Existing

The views below taken from a similar angle looking toward the site from the south west using Google Streetview illustrate the evolution of the site since 2010. This is to illustrate the change in the nature of the context of the site from a compact semi-rural crossroads to a larger scale suburban intersection.



Image 11: 2010- The site is largely unchanged. Sandyford Road and Hillcrest Road prior to improvements



Image 12: 2014- Improvements to pedestrian crossings



Image 13: 2022- Much of the vegetation removed. The site in use as a compound for the roadworks



Image 14: 2024- Roadworks complete, junction widened with new footpaths, lighting etc. New perimeter fencing installed



### 3.0 Context and Setting

#### 3.2 Site Features- Existing

The views below taken from a similar angle looking toward the site from the north on Sandyford Road using Google Streetview illustrate the evolution of the site since 2010. This is to illustrate the change in the nature of the context of the site from a compact semi-rural crossroads to a larger scale suburban intersection.



Image 15



Image 16: 2014- Improvements to pedestrian crossings



Image 17: 2022- Much of the vegetation removed. The site in use as a compound for the roadworks. Stone clad wall under construction illustrates the difference in road width between existing and proposed.



Image 18: 2024- Roadworks complete, junction widened with new footpaths, lighting etc. New perimeter fencing installed

### 3.0 Context and Setting



Image 19a: Approved residential scheme SHD (ABP313443/22) on Sandyford Road, north of subject site

#### 3.3 Relevant Planning Applications

- Proposed mixed use scheme Reg. Ref. D23A/0456 located on the site with the same zoning as the subject site (“NC”) on the opposite corner of Sandyford Road and Blackglen Road was registered on 10/07/2023. This scheme partly consists of 80 no. residential units on a site of 0.77ha, with a proposed residential density of 103.8dpu and parking in compliance with Zone 3; as well as and associated residential amenity space, a supermarket and associated off licence, a restaurant / bar and associated winter garden, 2 no. retail units (a pharmacy and a beauty/hair salon), an ATM area, a health centre, and a café. CGI below, our site is to the right of this view. Decision to Grant 11/04/2024.
- Apartment scheme with planning permission has a higher density, Reg. Ref D21A/0595, granted permission on 21/02/2022 for 27 units on a site of 0.316ha (“The Pastures”), 85.44dpu accessed from Lambs Brook. (26 parking spaces)
- An Bord Pleanála have granted permission (with changes) to 116 apartments on Sandyford Rd opposite Kilcross, behind Cúl Cuille & Coolkill. SHD (ABP313443/22) which may be of relevance to the Lambs Cross site. This is located immediately north of the Pastures site on lands zoned residential. The conditions of the permission reduce the number of units from 137 to 116, which based on the site area of 0.829ha. gives a density of 139.9 uph.



Image 19: Approved mixed use scheme Reg. Ref D23A/0456 on site opposite proposed development. Sandyford Road on right

## 4.0 Design Evolution

### 4.1 Preliminary Appraisal

The development lands approximately 88 metres in length and approximately 47 metres in width defining a compact infill site, with an angled corner at the junction of Sandyford Road and Hillcrest Road.

The layout strategy responds to its immediate context of the adjoining developments, several pre-planning discussions with DLR and requirements of the county development plan.

The block form responds to the layout of the site with the opportunity to emphasise this corner, both in relative scale and mass, to create a new landmark.

From this corner, strong and legible urban edges run in 2 directions, to the north and east. This defines the public and private realm, with back of house parking and communal amenity space to the rear.

Given its location, the appropriate location for parking access is from Hillcrest Road.

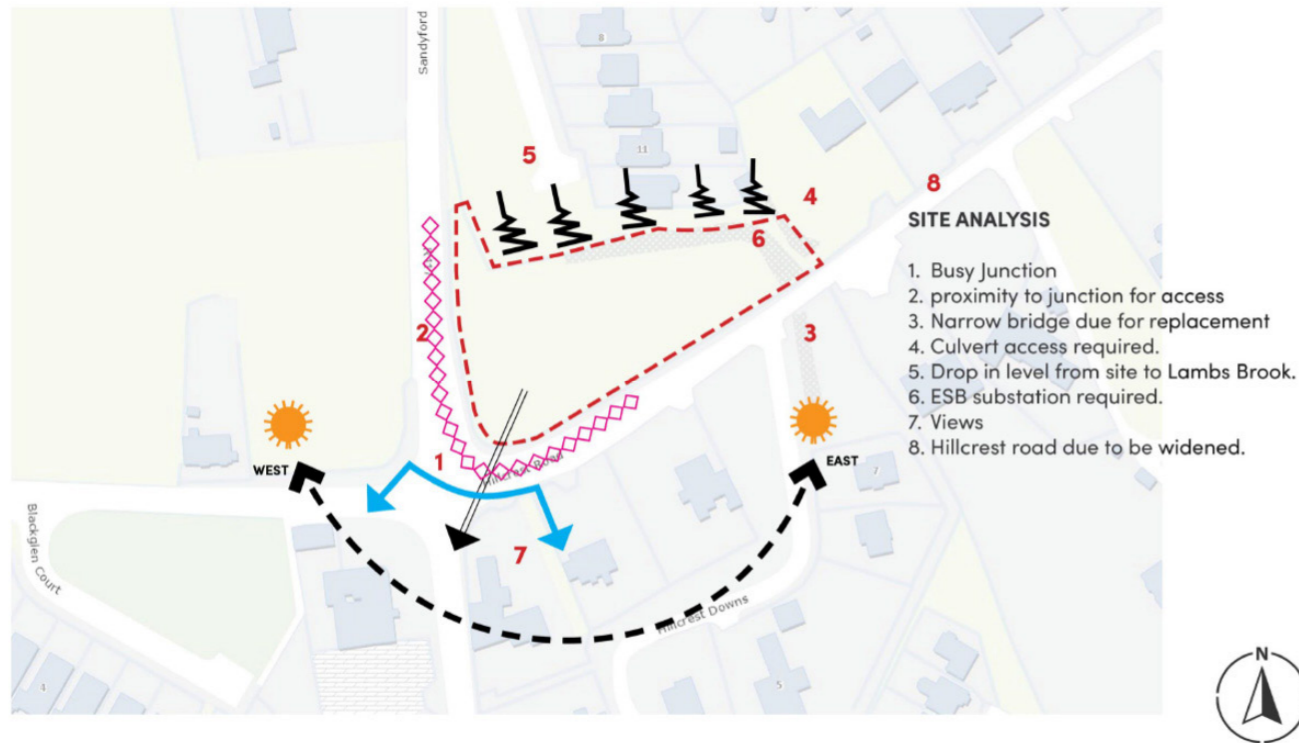


Image 20 Preliminary site analysis



Image 21: Preliminary site strategy

## 4.0 Design Evolution

### 4.2 Preliminary Site Options- 1

Initial Layout- June 2023

- Creation of a strong and legible 4-storey block at the corner of a busy junction in Sandyford
- This block to be complemented by quality urban realm at ground level with active frontage
- Vehicular access as far east as possible along Hillcrest Road; away from the cross roads
- Pedestrians have access to the residential core via a ground floor lobby with the non- residential use having a continuous active facade along Sandyford Road turning the corner into Hillcrest Road
- 2 storeys along Hillcrest Road rising to 4 storeys at prominent corner location
- Car Parking Provision
- DLRC Zone 3; 1 space per 1 & 2 bedroom unit plus 10% visitor (28)
- DLRC Zone 3; 1 space for non-residential uses
- Apartment Blocks comprise a combination of double corridors, achieving 50% dual-aspect units
- Block is located to minimise overlooking of adjacent neighbourhood to the north
- Centralised plant provided
- Refuse storage provided
- Resident ( 1 bedroom) & Visitor (1 per 2 units) bike parking per block

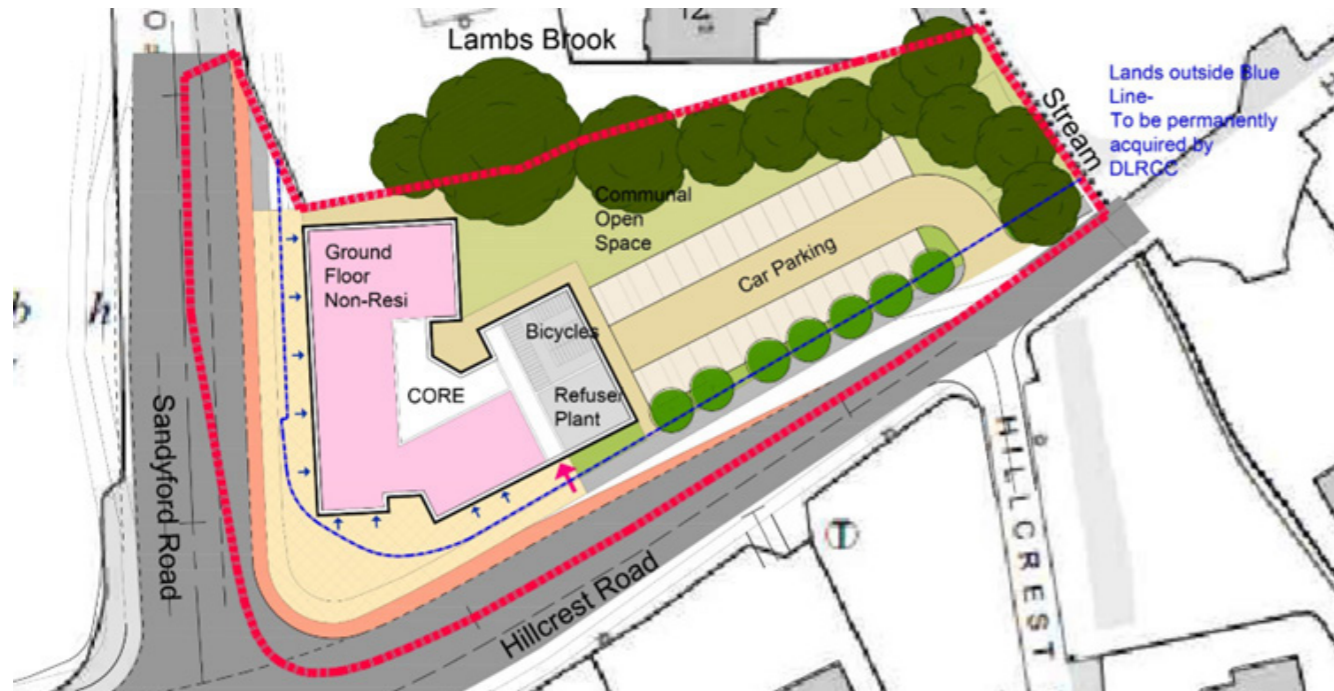


Image 22: Preliminary site layout ground level plan

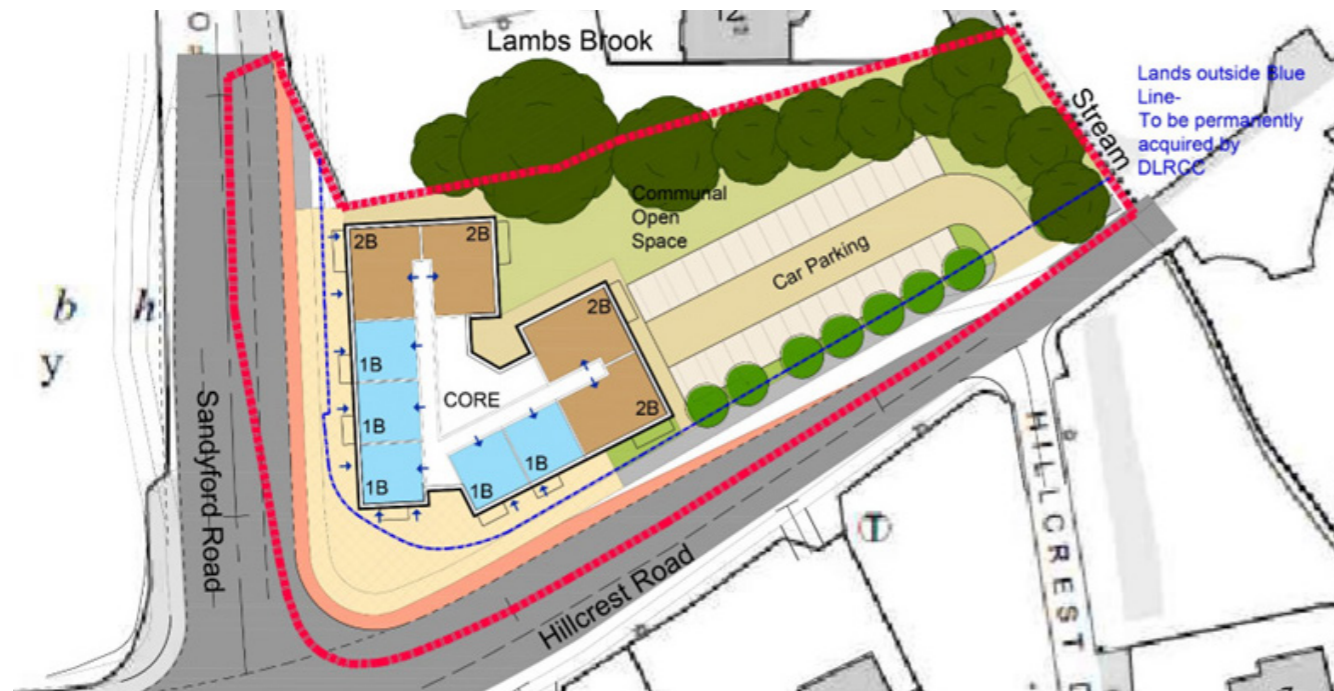


Image 23: Preliminary site strategy typical upper level



Image 24: Preliminary site strategy massing from southwest



Image 25: Preliminary site strategy massing from southeast

## 4.0 Design Evolution

### 4.3 Preliminary Site Options- 2

Developed Layout- August 2023

- Creation of a strong and legible 3-5 -storey block at the corner of a busy junction in Sandyford
- Parking mostly absorbed into undercroft to reduce its visual impact, with active ground level frontage onto Hillcrest Road
- Communal Open Space relocated to first floor roof garden over parking undercroft bounded by upper floor accommodation, secure from the public realm.
- Active frontages maximised at street level.



Image 26: Preliminary site layout ground level plan



Image 27: Preliminary site strategy typical upper level



Image 28: Preliminary site strategy top floor level

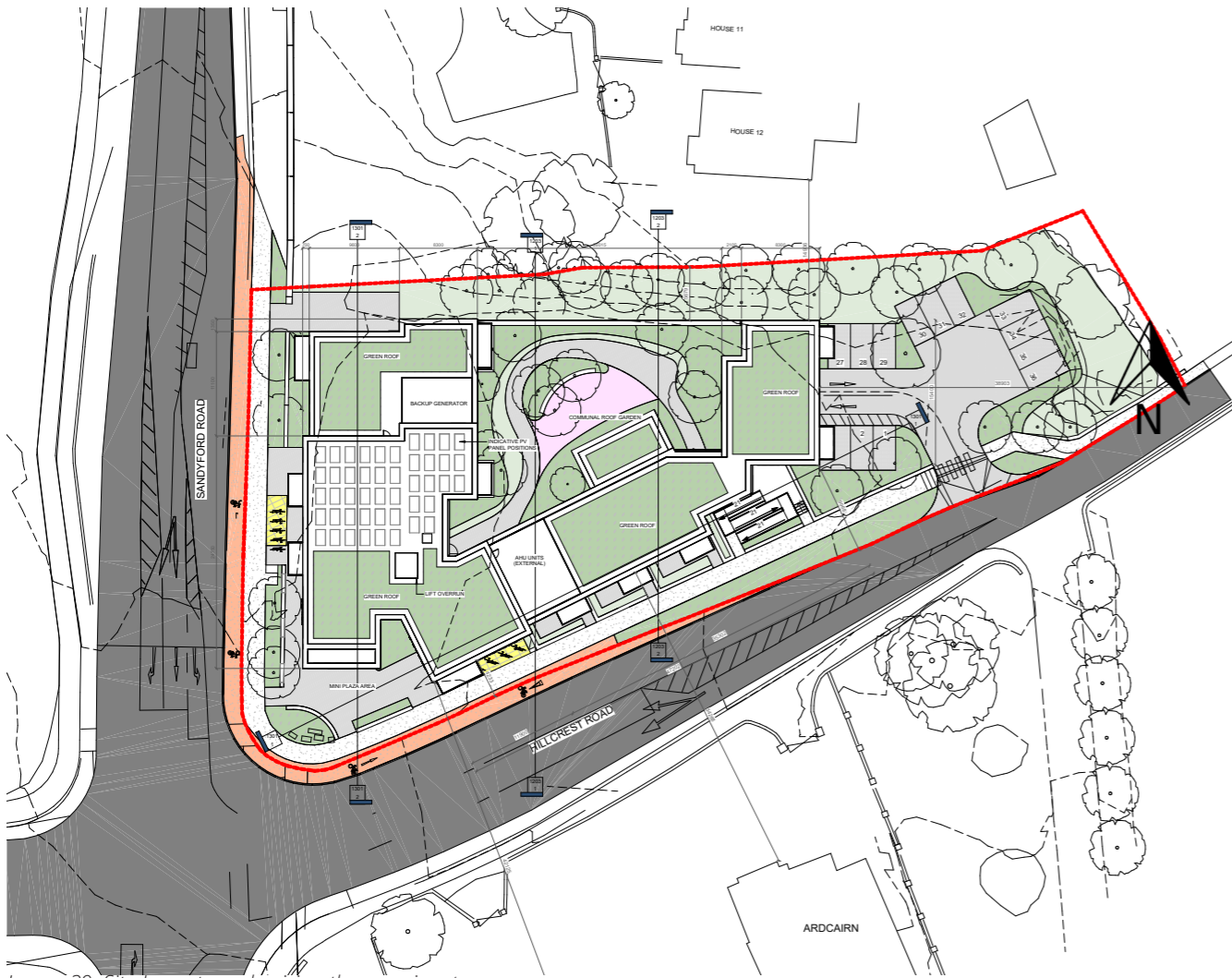


Image 29: Site Layout emphasising the prominent corner



Image 30: Massing study model of the corner of the site, designed to be distinct and provide a welcoming hub for the community

## 5.0 Urban Design Rationale/ Design Criteria

The design rationale outlined below identifies the key issues considered in the design process for the proposed residential scheme on the site under the 12 criteria set out in the Urban Design Manual – A Best Practice Guide 2009.

### ***“At the scale of the neighbourhood”***

#### **5.1 Context: How does the development respond to its surroundings?**

A three to five storey block is proposed for the site that responds to the evolving character of the area, particularly along the route of Sandyford Road. This is an area in transition, with a number of new residential developments proceeding or being approved with increased height.

The building can be described as having 2 wings, running north and east, each being 5-storeys (tallest) concentrated at its corner. This faces onto the newly widened traffic intersection at the meeting point of Sandyford Road, Hillcrest Road, Blackglenn Road and Enniskerry Road. From here the height steps to 3 storeys along its flanks running east and north, providing appropriate transition to existing adjacent housing.

At its eastern end along Hillcrest Road there is a break in the building line to allow for an access point and to allow the existing topography of the site to remain undisturbed where it crops down toward the existing stream.

#### **5.2 Connections: How well connected is the new neighbourhood**

The site is located at a prominent position in Lambs Cross, at the convergence of 4 major roads in the area, forming an angled corner overlooking this junction. It overlooks the main route R117 running north-south between the city and Stepaside, Kiltarnan and Enniskerry and east-west between Rathfarnham and Leopardstown, Sandyford and the M50.

It marks the southwest corner of the Sandyford village district from where the newer neighbourhoods of Aiken's Village, Woodside and Belarmine are situated.

Cycling infrastructure also forms part of the recent and ongoing improvements to the roads infrastructure in the area and immediately around the site, improved cycling routes literally form the entire perimeter. The ground floor community space forms a small hub at this location, spilling out to a small public space providing welcome to the community and passers by.

Public transport also runs near the proposed development,

- Bus Stops 3491 and 3493 directly opposite the site on Sandyford Road and Blackglenn Road bus routes; 44B (Glencullen- Dundrum Luas) and 114 (Blackrock- Ticknock),
- There is a 12 minute walk to Bus Stops 5013 and 5016, Bellarmine bus routes- 47 (Bellarmine- Poolbeg Street)
- These routes are to be enhanced as part of the Bus Connects scheme - Future Routes 86 (Ticknock-City), L33 (Glencullen- Dundrum Luas) and 87-88 (City- Enniskerry)
- 22-minute (1.6m) walking distance to the Glencairn Luas Stop (Luas Green Line) to the east



Image 31: Ground level entrances along Sandyford Road. Secure bicycle storage, left, main residential entrance recessed, centre and community space to the right at the corner

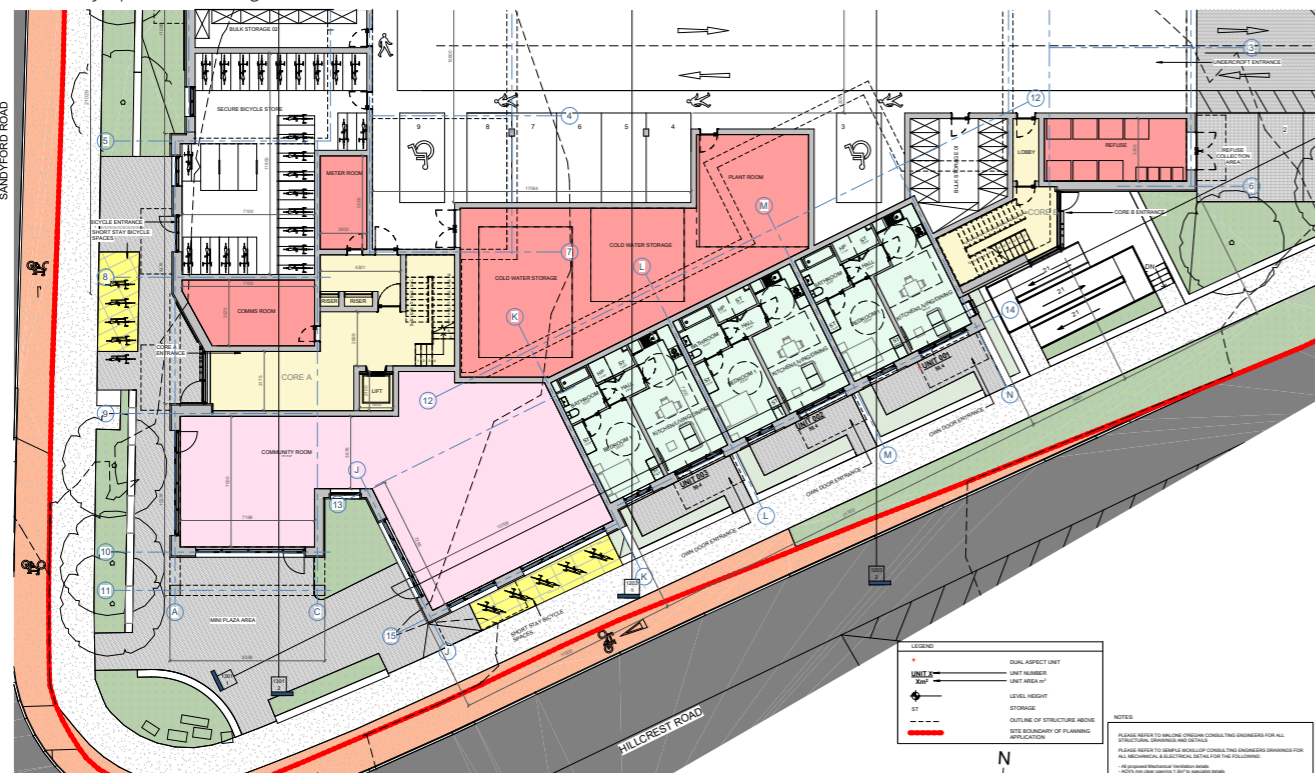


Image 32: Extract from ground floor plan showing the ground floor uses and entrances from Sandyford Road on the left. own-door apartments are located on Hillcrest Road to the southern facade.

### 5.3 Inclusivity: How easily can people use and access the development

The scheme is designed to be both legible and intuitive to residents, users and visitors, with all the main entrance points from the footpath compliant with Part M accessible.

The main entrance to the residential scheme is via a large recessed doorway facing Sandyford Road, leading into a generously proportioned entrance hall with the lift and staircase directly ahead.

Secure bicycle storage is located immediately adjacent to the main entrance.

A second doorway from this lobby provides direct access to the undercroft for car and motorcycle parking, refuse store, bulk store and plantrooms for residents and management/ maintenance.

The community use is directly accessible from the public realm adjacent to the main residential entrance on Sandyford Road.

### 5.4 Variety: How does the development promote a good mix of activities?

The proposed development is situated on NC (Neighbourhood Centre) zoned lands, and proposes 37 residential dwellings with a community space at ground floor embracing the corner of the site.

This NC zoning extends to the opposing corners of the intersection, to facilitate the creation of a neighbourhood hub/ node at this prominent location, and the proposed development provide a synergy with these anticipated future developments.

For example, is an approved scheme directly opposite, Reg. Ref D23A/0456 located on the site with the same zoning as ours ("NC") on the opposite corner of Sandyford Road and Blackglen Road was registered on 10/07/2023.

This scheme partly consists of 80 no. residential units and associated residential amenity space, a supermarket and associated off licence, a restaurant / bar and associated winter garden, 2 no. retail units (a pharmacy and a beauty/ hair salon), an ATM area, a health centre, and a café.



Image 33: View of proposed development from the southwest. The height and massing of the block is in proportion to the increased width of the upgraded roads infrastructure at this location, forming part of a new neighbourhood hub



Image 34: View of proposed development from the east along Hillcrest Road, with active frontages, fully supervised incorporating ground floor own-door dwellings

### **"At the scale of the site"**

#### **5.5 Efficiency: How does the development make appropriate use of resources , including land?**

At 126.83 units per hectare, the development represents an efficient use of this compact site in accordance with development plan and national density requirements, and when considered in relation to the site context and surrounding neighbourhood. 56.76% of the apartments have dual aspect with the other 43.24% having either south, east, or west aspect. The building form is simple and consists of 12 dwellings per floor on a typical level. With this simple form, the building has an efficient external building envelope and therefore an efficient thermal envelope.

#### **5.6 Distinctiveness: How do the proposals create a sense of place?**

The scheme consists of a single block, incorporating 37 apartments and a community space at ground floor in a 3-5-storey block that steps to reinforce the prominent corner at this location and form part of a new neighbourhood hub at Lambs Cross.

This creates a hierarchy of massing within the block, with the 5-storey elements forming a composition at the corner of Sandyford Road and Hillcrest Road. The design of the proposal is cognisant of the new reality at this junction, the widened roads has created the need for a bold and robust landmark at this corner.

A framed device is introduced to the south facing gable here to add further emphasis at the south eastern corner, which will be visible from a distance on the new vista that has opened up on the approach along the recently widened Enniskerry Road from the south heading toward the city.

#### **5.7 Layout: how does the proposals create people friendly streets and spaces?**

The block is designed to create a new tight urban edge along both Sandyford Road and Hillcrest Road, to provide a sense of enclosure, animation and appropriate scale to the newly widened roads at this location.

Even though the block reaches 5 storeys, the ground level is made up of numerous entrances, active facades and own-doors access points into dwellings with terraces set back behind a planted buffer, all of these contributing to an active and welcoming streetscape on both roads. A small pocket of public realm is created between the two gable ends of the wings where they meet at the corner, providing a sheltered and welcoming terrace area adjacent to the community space, allowing activities to spill outdoors.

#### **5.8 Public Realm: how safe, secure and enjoyable are the public areas?**

The proposed site layout affords high levels of passive surveillance and overlooking on all facades, in particular onto the public realm on the southern, and western facades. The public realm occupies a trip along Sandyford Road culminating in a small plaza area fronting the community space at its corner with Hillcrest Road, using quality and robust materials with the provision of cycle stands and screen planting.





Image 35: View of proposed development from the northern approach along Sandyford Road. The height and massing of the block is in proportion to the increased width of the upgraded roads infrastructure at this location, forming part of a new neighbourhood hub



Image 36: Western facade of the development onto Sandyford Road, showing an active frontage including the various entrances to the bicycle storage, apartment block lobby and community space at the corner.

### **"At the scale of the home"**

#### **5.9 Adaptability: How will the buildings cope with change?**

All proposed residential units are designed to be readily accessed, without the need for altering or adapting, by people with disabilities. This builds in an automatic adaptability providing for the changing needs of occupants as they age or become impaired, without the need for adjusting building approaches, entrances or internal circulation.

The design of the proposed buildings is in accordance with Part M of the Buildings Regulations, fostering an inclusive approach to the design of the built environment. Provisions in each apartment building include level access entrances, suitably designed lift and stairs and accessible rooms and sanitary facilities.

It is envisaged that the internal walls of individual units will be mostly non-load bearing providing for easy future re-configuration making the apartments individually adaptable for the changing needs of occupants.

All units shall be A-rated which provide energy robustness and efficiency for future residents. The development is also designed in accordance with best practice sustainable drainage measures including suitable provision for future climate change.

#### **5.10 Privacy and Amenity: How does the scheme provide a decent standard of amenity?**

Quality Landscaping is provided within the generous courtyard communal roof garden securely and discreetly located at first floor accessible only by residents and immediately outside at ground level, and will incorporate extensive planting, seating and play areas with easily accessible ancillary facilities such as parking, refuse storage and plant concealed in the undercroft.

#### **5.11 Parking: How will the parking be secure and attractive?**

A total of Car Parking (37 no.) is provided in the proposed development. 12 spaces are located externally with the remaining 25 spaces in the undercroft area. 2 no. accessible spaces are located in the undercroft in close proximity to the lift cores. Secure bicycle parking is provided within the block, with a dedicated access point from the west facade on Sandyford directly connecting to the pedestrian/ cycle route externally.

#### **5.12 Detailed Design: How well thought through is the building and landscape design**

A consistent materiality is created across the building. 2 contrasting brick types are used to emphasise the different planes and massing of the block as well as the plinth running around its base. A lighter coloured brick is applied to the majority of the block, with the darker brick applied to the recessed planes and lower elements.

Note:

Appendix B of this report also contains a tabulated response to the items listed in Appendix D - Design Checklist (Key Indicators of Quality Urban Design and Placemaking) of the Sustainable Residential Development and Compact Settlements Guidelines for Planning Applications.

## 6.0 Landscape Design Strategy

The landscaping design is fully integrated with the block design and responds to the various site conditions on each of the 2 principal facades.

Quality paving is provided between the back of the new footpath on Sandyford and Hillcrest Roads to the various entrances in the block, such as the secure cycle parking, residential cores, forecourt mini-plaza to the community space and the access and terraces to the 3 no. own-door dwellings.

A low stone wall has been introduced to define the public and private realm around the perimeter with breaks and gaps where access is encouraged. This wall contains pockets of planting as well as opportunities for integrated seating. It also contains the forecourt area to the community space.

At first floor level the block contains a roof garden that serves as the communal amenity area for the scheme. This is generous in area being over double the minimum provision required, and is directly accessible at this level from the 2 staircores in the block, making it convenient to all the residents.

Minimum required area for the communal open space- 217m<sup>2</sup>; actual provision- 410m<sup>2</sup>

Its location away from the public realm makes this a private and secure area and is fully supervised from the apartments and circulation areas.

This garden contains seating areas as well as play space with a raised communal vegetable planter, shrubs and other ground cover planting with tree planting set into small mounded areas for visual interest and subdivision of this space.

A full landscape plan and report has been prepared by Mitchell+Associates and is included with the application.



Image 37: Landscaping Plan prepared by Mitchell + Associates illustrating the layout both at ground level around the external perimeter of the block and the first floor roof garden that serves as the communal amenity space for the development

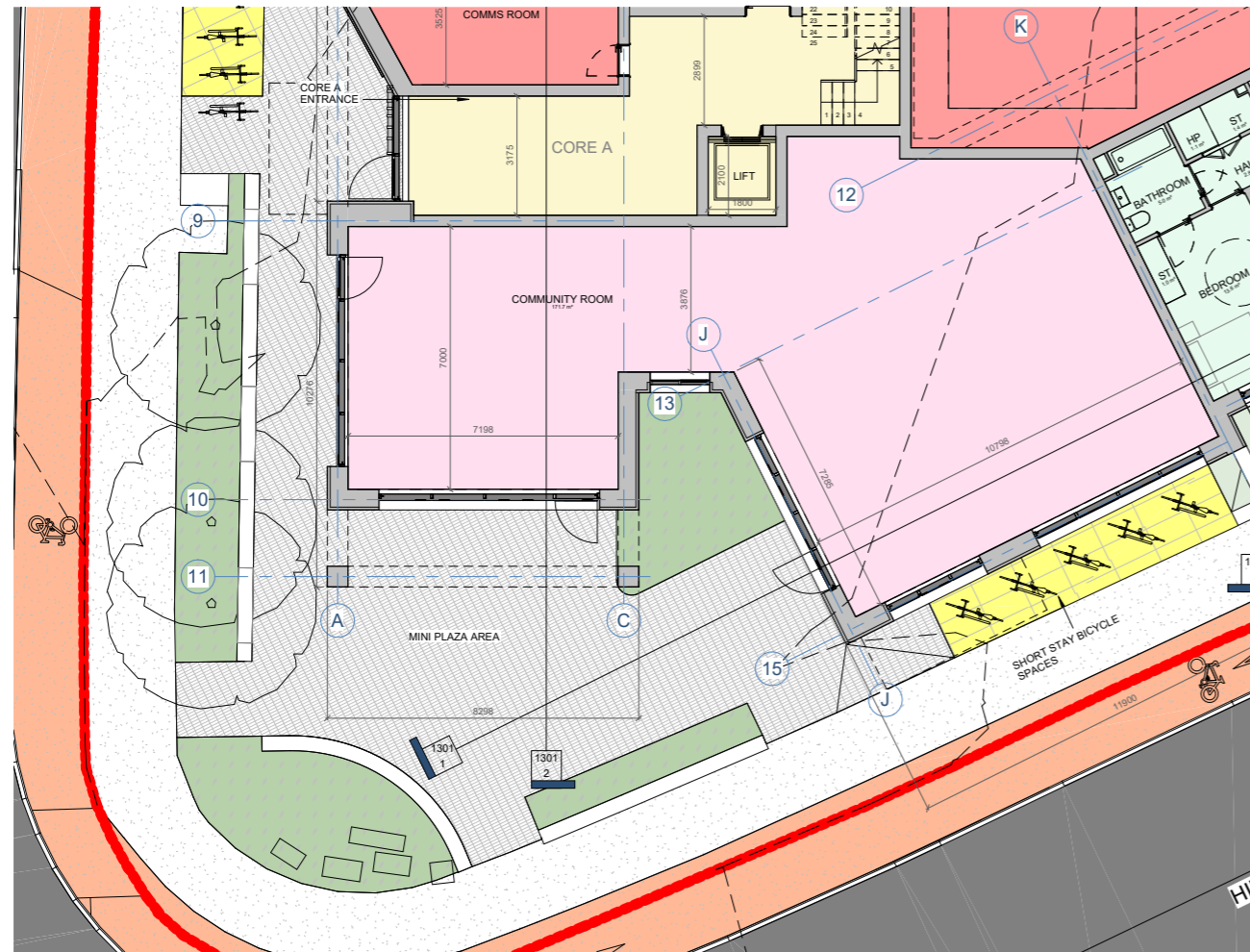


Image 38: Extract of Ground Floor Plan showing Community Space layout and associated external mini plaza area

## 7.0 Community Space

A community space is provided as part of the development. It is 171.6m<sup>2</sup> and is intended as flexible space for the use of community groups.

It is located at the ground level of the block at the corner of Sandyford Road and Hillcrest Road and its prominent location makes it convenient for accessing the facility by foot or bicycle. Cycle parking is located directly to the entrance.

An external terrace area measuring approx. 100m<sup>2</sup> is located to the southwest and can serve as spill out space associated with community uses.

The internal space can be subdivided as required by the end user, subject to future design and fit out. The layout is served by a generous provision of fenestration, ensuring that this space provides the maximum animation at ground level as well as good supervision of the outdoor spaces.

20 No. short stay bicycle spaces have also been provided externally in close proximity to both the community space and adjacent main entrance to the apartment core. This is to serve visitors to both the apartments and community space.



Image 39: External view of Community Space at corner of Sandyford Road and Hillcrest Road

## 8.0 Materials and Finishes

A restrained and coherent palette of materials is proposed to create a simple and modern aesthetic for the new development

A light golden buff textured clay brick with white mortar is proposed as the field colour for the scheme, in particular applied to the 5-storey elements.

A darker textured clay brick provides contrast and is applied to recessed planes or where emphasis is placed on a change of height to express the form of the lower portions of the block. It also acts as a plinth to the block at lower ground level, defining the entrance to the residential core, bicycle storage, "shopfront aesthetic of the community space, sub station and car park undercroft access.

The window frames, balcony railings, fascia, soffit, verges, associated rainwater goods and flat free draining metal clad entrance canopies are proposed in a single unifying colour maintaining a consistent simple colour palette across the scheme.

1. Grey brick contrasting panel
2. Light buff brick
3. Coloured panels to glazing system. Colour to match metal goods throughout
4. Metal balcony- colour to match metal goods throughout



Images 40/ 41: Proposed primary materials of light coloured brick (left), and a contrasting darker brick (right). Refer to elevation drawings for details of other materials.



Image 42: South elevation facing Hillcrest Road

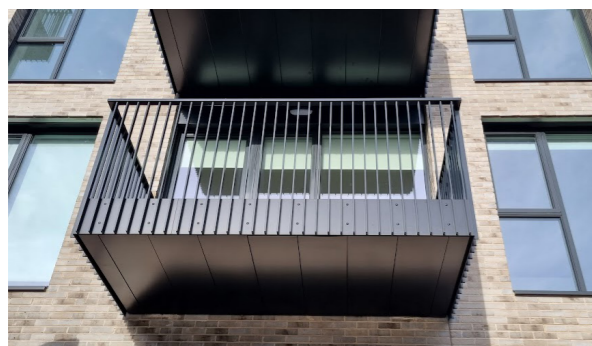


Image 43: Reference image of a similar balcony

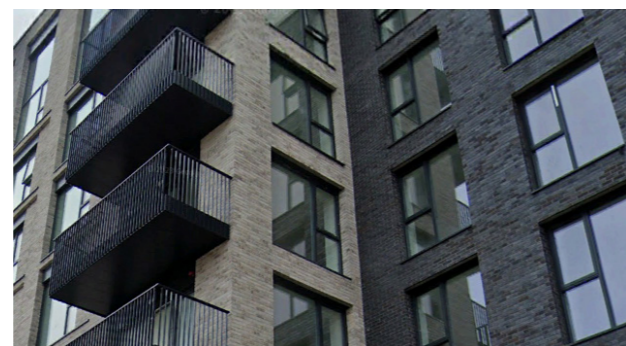


Image 44 Reference image of contrasting brick and metal balconies



Image 45: Reference image of similar brick colour

## 9.0 Site Statistics

The proposed brief includes a broad mix of typologies, and this variety should assist in forming a balanced, sustainable community. A summary breakdown of the site statistics is included below:

### KEY SITE FIGURES

	m <sup>2</sup>	ha
Application Site Area (As per Red Line Boundary)	3538 m <sup>2</sup>	0.3538 ha
Plot Ratio Gross (Redline boundary/ Gross Floor Area)	1.026	1.026
Residential Density (See Note 1 below)		126.83 d/ha
Site Coverage Gross (1561m <sup>2</sup> / 3538m <sup>2</sup> ) (See Note 2 below)	44.63%	44.63%
Dual Aspect Ratio 21:37 (See Note 3 below)		
Dual Aspect % (See Note 3 below)	56.76%	56.76%
Public Open Space Provision	202 m <sup>2</sup>	0.0202 ha
Communal Open Space Provision (See Note 4 below)	410 m <sup>2</sup>	0.0410 ha
Private Amenity Space Provision per dwelling (Refer to HQA- Schedule of Accommodation)		

### Note 1- Residential Density Calculation

Basis for Calculation-

Site Area	3538 m <sup>2</sup>
Overall Gross Floor Area	3449.6 m <sup>2</sup>
Overall Non-residential Gross Floor Area (i.e. Community Space)	171.6 m <sup>2</sup>
Number of Residential Units	37 no.

Calculation (Methodology from Appendix B: Measuring Residential Density; Sustainable and Compact Settlements Guidelines for Local Authorities 2024-

Residential Gross Floor Area as a portion of Development				82.46%
Site Area for Density Purposes	0.3538 ha	x	82.46%	0.2917 ha
Residential Density	37 no. dwellings	/	0.2917	<b>126.83 d/ha</b>

### Note 2- Basis of Site Coverage Calculation

Footprint of Development	1579 m <sup>2</sup>	0.1579 ha
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### Note 3- Dual Aspect Units

	Dual Aspect Units	Overall Units	%
No. of Dual Aspect Units	21 no.	37 no.	56.76%

### Note 4- Communal Open Space Provided

Communal Open Space Required

Based on-

No. of units multiplied by (m<sup>2</sup>/ unit)  
Total

	<b>410 m<sup>2</sup></b>	<b>0.0410 ha</b>
	<b>217 m<sup>2</sup></b>	<b>0.0217 ha</b>

	1 BED	2 BED	TOTAL
	29	8	
	5	9	
	145	72	<b>217 m<sup>2</sup></b>

## 9.0 Site Statistics (Continued)

### GROSS FLOOR AREA OF DEVELOPMENT

	RESIDENTIAL m <sup>2</sup>	COMMUNITY SPACE m <sup>2</sup>	ANCILLARY m <sup>2</sup>	TOTAL
Ground Gross Internal	243.5	171.6	368.5	783.6 m <sup>2</sup>
Level 01 Gross Internal	921.04		65	986.0 m <sup>2</sup>
Level 02 Gross Internal	948.4			948.4 m <sup>2</sup>
Level 03 Gross Internal	379.46			379.5 m <sup>2</sup>
Level 04 Gross Internal	379.46			379.5 m <sup>2</sup>
<b>TOTAL</b>	<b>2871.86</b>	<b>171.6</b>	<b>433.5</b>	<b>3476.96 m<sup>2</sup></b>

### Ancillary Uses- Ground Floor

Undercroft Bicycle Storage Area	95.3 m <sup>2</sup>
Refuse Store	25.5 m <sup>2</sup>
Cold Water Storage and Plant Room	144.6 m <sup>2</sup>
Bulk Storage Room 1	31.3 m <sup>2</sup>
Bulk Storage Room 2	14.4 m <sup>2</sup>
Meter Room	12.5 m <sup>2</sup>
Comms Room	22.6 m <sup>2</sup>
ESB Substation (Including Switch Room)	22.3 m <sup>2</sup>
<b>TOTAL</b>	<b>368.5 m<sup>2</sup></b>

### Ancillary Uses- Level 1

Energy Centre Level 1	65 m <sup>2</sup>
<b>TOTAL</b>	<b>65 m<sup>2</sup></b>

### Ancillary Uses (Excluded from Gross Floor Area)

Undercroft Car Park	605.1 m <sup>2</sup>
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### CAR PARKING PROVISION

Undercroft Spaces- (Residential)	24	2 accessible spaces included
Surface External Spaces- (Residential)	11	
Surface External Spaces- (Non-Residential)	1	
<b>Total</b>	<b>36</b>	

### BICYCLE PARKING PROVISION

#### Location of Spaces-

Internal (Secure Long Stay- for Residents)	49	Basis- 1 long stay space per bedroom*
Internal (Secure Long Stay- Non-Residential Community Space)	2	Basis- 1 per car space provision, based on Other Uses Not in Table- Minimum 2**
Surface (Short Stay Visitor for Residential Community Space)	20	Basis- 1 short stay per 5 dwellings***/ Minimum 2 spaces, non-residential****
<b>Total</b>	<b>71</b>	

\*In accordance with SPRR 4 - Cycle and Storage, Sustainable Residential Development and Compact Settlements Guidelines for Local Authorities 2024

\*\*In accordance with Table 4.2 Cycle Parking for Residential Development, Standards for Cycle Parking and associated Cycling Facilities for New Developments; Jan 2018; DLRCC

\*\*\*In accordance with Table 4.1 Cycle Parking for Residential Development, Standards for Cycle Parking and associated Cycling Facilities for New Developments; Jan 2018; DLRCC

\*\*\*\*In accordance with Table 4.1 Cycle Parking for Residential Development, Standards for Cycle Parking and associated Cycling Facilities for New Developments; Jan 2018; DLRCC; 1 per 100m<sup>2</sup> GFA

Secure Bicycle Parking accommodates 48 space plus 3 cargo spaces

## 9.0 Site Statistics (Continued)

### MOTORCYCLE PARKING PROVISION

Location of Spaces-

<b>Undercroft (Total)</b>	<b>2</b>
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\*Basis- In accordance with paragraph 12.4.7 DLR Development Plan 2022-2028- Minimum of 4 or more spaces per 100 car spaces

### KEY APARTMENT FIGURES

Overall Schedule of Apartments and Mix-

LEVEL	1 BED	2 BED	TOTAL
Ground Level	3	0	3
Level 1	9	3	12
Level 2	9	3	12
Level 3	4	1	5
Level 4	4	1	5
<b>TOTAL</b>	<b>29</b>	<b>8</b>	<b>37</b>
<b>%</b>	<b>78.38%</b>	<b>21.62%</b>	<b>100.00%</b>
<b>bedspaces</b>	<b>58</b>	<b>32</b>	<b>90</b>

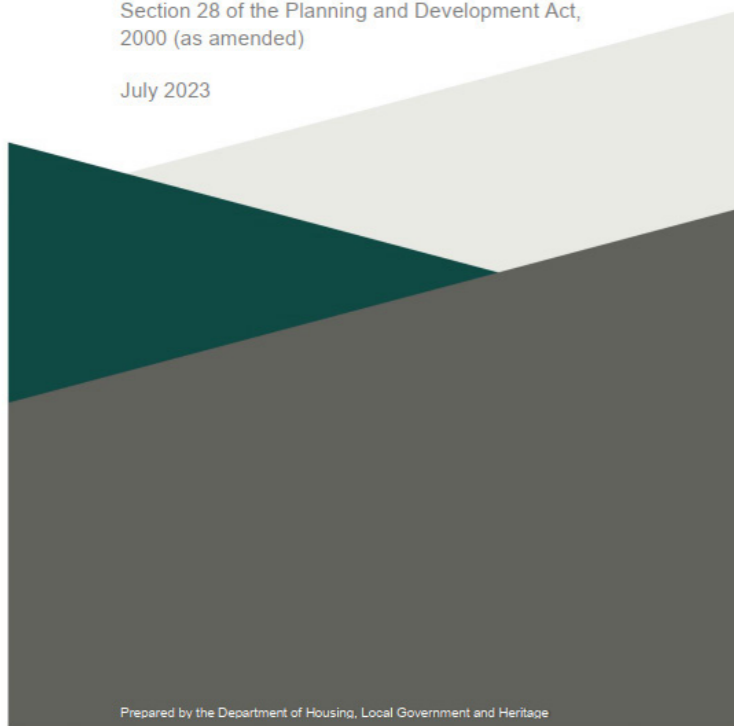


An Roinn Tithíochta,  
Rialtais Áitiúil agus Oidhreachta  
Department of Housing,  
Local Government and Heritage

### Sustainable Urban Housing: Design Standards for New Apartments

Guidelines for Planning Authorities issued under  
Section 28 of the Planning and Development Act,  
2000 (as amended)

July 2023



Prepared by the Department of Housing, Local Government and Heritage

## 10.0 Residential Amenity

### 10.1 Compliance with Internal Design Standards

The scheme has been designed with due regard to the Sustainable Residential Development and Compact Settlements Guidelines for Planning Applications 2024, the Urban Design Manual Best Practice Guidelines, the Quality Housing for Sustainable Communities 2007, Dún Laoghaire-Rathdown County Development Plan 2022-2028 and the Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities 2023.

Space standards for the apartments are in accordance with the Sustainable Urban Housing - Design Standards for New Apartments 2018, Guidelines for Planning Authorities.

The apartments and associated common circulation areas have also been designed with due regard to the principles of universal design, including the 'Building for Everyone' publications.

A mix of unit types is proposed to cater for differing occupancy requirements. One and Two bed, units are proposed as follows:

1 Bed	x	29 no.	(78.38%)
2 Bed	x	8 no.	(21.62%)

There are 2 apartment typologies proposed as schedules below.

56.76% of the units are dual aspect with the balance benefiting from either south, east, or west primary aspect.



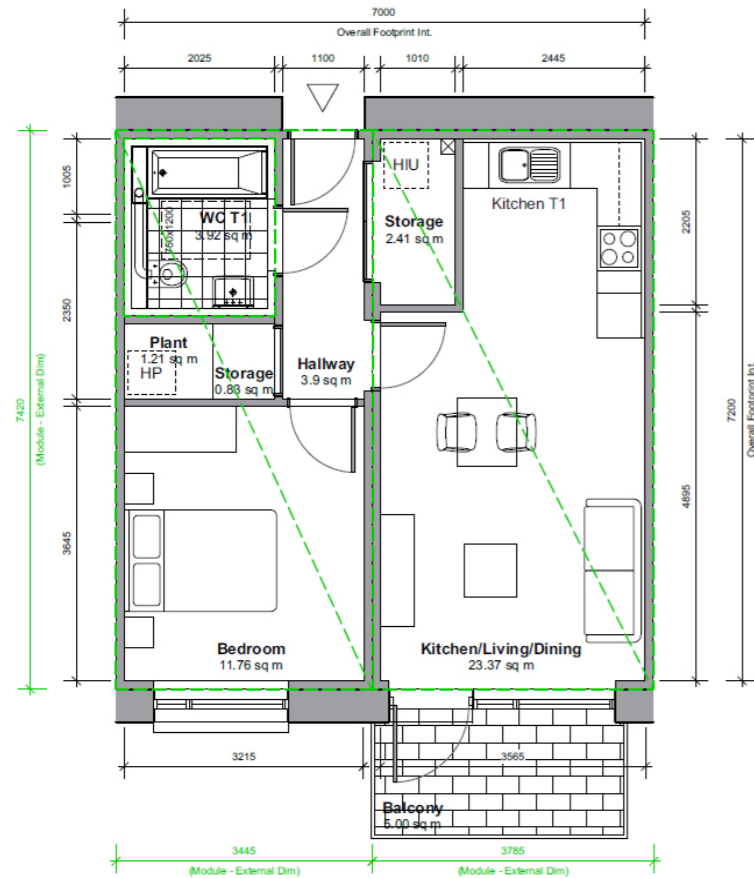


Image 46:  
One Bedroom Apartment Layout- Apartment Type A-1B2P-1

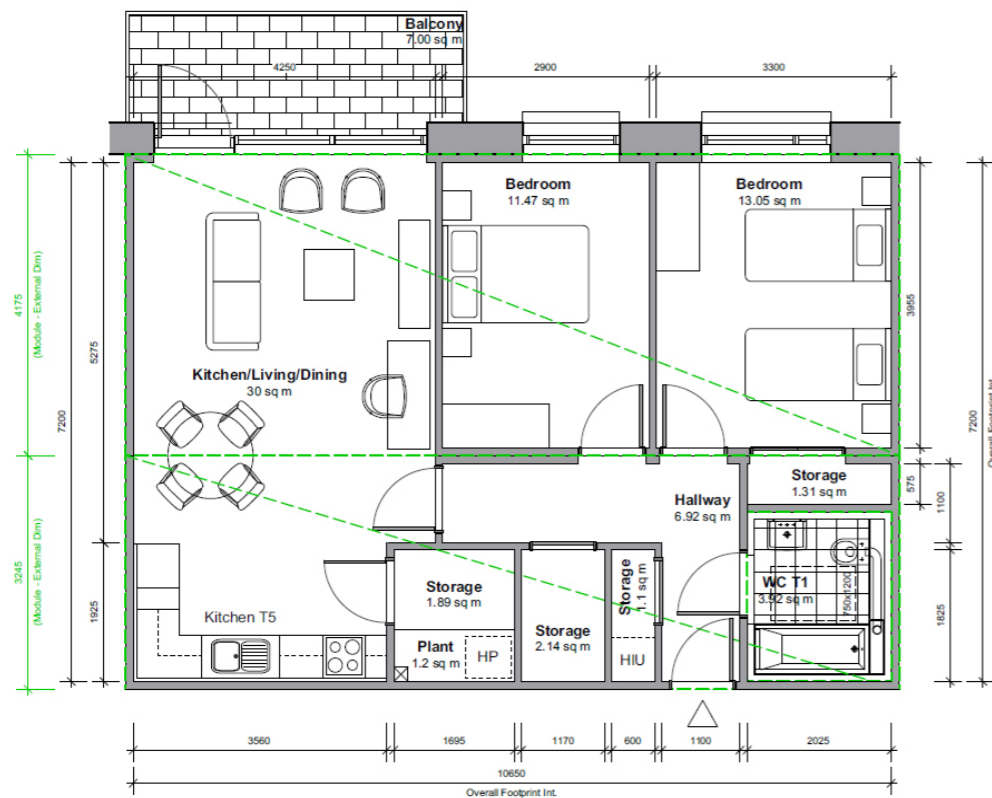


Image 47: Two Bedroom Apartment Layout- Apartment Type A-2B4P-1

## 10.0 Residential Amenity

### 10.1 Compliance with Internal Design Standards

Apartment areas, room areas and sizes are in accordance with Appendix 1 of Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities 2023. The schedules attached to this document itemise the apartments unit by unit and demonstrate compliance with the space, area and aspect standards. Room dimensions and areas are provided on the floor plans included as part of the application.

Storage is provided within each of the units as indicated on the drawings. Minimum storage areas of 3m<sup>2</sup> for 1-bed units, 6m<sup>2</sup> for 2-bed units and 9m<sup>2</sup> for 3-bed units. These areas consist of a mixture of dedicated utility/storerooms, open shelving, additional wardrobe units and bathroom storage. In certain areas individual storerooms may be slightly larger than 3.5sq.m due to the efficiencies of the plan layouts.

Each apartment has a balcony or terrace area accessed from the main living space. The minimum areas provided are 5m<sup>2</sup> for 1-bed units, 7m<sup>2</sup> for 2-bed units and 9m<sup>2</sup> for 3-bed units.. All balconies and terraces shall have a minimum depth of 1.5 sq.m.

Minimum aggregate floor areas for living/dining/kitchen rooms, and minimum widths for the main living/dining rooms		
Apartment type	Width of living/ dining room	Aggregate floor area of living / dining / kitchen area
One Bedroom	3.3m	23 sq.m
Two Bedroom	3.6m	30 sq.m
Minimum bedroom floor areas/ widths		
Type	Minimum width	Minimum floor area
Single bedroom	2.1m	7.1 sq.m
Double bedroom	2.8m	11.4 sq.m
Twin bedroom	2.8m	13.0 sq.m
Minimum aggregate bedroom floor areas		
One bedroom		11.4 sq.m
Two Bedroom		24.4 sq. m.
Minimum storage space requirements		
One bedroom		3 sq.m
Two Bedroom		6 sq. m.
Minimum floor areas for private amenity space		
One bedroom		5 sq.m
Two Bedroom		7 sq. m.

Information taken from: Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities 2022.

## 10.0 Residential Amenity

### 10.2 Daylight and Sunlight

The provision of adequate daylight and sunlight for the units and the open space areas proposed has been a key part of the design process. The blocks have been designed with due regard to orientation and aspect to ensure high levels of residential amenity for the proposed development. In addition, consideration has been given to the amenity of adjoining existing residential schemes and spaces.

A daylight and sunlight report has been prepared by Digital Dimensions in accordance with BRE guidance document – ‘Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice’ 2022 Third Edition, (BR209) and British standards BS EN17037 and is included in this application, that assesses (i) the impact of the proposed development for Daylight and Sunlight on the neighbouring buildings and (ii) the quality of daylight and sunlight within the proposed development.

The findings are extracted in the following pages.

56.76% of the units are dual aspect and no single aspect north facing units are proposed.

All units have access to east, west or south light.

Generous separation distances are provided to the roof garden, measuring 27m x 13-24m approx; This results in good access to daylight and sunlight and reduced levels of sky obstruction. The communal courtyard area exceeds the minimum recommended sunlight guidance levels.

The core arrangements have been adopted depending on orientation. East/west cores align units either side of a central spine giving good core efficiency and ensuring that all living spaces have access to sunlight, with a single loaded corridor with south facing apartments onto Hillcrest Road.

Living rooms and bedrooms are provided with large, glazed openings. Internal courtyards are finished with a light-coloured render to improve daylight levels. All units assessed comply with the minimum daylight recommendations set out in BS EN 17037:2022+A1.

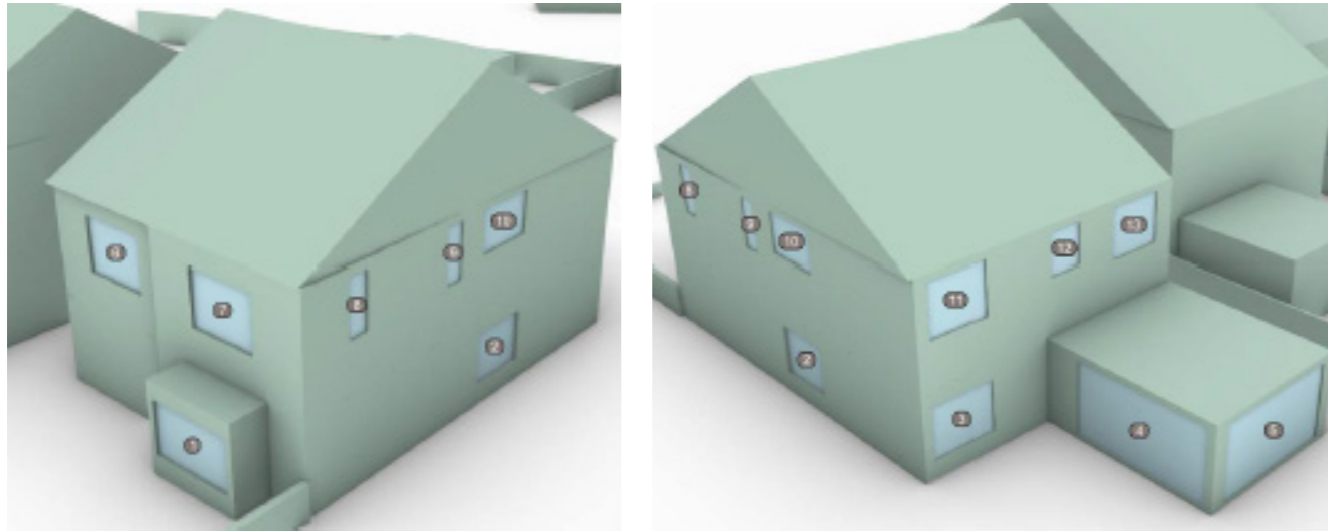


Image 48/ 49: 12 Lamb's Brook; Model indicating VSC Points

Vertical Sky Component						
Location	Vertical Sky Component Recommended Value > 27%		Ratio: Proposal to Existing Recommended > 80%	Weighted Avg.	Meets criteria if >27% VSC or <27% but >80% Existing Value	
	Existing %	Proposed %			Y	Y
1	37.3	34.2	91.6%	81.5%	Y	Y
2	33.9	23.1	68.1%		N	
3	34.8	34.7	99.5%	91.4%	Y	Y
4	30.3	25.3	83.6%		Y	
5	37.4	37.4	100.0%	82.6%	Y	Y
6	36.7	34.2	93.4%		Y	
7	38.4	35.4	92.0%		Y	
8	37.8	26.4	69.7%	82.6%	N	Y
9	37.8	26.6	70.5%		N	
10	38.1	27.4	72.0%	Y	Y	
11	38.8	38.7	99.7%	Y	Y	
12	38.7	38.7	99.9%	Y	Y	
13	38.9	38.9	100.0%	Y	Y	

Table 6: Vertical sky component for windows in No. 12 Lamb's Brook

Annual Probable Sunlight Hours								
Location ID	APSH >25% Target			Sept 21 - Mar 21 WPSH >5% Target			Meets criteria of >25% APSH and >5% PSH Or <25% or <5% PSH but >80% Existing Value	
	Existing	Proposed	Ratio	Existing	Proposed	Ratio		
	% of APSH	% of APSH	If less than 25% APSH Target >80%	% WPSH	% WPSH	If less than 5% WPSH Target >80%	Y	Y
1	47.3%	36.2%	76.5%	13.0%	3.8%	28.9%	Y	N
2	75.7%	54.3%	71.7%	25.2%	8.5%	33.6%	Y	Y
3	45.5%	41.7%	91.5%	13.4%	10.3%	76.7%	Y	Y
4	58.1%	49.0%	84.4%	22.1%	14.6%	66.2%	Y	Y
5	48.0%	48.0%	100.0%	14.4%	14.4%	100.0%	Y	Y
6	47.7%	38.2%	80.0%	14.5%	6.6%	45.3%	Y	Y
7	50.6%	39.1%	77.3%	15.7%	6.2%	39.2%	Y	Y
8	84.7%	61.4%	72.6%	32.6%	13.3%	40.9%	Y	Y
9	84.7%	62.8%	74.2%	32.6%	14.5%	44.5%	Y	Y
10	84.6%	63.9%	75.5%	32.7%	15.5%	47.3%	Y	Y
11	52.3%	49.0%	93.7%	16.9%	14.1%	83.8%	Y	Y
12	52.4%	50.0%	95.4%	16.9%	14.9%	88.1%	Y	Y
13	52.4%	50.5%	96.4%	16.9%	15.3%	90.7%	Y	Y

Table 7: Annual Probable Sunlight hours to adjoining properties

## 10.0 Residential Amenity

### 10.3 Daylight ("Vertical Sky Component":-VSC) in Neighbouring Buildings

Analysis carried out to adjoining residential building, 12 Lamb's Brook to the north

#### Conclusion of Potential Impact to Existing House, 12 Lamb's Brook-

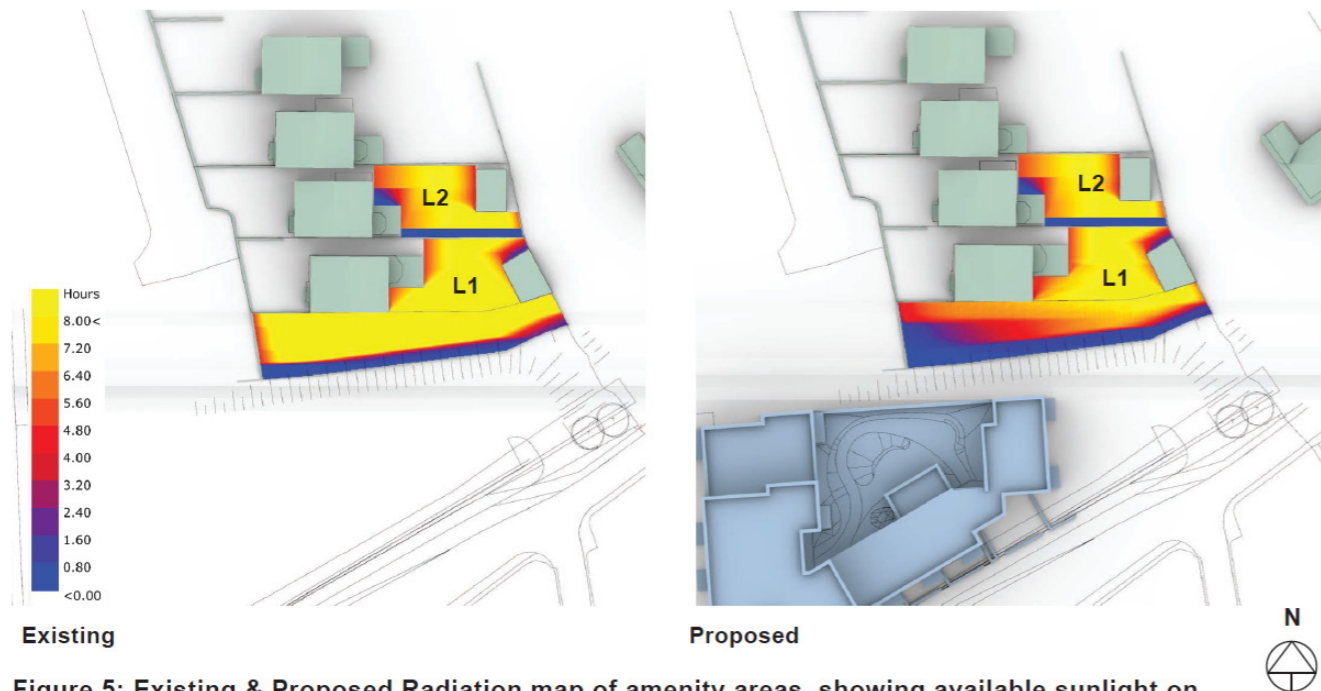
There is a reduction to available daylight to some of the windows on the gable elevation of 12 Lamb's Brook. These windows are secondary to the room and they have other windows on a perpendicular wall. The BRE guidelines recommends using the weighted average where there are multiple windows to a room. When the area weighted average of the potential impact of these windows are considered the ratio of the average is not below 80% of the existing value and any potential loss of light will be minor will be minimal. Any reduction in available daylight from the proposed development will be minor and meets the recommendations of the BRE guidelines BR209:2022 (third edition).

### 10.4 Sunlight ("Annual Probable Sunlight Hours":-APSH) in Neighbouring Buildings

All the windows to No.12 Lamb's Brook were assessed. Window ID 1 has a reduction in winter sunlight hours below the recommended level, however, window ID 2 to the same room achieves the target winter sunlight hours and meets the recommendations of the BRE guidelines. The remainder of the windows at ground and first floor level achieve the target APSH and WPSH.

It should be noted that there is dense tree growth along the southern boundary to No.12 Lamb's Brook which is not included in the assessment of sunlight to the existing windows as recommended in the BRE guidelines due to the difficulty in accurately representing trees. The effect of the trees would result in lower levels of sunlight availability in the existing condition results and the effective reduction would be less. Any potential impact would be less than indicated in the table.

There will be a reduction in sunlight hours to the surrounding houses and any impact will be minor.



**Figure 5: Existing & Proposed Radiation map of amenity areas, showing available sunlight on 21st March. The scale represents the percentage of daylight received from 0 - 8 hrs.**

Image 50- Amenity Spaces - Radiation map of garden areas to housing in nos. 11 and 12 Lamb's Brook, showing available sunlight on 21st March. The scale represents the percentage of daylight received from 0 - 8 hrs.

Sunlight on the ground - Adjacent properties					
No.	Location	% Area receiving 2 hours sunlight on 21st March		Ratio Proposed: Existing	Meets criteria of >50% area Or if <50% then target >80% Existing Value
		Existing	Proposed		
L1	12 Lamb's Brook	86.4	73.9	85.5%	Meets criteria
L2	11 Lamb's Brook	83.0	83.0	100.0%	Meets criteria

**Table 8: Calculation of Sun on the Ground to adjacent amenity areas**

Sunlight Hours Summary Table									
	Total Units	Rooms with a window within 90° South		Below recommendation <1.5 hours	Minimum >1.5 hours	Medium >3 Hours	High >4 Hours	Number meets criteria	Ratio meets criteria
		No.	Ratio						
Overall Total	37	29	78.4%	2	1	2	32	35	94.6%

**Table 11: Summary of results of assessment of Sunlight Hours**

## 10.0 Residential Amenity

### 10.5 Sunlight to Adjacent Private Amenity Spaces in Neighbouring Properties

All the private amenity space to the surrounding properties were assessed for sunlight in accordance with the recommendations set out in BR209:2022. On the 21st March, all the amenity spaces will retain 2 hours sunlight over 50% of the area or will not be reduced below 80% of the existing levels. The proposed development meets the recommendations of the BRE guidelines.

### 10.6 Daylight within the Proposed Development

All habitable rooms within the units were assessed for daylight provision by illuminance method. The Illuminance method assesses the daylight levels over at least 50% daylight hours in the year and uses a weather file data set. These methods take into account the orientation of the space. They provide an accurate representation of the daylight provision to a specific room in the context of the proposed environment.

Conclusion- BR209:2022 recommends assessment methods set out in BS EN 17037 for daylight provision. 100% of the Living, Dining, Kitchen and Bedroom spaces achieve the target values set out in BS EN 17037:2018+A1:2021 section NA1. This is the minimum rooms specific values to be achieved in habitable rooms.

Conclusion on EN 17037 Daylight-

The results indicate a high level of compliance for Minimum level of 98.8% and Target level of 98.8% of the spaces achieving the minimum target for each metric. The results indicate that the rooms will achieve high levels of daylight and they will be bright and pleasant.

### 10.7 Sunlight within the Proposed Development

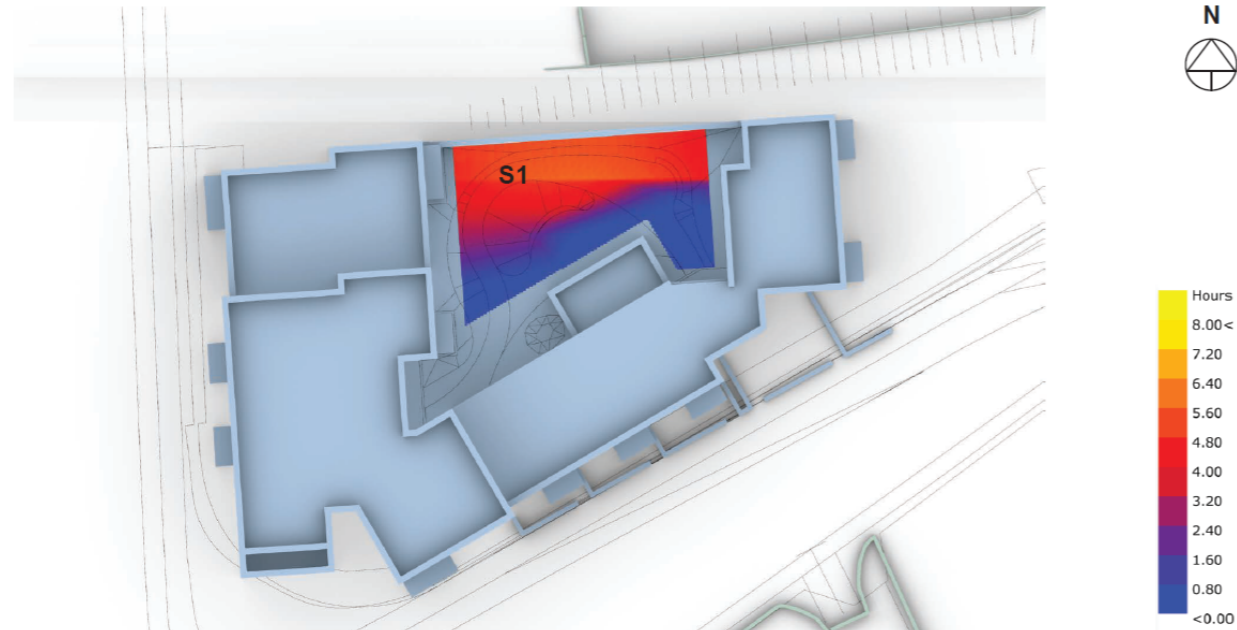
The BRE guidelines BR209:2022 (third edition) and BS EN 17037:2018+A1:2021 set out recommendations for sunlight hours to be achieved. It states that; "For dwellings, at least one habitable room, preferably a main living room, should meet at least the minimum criterion." The guidelines recommend the sunlight hours should be assessed preferably on the 21st March over the course of the day. The guidelines set three levels of achievement. Minimum 1.5h, Medium 3h and High 4h. The guideline does not set the percentage of units that need to achieve the recommendations but they do give an example of a well designed floor layout in Figure 6 therein where 4 out of 5 (80%) units in an apartment building would achieve the target sunlight.

Conclusion- Appendix C of the report details the results per habitable room, indicating if this room has a relevant South facing window. A summary of these results are displayed in the table opposite.

Conclusion on EN 17037 Sunlight Hours-

Often windows with an aspect of greater than 90° due South, to the North West or North East, will still receive sunlight, but it is likely to be lesser amounts especially in the winter period. 35no. of the 37no. units (94.6%) have a living spaces that achieves the minimum recommended 1.5 direct sunlight hours. Additionally units with dual aspect will receive sunlight to a bedroom space.

This scheme is well designed for sunlight, with 80.8% of units meeting the minimum recommended 1.5 direct sunlight hours. This is in line with the BRE guideline example for an apartment layout where 4 in 5 achieves the target sunlight hours.

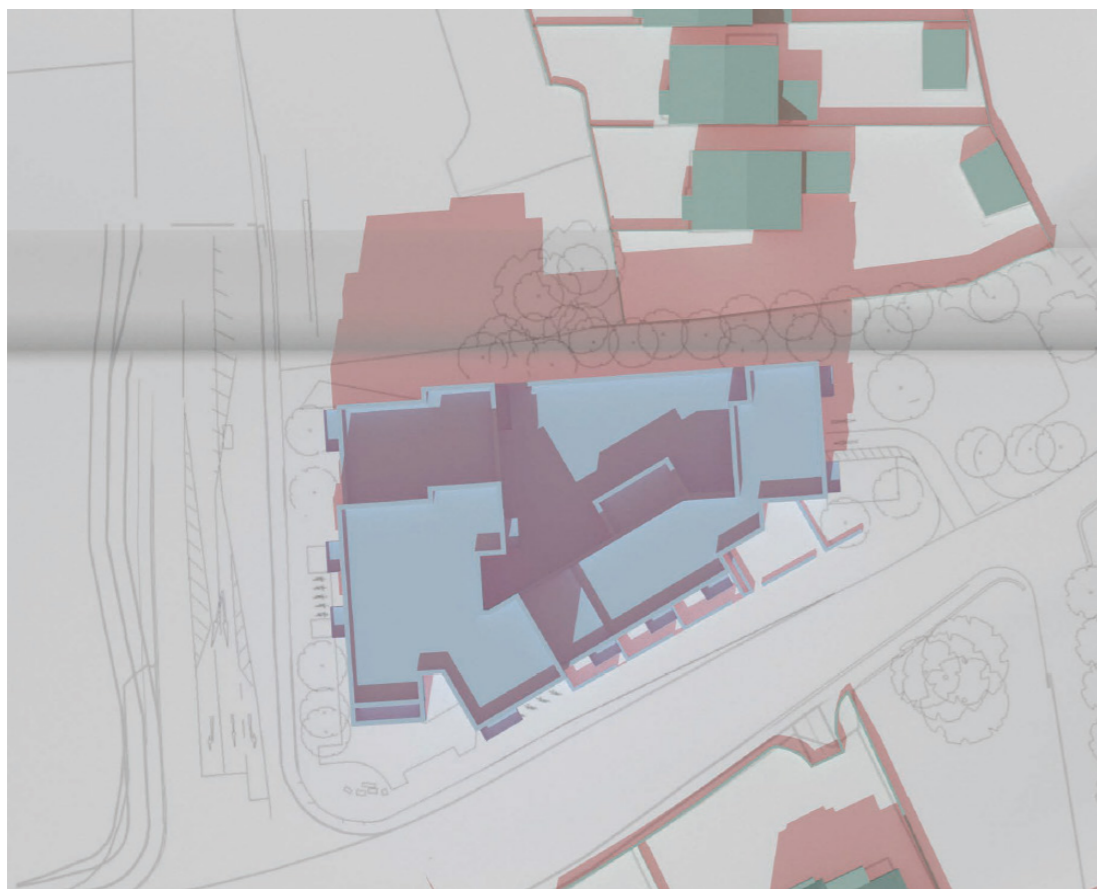


**Figure 7: Radiation map of amenity within the Proposed Development, showing available sunlight on 21st March. The scale represents the percentage of daylight received from 0 - 8 hrs.**

Sunlight on the Ground - Communal Amenity					
		Proposed: % Area receiving 2 hours sunlight on 21st March	Area Meeting criteria m2	Area Min. required m2	Meets criteria of >50% of area required
S1	Communal Open Space	57.2%	260	217	Y

**Table 12: Calculation of Sun on the Ground to amenity area within the proposed development.**

*Image 51- Amenity Spaces - Radiation map of roof garden, showing available sunlight on 21st March. The scale represents the percentage of daylight received from 0 - 8 hrs.*



*Image 52- Shadow Diagram, 21 March 13:00 UTC*

## 10.0 Residential Amenity

### 10.8 Sunlight to Amenity Spaces within the Proposed Development

The BRE guidelines BR209:2022 (third edition) 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.

The communal amenity area within this proposal have been assessed with a calculation of Sun on the Ground on the 21st March.

Conclusion- The proposed private amenity space exceeds the BRE recommendation and the amenity space will exceed in excess of 2 hours sunlight over 50% of the amenity space on the 21st March. It should also be noted that the area of assessment is 260m<sup>2</sup> out of a total area of 410m<sup>2</sup>, which is more than the minimum required area of 217m<sup>2</sup>.

### 10.9 Shadow Study

The BRE guidelines recommend using the March Equinox due the equal length of the day and night time. It states: "If a space is used all year round, the equinox (21 March) is the best date for which to prepare shadow plots as it gives an average level of shadowing. Lengths of shadows at the autumn equinox (21 September) will be the same as those for 21 March, so a separate set of plots for September is not required."

The site is vacant, so there are no shadow cast from any structures in the existing condition. Shadow diagrams are a visual aid to understand where possible shading may occur. The use of shadow diagrams as an assessment method should be taken over the course of the day and not a specific time due to the transient nature of the sun and the shade caused by obstructions.



Image 53: View of scheme on approach from east along Hillcrest Road

## 11.0 Building Lifecycle Analysis

A building lifecycle report is included with the application in response to Section 6.13 of 'Sustainable Housing: Design Standards for New Apartments'.

## 12.0 Energy Efficiency Strategy

All units are designed with an efficient plan format balancing the ratio between floor area and external wall which allows for an efficient and sustainable layout while also creating an efficient thermal envelope. The units will be constructed to building regulation standards delivering a high level of energy efficiency in use in line with Part L's near zero energy target. A Climate Action, Sustainability and Part C compliance report has been prepared by Semple McKillop and is included with the application. Measures have been fully integrated into the design.

## 13.0 Community Safety

Passive surveillance measures have been fully integrated into the design, ensuring that public spaces are naturally overseen by adjacent dwellings. A continuous active street frontage is provided with dual aspect corners and gables.

Parking spaces are located in areas that are well overlooked and proximate to the residential cores. Well-illuminated pedestrian and landscaped areas, coupled with a variety of open spaces, contribute to a vibrant and safe community atmosphere. Well-lit and glazed secure Bicycle Storage and refuse storage is provided within the undercroft area.


## 14.0 Summary

- In developing the design proposal for this site at Lambs Cross, MCORM have endeavoured to apply best practice architecture and urban principles.
- We have had due regard to the Dún Laoghaire-Rathdown County Development Plan 2022-2028, relevant national policy and guidance together with the feedback provided from the local authority during the pre-planning phase.
- Our design has considered the potential impacts and benefits of the proposal in accordance with the 12 criteria of the Urban Design Manual -at the scale of the neighbourhood, at the scale of the site, and at the scale of the dwelling. Our design seeks to respect the existing characteristics of site whilst also utilising the unique conditions presented.
- A scheme of 37 residential units and a community space is proposed together with associated site works, landscaping and public open spaces. The scale and massing is appropriate for its location while the adopted architectural treatment affords a simple but modern aesthetic for the new scheme, adding to the emerging urban nature and character of Lambs Cross
- We submit that the proposed scheme will constitute sustainable residential development which delivers high-quality design and residential amenity on the subject site.



Image 54: View from Southwest at junction of Sandford Road and Hillcrest Road

## Appendix A: Housing Quality Assessment

23004 - Lambs Cross																
SHB5-LDR-SH-MCO-AR-P1 - SITE STATISTICS													PART 8 SUBMISSION			
Bundles 4 & 5 - Lambs Cross, Dublin 18- Dun Laoghaire Rathdown County Council																
Level	UNIT NUMBER	UNIT TYPE	DESCRIPTION	UNIT AREA (m <sup>2</sup> )	BEDROOMS	BEDSPACES	AGGREGATE LIVING/ DINING/ KITCHEN AREA (sqm)	Bed 1 (m <sup>2</sup> )	Bed 2 (m <sup>2</sup> )	Bed 3 (m <sup>2</sup> )	AGGERGATE BED AREA (m <sup>2</sup> )	STORAGE (m <sup>2</sup> )	PRIVATE AMENITY (m <sup>2</sup> )	ASPECT	ORIENTATION (single aspect units only)	
Ground Level	0.01	Apartment Type A-1B2P-1	Apartment	50.4	1	2	23.1	11.7	0	0	11.7	3	5	Single Aspect	South	
	0.02	Apartment Type A-1B2P-1	Apartment	50.4	1	2	23.1	11.7	0	0	11.7	3	5	Single Aspect	South	
	0.03	Apartment Type A-1B2P-1	Apartment	50.4	1	2	23.1	11.7	0	0	11.7	3	5	Dual Aspect		
Level 01	1.01	Apartment Type A-1B2P-1	Apartment	50.4	1	2	23.1	11.7	0	0	11.7	3	5	Dual Aspect		
	1.02	Apartment Type A-1B2P-1	Apartment	50.4	1	2	23.1	11.7	0	0	11.7	3	5	Dual Aspect		
	1.03	Apartment Type A-1B2P-1	Apartment	50.4	1	2	23.1	11.7	0	0	11.7	3	5	Single Aspect	South	
	1.04	Apartment Type A-1B2P-1	Apartment	50.4	1	2	23.1	11.7	0	0	11.7	3	5	Single Aspect	South	
	1.05	Apartment Type A-1B2P-1	Apartment	50.4	1	2	23.1	11.7	0	0	11.7	3	5	Single Aspect	South	
	1.06	Apartment Type A-2B4P-1	Apartment	77.76	2	4	30	13.6	11.5	0	0	25.1	6	7	Dual Aspect	
	1.07	Apartment Type A-2B4P-1	Apartment	77.76	2	4	30	13.6	11.5	0	0	25.1	6	7	Dual Aspect	
	1.08	Apartment Type A-1B2P-1	Apartment	50.4	1	2	23.1	11.7	0	0	0	11.7	3	5	Single Aspect	West
	1.09	Apartment Type A-1B2P-1	Apartment	50.4	1	2	23.1	11.7	0	0	0	11.7	3	5	Single Aspect	West
	1.10	Apartment Type A-2B4P-1	Apartment	77.76	2	4	30	13.6	11.5	0	0	25.1	6	7	Dual Aspect	
	1.11	Apartment Type A-2B4P-1	Apartment	77.76	2	4	30	13.6	11.5	0	0	25.1	6	7	Dual Aspect	
	1.12	Apartment Type A-1B2P-1	Apartment	50.4	1	2	23.1	11.7	0	0	0	11.7	3	5	Single Aspect	East
Level 02	2.01	Apartment Type A-1B2P-1	Apartment	50.4	1	2	23.1	11.7	0	0	11.7	3	5	Dual Aspect		
	2.02	Apartment Type A-1B2P-1	Apartment	50.4	1	2	23.1	11.7	0	0	11.7	3	5	Dual Aspect		
	2.03	Apartment Type A-1B2P-1	Apartment	50.4	1	2	23.1	11.7	0	0	11.7	3	5	Dual Aspect		
	2.04	Apartment Type A-1B2P-1	Apartment	50.4	1	2	23.1	11.7	0	0	11.7	3	5	Single Aspect	South	
	2.05	Apartment Type A-1B2P-1	Apartment	50.4	1	2	23.1	11.7	0	0	0	11.7	3	5	Single Aspect	South
	2.06	Apartment Type A-2B4P-1	Apartment	77.76	2	4	30	13.6	11.5	0	0	25.1	6	7	Dual Aspect	
	2.07	Apartment Type A-1B2P-1	Apartment	50.4	1	2	23.1	11.7	0	0	0	11.7	3	5	Dual Aspect	
	2.08	Apartment Type A-1B2P-1	Apartment	50.4	1	2	23.1	11.7	0	0	0	11.7	3	5	Single Aspect	West
	2.09	Apartment Type A-1B2P-1	Apartment	50.4	1	2	23.1	11.7	0	0	0	11.7	3	5	Single Aspect	West
	2.10	Apartment Type A-2B4P-1	Apartment	77.76	2	4	30	13.6	11.5	0	0	25.1	6	7	Dual Aspect	
	2.11	Apartment Type A-2B4P-1	Apartment	77.76	2	4	30	13.6	11.5	0	0	25.1	6	7	Dual Aspect	
	2.12	Apartment Type A-2B4P-1	Apartment	77.76	2	4	30	13.6	11.5	0	0	25.1	6	7	Single Aspect	East
Level 03	3.01	Apartment Type A-2B4P-1	Apartment	77.76	2	4	30	13.6	11.5	0	0	25.1	6	7	Dual Aspect	
	3.02	Apartment Type A-1B2P-1	Apartment	50.4	1	2	23.1	11.7	0	0	11.7	3	5	Dual Aspect		
	3.03	Apartment Type A-1B2P-1	Apartment	50.4	1	2	23.1	11.7	0	0	11.7	3	5	Single Aspect	West	
	3.04	Apartment Type A-1B2P-1	Apartment	50.4	1	2	23.1	11.7	0	0	11.7	3	5	Dual Aspect		
	3.05	Apartment Type A-1B2P-1	Apartment	50.4	1	2	23.1	11.7	0	0	11.7	3	5	Single Aspect	East	
Level 04	4.01	Apartment Type A-2B4P-1	Apartment	77.76	2	4	30	13.6	11.5	0	0	25.1	6	7	Dual Aspect	
	4.02	Apartment Type A-1B2P-1	Apartment	50.4	1	2	23.1	11.7	0	0	11.7	3	5	Dual Aspect		
	4.03	Apartment Type A-1B2P-1	Apartment	50.4	1	2	23.1	11.7	0	0	11.7	3	5	Single Aspect	West	
	4.04	Apartment Type A-1B2P-1	Apartment	50.4	1	2	23.1	11.7	0	0	11.7	3	5	Dual Aspect		
	4.05	Apartment Type A-1B2P-1	Apartment	50.4	1	2	23.1	11.7	0	0	11.7	3	5	Dual Aspect		
<b>TOTAL NET AREA- RESIDENTIAL</b>						<b>2138.4 m<sup>2</sup></b>										



## Appendix B: Summary of Residential Mix


23004 - Lambs Cross																
SHB5-LDR-SH-MCO-AR-P1 - SITE STATISTICS											PART 8 SUBMISSION				October 2024	
Bundles 4 & 5 - Lambs Cross, Dublin 18- Dun Laoghaire Rathdown County Council																
UNIT TYPE	DESCRIPTION	UNIT AREA	BEDROOMS	BEDSPACES	AGGREGATE LIVING/ DINING/ KITCHEN AREA (sqm)	Bed 1 (sqm)	Bed 2 (sqm)	Bed 3 (sqm)	AGGERGATE BED AREA (sqm)	STORAGE (sqm)	PRIVATE AMENITY (sqm)	QUANTITY	MIX	%		
Apartment Type A-1B2P-1	Apartment	50.4	1	2	23.1	11.7			11.7	3	5	29	29	78.38%		
Apartment Type A-2B4P-1	Apartment	77.76	2	4	30	13.6	11.5		25.1	6	7	8	8	21.62%		
<b>APARTMENT TYPES TOTAL</b>												<b>37</b>	<b>100.00%</b>			



Image 55: Study model facade to Sandyford Road

## Appendix C: Design Checklist

The following is a tabulated response to the items listed in Appendix D - Design Checklist (Key Indicators of Quality Urban Design and Placemaking) of the Sustainable Residential Development and Compact Settlements Guidelines for Planning Applications 2024. This design report details the design approach for the scheme under the headings as listed on the contents page. This Appendix is should be read in conjunction with the details set out in the main body of the report

No.	Topic	Response
1	<b>Sustainable and Efficient Movement</b>	
(i)	<p><b>PERMEABLE AND LEGIBLE NETWORK OF STREETS AND SPACES WITHIN THE SITE</b></p> <p><i>Will the plan or development proposal establish a highly permeable and legible network of streets and spaces within the site that optimises movement for sustainable modes of transport (walking, cycling and public transport)?</i></p>	<p>The proposed development is infill in nature and is bounded by the newly widened roads infrastructure of Sandyford Road to the west and Hillcrest Road to the south. Both have integrated cycle lane infrastructure that will feed into the wider network and new bus stops on Sandyford Road.</p> <p>The scheme seeks to enhance this infrastructure, firstly by providing the appropriate street edge and scale to these roads, but also providing for convenient access straight from the cycle track into the secure cycle storage for residents or parking racks for guests. The entrances are conveniently located on the footpath for pedestrians.</p>
(ii)	<p><b>CONNECTIONS WITH AND BETWEEN ESTABLISHED COMMUNITIES, SERVICES AND OTHER USES</b></p> <p><i>Have opportunities to improve connections with and between established communities been identified and responded to with particular regard to strategic connections between homes, shops, employment opportunities, public transport, local services and amenities?</i></p>	<p>The site forms the southwestern corner of Sandyford village at its interface with the wider adjoining communities of Woodside and Belarmine to the south. It is envisaged that ,in conjunction with the as-approved mixed-use development Reg. Ref .D23A/0456 opposite, the proposal will contribute to the creation of a new neighbourhood node/ hub focused on Lambs Cross.</p>
(iii)	<p><b>STREETS DESIGNED IN ACCORDANCE WITH DMURS</b></p> <p><i>Are streets designed (including the retrofitting of existing streets adjacent to or on-route to the site, where appropriate) in accordance with DMURS to calm traffic and enable the safe and comfortable movement of vulnerable users?</i></p>	<p>Vehicular access is limited to the external car parking spaces to the east of the site and in the undercroft with a single entry/ exit point from Hillcrest Road. The entry point is designed to promote safe pedestrian crossing along Hillcrest Road at this location.</p> <p>The remainder of the site is infill and designed purely for pedestrian and cyclist accessibility.</p>
(iv)	<p><b>QUANTUM OF PARKING MINIMISED</b></p> <p><i>Has the quantum of parking been minimised (in accordance with SPPR4 where relevant) and designed and located in a way that seeks to reduce the demand for private car use, promote sustainable modes of transport and ensure that the public realm is not dominated by parked vehicles?</i></p>	<p>37 Parking Spaces has been provided to serve both the 37 dwelling units and community space in the development. 25 of these spaces are discreetly located within the undercroft. We have consulted with DLRCC in the provision of an adequate number of spaces, balancing the location of the site and quantum of public transport against promoting other modes.</p>

## Appendix C: Design Checklist (Continued)



Image 56: Study model of facade to Hillcrest Road at corner

2	<b>Mix of Land Uses (Vibrant Centres and Communities)</b>	
(i)	<p><b>MIX AND INTENSITY OF LAND USES APPROPRIATE TO THE SITE</b></p> <p><i>Is the mix and intensity of land uses appropriate to the site and its location and have land uses been distributed in a complementary manner that optimises access to public transport, amenities and local services via walking or cycling?</i></p>	<p>The uses proposed for the development are deemed compatible with the zoning intent- NC- Neighbourhood Centre zoned lands.</p> <p>The uses proposed within the development, residential and community space shall add to and complement the mix of uses being proposed on other adjacent NC zoned lands- in particular Reg. Ref .D23A/0456; 80 no. Residential units and associated residential amenity space, a supermarket and associated off licence, a restaurant / bar and associated winter garden, 2 no. retail units (a pharmacy and a beauty/ hair salon), an ATM area, a health centre, and a café.</p>
(ii)	<p><b>DIVERSE AND VARIED RANGE OF HOUSING TYPES:</b></p> <p><i>Have a diverse and varied range of housing types been provided to meet local and projected needs (having regard to the Housing Need Demand Assessment), supplemented by an innovative range of housing typologies that support greater housing affordability and choice?</i></p>	<p>The scheme has been developed in accordance with the Dún Laoghaire-Rathdown County Council brief which is based on the social housing need demand for the area.</p> <p>2 dwelling typologies are proposed- 1 bed apartments and 2 bed apartments which complement the existing larger dwelling sizes in the immediate neighbourhood.</p>
(iii)	<p><b>SUPPORT THE REGENERATION AND REVITALISATION OF AN EXISTING CENTRE OR NEIGHBOURHOOD</b></p> <p><i>Will the plan or development proposal supplement and/or support the regeneration and revitalisation of an existing centre or neighbourhood, including the adaption and re-use of the existing building stock in order to reduce vacancy and dereliction (where applicable) and promote town centre living (where applicable)?</i></p>	<p>The site has always been vacant, with no structures ever having being built at this location.</p> <p>It constitutes a partly green/ brownfield site within a suburban context which is undergoing a transition into a more intensive urban area. This scheme will contribute to the evolution of the general area in that regard, and will add to the growing critical mass to make the Lambs Cross neighbourhood hub a success.</p>
(iv)	<p><b>ENHANCEMENT OF THE PUBLIC REALM</b></p> <p><i>Is the regeneration and revitalisation of an existing centre or neighbourhood supported by the enhancement of the public realm so as to create a more liveable environment, attract investment and encourage a greater number of visitors (where applicable)?</i></p>	<p>The scheme seeks to improve the public realm interface with the recently redeveloped roads infrastructure along Sandyford Road and Hillcrest Road. Using quality paving materials, boundary treatments and planting it will improve the access into the scheme at its various points as well as the creation of a small mini-plaza area that is intended to complement the community space use at the corner.</p>

## Appendix C: Design Checklist (Continued)



Image 57: Hillcrest Road frontage

3	<b>Green and Blue Infrastructure (Open Space, Landscape and Heritage)</b>	
(i)	<p><b>POSITIVELY RESPONDED TO NATURAL FEATURES &amp; LANDSCAPE CHARACTER</b></p> <p><i>Has the plan or development proposal positively responded to natural features and landscape character, with particular regard to biodiversity, vistas and landmarks and the setting of protected structures, conservation areas and historic landscapes?</i></p>	<p>The development, while being predominately infill at its interface with Sandyford and Hillcrest Roads, takes cognisance of the existing natural features on the site, in particular the retention of as many of the existing mature trees along its northern interface, and the preservation of the steep bank (5 metres approx.) to the Carrickmines Stream on the eastern flank. These will remain unaffected by the development.</p>
(ii)	<p><b>A COMPLEMENTARY AND INTERCONNECTED RANGE OF OPEN SPACES, CORRIDORS AND PLANTED/ LANDSCAPED AREAS</b></p> <p><i>Have a complementary and interconnected range of open spaces, corridors and planted/ landscaped areas been provided, that create and conserve ecological links and promotes active travel and healthier lifestyles?</i></p>	<p>The site will seek to retain the existing trees and open space to the steep bank alongside the stream to the east. The remainder of the site is infill with large site coverage, due in part to the footprint created by the parking undercroft. However there are 2 main areas where new landscaping proposals form part of the scheme- The public interface along the perimeter of the development at ground level with Sandyford and Hillcrest Roads, with the introduction of quality hard landscaping and planting; the other component being the communal roof garden forming the focal point of the residential scheme at first floor level. This space is subdivided into outdoor zones, for child's play, seating and vegetable growing; the mini-plaza adjacent to the community space will provide a spill out area to enhance its use.</p>
(iii)	<p><b>PUBLIC OPEN SPACES UNIVERSALLY ACCESSIBLE AND DESIGNED TO CATER FOR A RANGE OF ACTIVE AND PASSIVE RECREATIONAL USES</b></p> <p><i>Are public open spaces universally accessible and designed to cater for a range of active and passive recreational uses (taking account of the function of other spaces within the network)?</i></p>	<p>The public realm that will wrap around the south, and western facades of the building will be fully accessible; the ground level of the block is set at one level 125.00 datum, with variations in the own-door units, which shall simplify accessibility around the perimeter of the scheme with no changes in levels required.</p>
(iv)	<p><b>INTEGRATED NATURE-BASED SOLUTIONS FOR THE MANAGEMENT OF URBAN DRAINAGE</b></p> <p><i>Does the plan or development proposal include integrated nature-based solutions for the management of urban drainage to promote biodiversity, urban greening, improved water quality and flood mitigation?</i></p>	<p>The landscaping design incorporates permeable paving, tree pits and swales/ rain gardens. Given the restricted space available on the site, drainage is attenuated below ground before discharge to the public system.</p>

## Appendix C: Design Checklist (Continued)



Image 58: Corner of Block Massing Study Model

4	Responsive Built Form	
(i)	<p><b>COHERENT AND LEGIBLE URBAN STRUCTURE IN TERMS OF BLOCK LAYOUTS AND BUILDING HEIGHTS</b></p> <p><i>Does the layout, orientation and scale of development support the formation of a coherent and legible urban structure in terms of block layouts and building heights with particular regard to the location of gateways and landmarks, the hierarchy of streets and spaces and access to daylight and sunlight?</i></p>	<p>The development consists of an arrangement of urban blocks that are simple and clear in form running in a linear formation along the western and southern edges of the site.</p> <p>The two blocks are arranged at the southwestern corner of the site so that their gables do not merge, and the resulting setback on the ground plane creates the mini-plaza space in front of the community facility. The blocks step from 5 storeys at the corner down to 3 storeys along their flanks, acting as a transition to a more domestic scale of the nearby existing housing</p>
(ii)	<p><b>BUILDINGS ADDRESS STREETS AND SPACES</b></p> <p><i>Do buildings address streets and spaces in a manner that will ensure they clearly define public and private spaces, generate activity, maximise passive surveillance and provide an attractive and animated interface?</i></p>	<p>The new built form creates a robust and urban edge along the newly widened Sandyford Road and Hillcrest Road, and an appropriate height given the width of this enlarged intersection and emerging character of the environs to the north. The ground floor frontage is designed to accommodate entrances into the bicycle store, residential core, community space, 3 own-door apartments and the secondary core access. The frontages are fully fenestrated with maximum supervision on all facades.</p>
(iii)	<p><b>LAYOUT, SCALE AND DESIGN FEATURES OF NEW DEVELOPMENT RESPOND TO PREVAILING DEVELOPMENT PATTERNS (WHERE RELEVANT)</b></p> <p><i>Does the layout, scale and design features of new development respond to prevailing development patterns (where relevant), integrate well within its context and provide appropriate transitions with adjacent buildings and established communities so as to safeguard their amenities to a reasonable extent?</i></p>	<p>The development is arranged on the site to focus its scale and mass on the angled corner at the intersection, with the scale dropping away on either side as one moves away from the junction. The corner of the site is the most remote point away from existing residential development to the north and east.</p> <p>This is also helped by its different level relative to the existing residential development, particularly the housing in Lamb's Brook set back further from Sandyford Road, as well as the screening provided for by the existing trees.</p>
(iv)	<p><b>COHERENT ARCHITECTURAL AND URBAN DESIGN STRATEGY</b></p> <p><i>Has a coherent architectural and urban design strategy been presented that will ensure the development is sustainable, distinctive, complements the urban structure and promotes a strong sense of identity?</i></p>	<p>A 3- and 5- storey scheme is proposed with simple and robust corners and details to create a new urban composition. This together with the consistent palette of materials and finishes used across the scheme will create a coherent character within the development and in the context of the surrounding area.</p>

TABLE 1- BICYCLE PARKING PROVISION		
Location	No.	Note
Undercroft (Secure Long Stay- for Residents)	49	Basis- 1 long stay space per bedroom, 45 no. minimum, In accordance with SPRR 4 - Cycle and Storage, Sustainable Residential Development and Compact Settlements Guidelines for Local Authorities 2024 (3 Cargo Spaces indicated- 6% of secure spaces)
Undercroft (Secure Long Stay- for Community Staff)	2	Basis- 1 per car space provision, based on Other Uses Not in Table- Minimum 2 spaces; In accordance with Table 4.1 Cycle Parking for Residential Development, Standards for Cycle Parking and associated Cycling Facilities for New Developments; Jan 2018; DLRCC
Surface (Short Stay Visitor for Creche and Residential)	20	In accordance with Table 4.1 Cycle Parking for Residential Development, Standards for Cycle Parking and associated Cycling Facilities for New Developments; Jan 2018; DLRCC; 1 per 100m <sup>2</sup> GFA
Total	71	

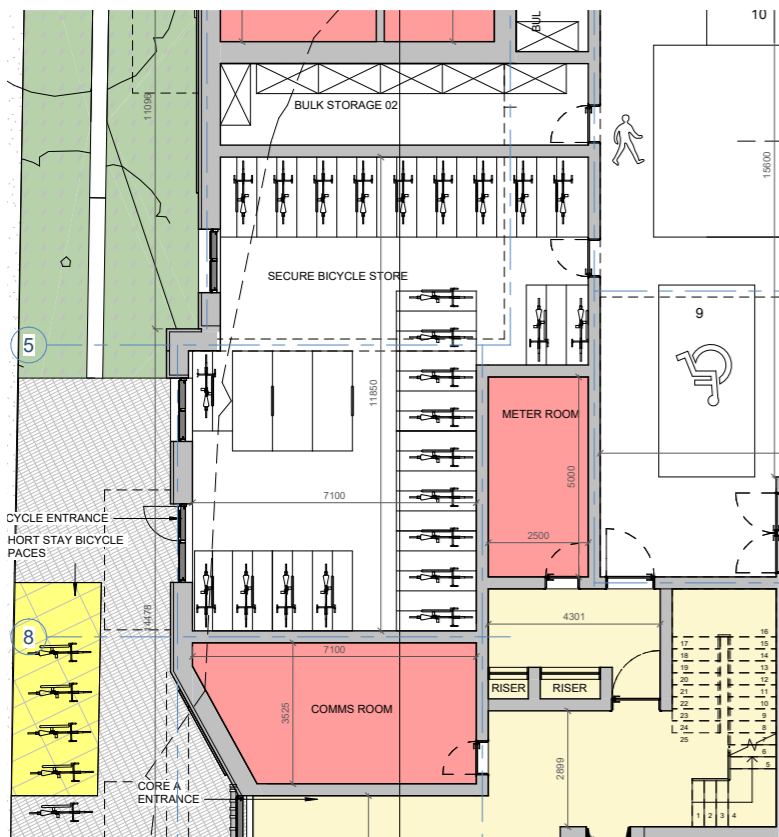


Image 59:  
Secure Bicycle Parking - Ground Level; 50 spaces shown, including 4 no. cargo spaces  
  
10 no. short stay spaces are located just outside the entrance (Sheffield stands- 10 no. spaces)

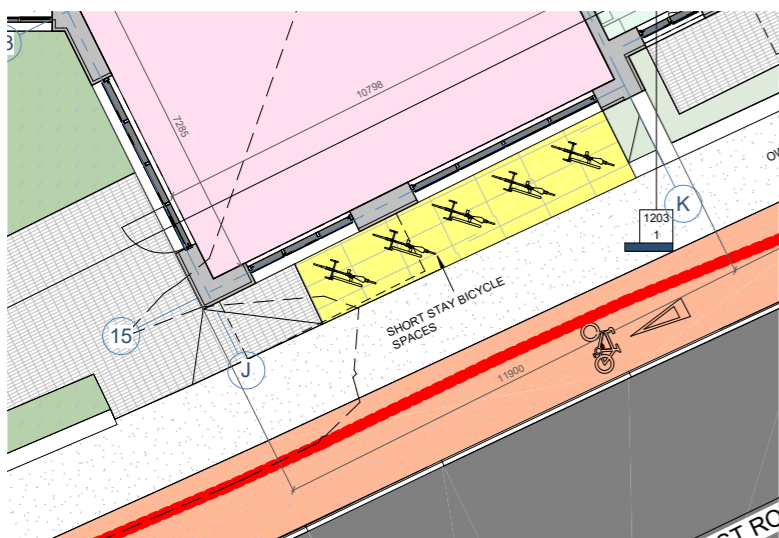


Image 60:  
Short Stay Bicycle Parking - Ground Level- Sheffield stands near entrance to community use on Hillcrest Road; 10 no. spaces

## Appendix D: Cycle Audit

The following is a tabulated response to the items listed in Section 12.4.6.2 Cycle Parking Assessment Criteria, Dún Laoghaire-Rathdown County Development Plan 2022-2028.

The development plan (under 12.4.6.1 Requirements for New Development) states-  
"It is a requirement that, new residential developments of 5 residential units or more or non-residential type developments of 400 sq.m. or over, submit a Cycle Audit as part of the planning application. The Cycle Audit must be prepared by a suitably qualified person and shall clearly demonstrate, in plan format, how all the requirements of Council's Standards for Cycle Parking and Associated Cycling Facilities for New Developments, are met within the development."

This design report details the design approach for the scheme under the headings as listed on the contents page. This Appendix is should be read in conjunction with the details set out in the main body of the report

Criterion	Response
Is the number of cycle parking spaces and footprint adequate and is there suitable provision for parking of outsized formats (cargo bikes etc)	Table 1 opposite sets out the proposed provision of bicycles in the development and the basis for calculation
Is the location of cycle parking convenient, appropriate and secure with adequate provision for covered parking?	Secure bicycle parking is provided in the building, with a dedicated level access point adjacent to the main entrance to the lift and stair lobby from the west facade connecting directly to the cycle track available on Sandyford Road, See extract of ground floor plan opposite. The storage area is naturally lit with fenestration onto Sandyford Road. Secondary entrance provided from car park undercroft area also.
Is the cycle parking area accessible in terms of dedicated access routes with ramps and/or kerb dishing where required?	Access to the secure bicycle parking is at grade via a dedicated doorway on the western facade directly from the Pedestrian/ Cycle route alongside the block. on Sandyford Road, adjacent to the door to the mainentrance lobby to the residential component. This is separate from the vehicular entrance to the undercroft ath the opposite end of the building.
Do the internal cycle access routes connect well with off-site cycle facilities – existing and proposed?	The cycle storage in the undercroft is directly accessible from the dedicated newly completed cycle track outside on Sandyford Road. A secondary access door is provided to the undercroft facilitating rear access to stair and lift core without leaving the building.
Is there adequate and appropriately designed and integrated provision for ancillary cycling and pedestrian facilities including showers, locker / changing rooms and drying areas?	It isassumed that as the cycle parking bays are primarily for the residents, that these facilities is provided for in each of the apartments.