

An aerial photograph of a city, likely Sandyford, showing a dense residential and commercial area with a complex road network. A small red dot is placed on the map, indicating a specific location. The text is overlaid on the image in white, bold, sans-serif font.

ARCHITECTURAL DESIGN STATEMENT
TACK SANDYFORD SHD
AVID-TACK MASTERPLAN

MCCAULEY DAYE O'CONNELL ARCHITECTS

April 2022

INDEX

- 1. INTRODUCTION
- 2. MASTERPLAN
- 3. SITE LOCATION
- 4. DEVELOPMENT PLAN
- 5. NEIGHBOURHOOD
- 6. SITE
- 7. HOME
- 8. SITE HISTORY
- 9. PART V - TACK SITE
- 10. CONCLUSION
- 11. RESPONSE TO ABP OPINION
- 12. APPENDIX

REVISION RECORD					
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D	4	04/04/2022	SHD3	S.Allen	R.McCauley
E					
F					
G					
H					
I					
J					

1.0

1.1 THE TEAM

1.2 SUMMARY OF DEVELOPMENT

INTRODUCTION

1.1. | THE TEAM

This architectural design statement has been prepared by McCauley Daye O’Connell Architects on behalf of Sandyford Environmental Construction Ltd and the Avid-Tack Masterplan on behalf of Sandyford Environmental Construction Ltd and Atlas GP Ltd to demonstrate how the proposed development of the circa 0.70 ha subject site at Ravens Rock Road, Carmanhall Road and Blackthorn Road in Sandyford, Dublin, addresses the design criteria set out in the ‘Urban Design Manual-A Best Practice Guide.’ The design statement has been informed by and where necessary is consistent with the criteria set out in:

- Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (2009);
- Delivering Homes, Sustaining Communities (2008) / Quality Housing for Sustainable Communities (2008);
- Sustainable Urban Housing: Design Standards for New Apartments (2018);
- Urban Design Manual – A Best Practice Guide (2009);
- Urban Development and Building Heights (2019).
- Dún Laoghaire-Rathdown County Development Plan 2022-28
- Sandyford Urban Framework Plan 2022-28

TEAM

The information presented in this report has been informed by a team of the following consultants:

McCauley Daye O’Connell - Architects
MacCabe Durney Barnes Town Planning - Planning Consultants
Niall Montgomery & Partners - Landscape Architects
Waterman Moylan - Civil, Structural, Traffic Consultants / Waste Management Consultants
IN2 Engineering - M&E Consultants
IN2 Engineering - Daylight, Sunlight and Overshadowing Consultants
Maurice Johnson & Partners - Fire Safety Consultants
Golder Associates Inc. - EIA
BFluid - Wind micro-climate Consultants
AWN Consulting - Waste Management Consultants
Aramark - Resident Support Facilities and Resident Services & Amenities Report / Building Lifecycle Report
Renderare - CGIs

SUPPORTING DOCUMENTS

Along with the drawings required by regulation, this architectural design report forms a part of the full planning submission to ABP and should be read in conjunction with the supporting technical reports prepared by the project team and the architecture, landscape and engineering services drawings supplied.



McCauley Daye O’Connell is a leading award winning architecture, urban design and interior design firm offering programming, planning, design, strategic masterplanning and consulting services - specialising in innovative design that exceeds client goals and produces environments of high quality.

McCauley Daye O’Connell is a company formed in 2004 by directors who have practiced in Ireland, the USA and Australia over the past 30 years, have collaborated together for many years and have offices in Dublin and London. We have over 30 staff including architects, interior architects, interior designers, architectural technicians, financial control and support staff.

McCauley Daye O’Connell has acted as lead design architect for this project.

1.1. | SUMMARY OF DEVELOPMENT

This architectural design statement will analyse the site and its context, set out the adopted design principles based on the DoEHLG Urban Design Manual and demonstrate how the proposed development achieves the policies and objectives of the National Planning Framework (2018), Regional Economic and Spatial Strategy (RSES), Sustainable Urban Housing: Design Standards for New Apartments (2018), Dún Laoghaire-Rathdown County Development Plan 2022-28 and the Urban Development and Building Heights Guidelines (2019).

The proposed development comprises a Build to Rent (BTR), Strategic Housing Development (SHD) as follows: Demolition of the existing buildings. Construction of 3 no. apartment blocks (Blocks A - C) ranging in height from 6 to 10 storeys providing a total of 207 units. Provision of Resident Support Facilities/Resident Services and Amenities, creche, car parking (at ground floor and in basement), cycle parking, No. 2 ESB substations/switch rooms, plant, bin store, public and communal open space, landscaping, boundary treatments, all associated site works and services provision.

The proposed development is referred to as TACK SANDYFORD SHD. A full, detailed development description is provided in the Planning Report and Statement of Consistency prepared by MacCabe Durney Barnes Town Planning.

The site slopes from the perimeter of Ravens Rock Road down to Carmanhall Road with the highest point being the western corner of the property. The development provides vehicular access and one-way traffic from Ravens Rock Road, at its highest end, along the southern boundary and exits to Carmanhall Road. The site plan has been devised to minimise impacts on the lands and visual amenities of the local area. The apartment buildings are carefully sculpted and terraced to have regard for the Development Plan and existing scale of the buildings surrounding the site.

Fully enclosed, private courtyard with multiple access points will allow the permeability of the site. The overall layout and landscaping design will provide a high level of amenity for the future residents and help create individual character areas within the development.

The proposed courtyard is extensively landscaped, in order to ensure a high standard of living to all new residents. The scheme is a considered response to its zoning and context with a total provision of open space in line with the Sandyford Urban Framework Plan 2016 and also the incoming Draft Dún Laoghaire-Rathdown County Development Plan 2022-2028 requirements.

The proposed scheme will create a new vibrant district in the heart of Sandyford, proximate to high-quality public transport and services, and will represent a considerable enhancement of the residential character of the area.

SITE

- a. Site measures 0.70 ha
- b. Net site area (within legal interest boundary) 0.57 ha
- c. Site located between Ravens Rock Road, Carmanhall Road and Blackthorn Road in Sandyford, Dublin.
- d. Gross internal area (GIA) of the development 16,725 sqm.
- e. Non-residential floor area (GIA):
 - shared amenity space - 415 sqm
 - creche - 306 sqm



20

- 2.1 MASTERPLAN
- 2.2 DENSITY AND HEIGHTS
- 2.3 SITE PLAN
- 2.4 URBAN DESIGN - KEY PRINCIPLES
- 2.5 CGIs

MASTERPLAN

2.1. | MASTERPLAN

County Development Plan 2022 - 2028

APPENDIX 15

3.5 Design Principles and Character Areas

3.5.4. Zone 5 – Sustainable Residential Neighborhoods

To facilitate the provision of community infrastructure at ground floor along the eastern outer edge of the Carmanhall residential neighbourhood along Blackthorn Road, to create active street frontage and to ensure the appropriate provision of social and community infrastructure to serve the needs of the resident and employee population.

Carmanhall Road which forms the base line for this residential neighbourhood is considered essential in enhancing connectivity and linking the different retail, commercial and residential aspects of Sandyford Business District.

This residential neighbourhood shall be contained by tall buildings at either end of Carmanhall Road where the building line along the southern side of Carmanhall Road shall be set back to provide a linear greenway. This linear greenway will widen into a substantial Civic Park located at the junction of Corrig Road and the north west of Carmanhall Road. It is envisaged that the Park together with the greenway will provide high amenity open space for both the local residents and employees alike.

The urban form shall provide a strong, animated and active outer edge, with commercial uses at ground floor level, to the residential neighbourhood fronting onto Blackthorn Road. This outer edge whilst promoting routes and permeability will act as a buffer to the inner residential area and the green areas of this neighbourhood.

The proposed development is consistent with the above objectives providing the residential units, a range of indoor community spaces, a generous communal green courtyard and public Pocket Park at the junction of Ravens Rock Road and Carmanhall Road.

The site is located on the outer edge of the Zone 5 residential area, fronting Ravens Rock Road, Carmanhall Road and Blackthorn Road.



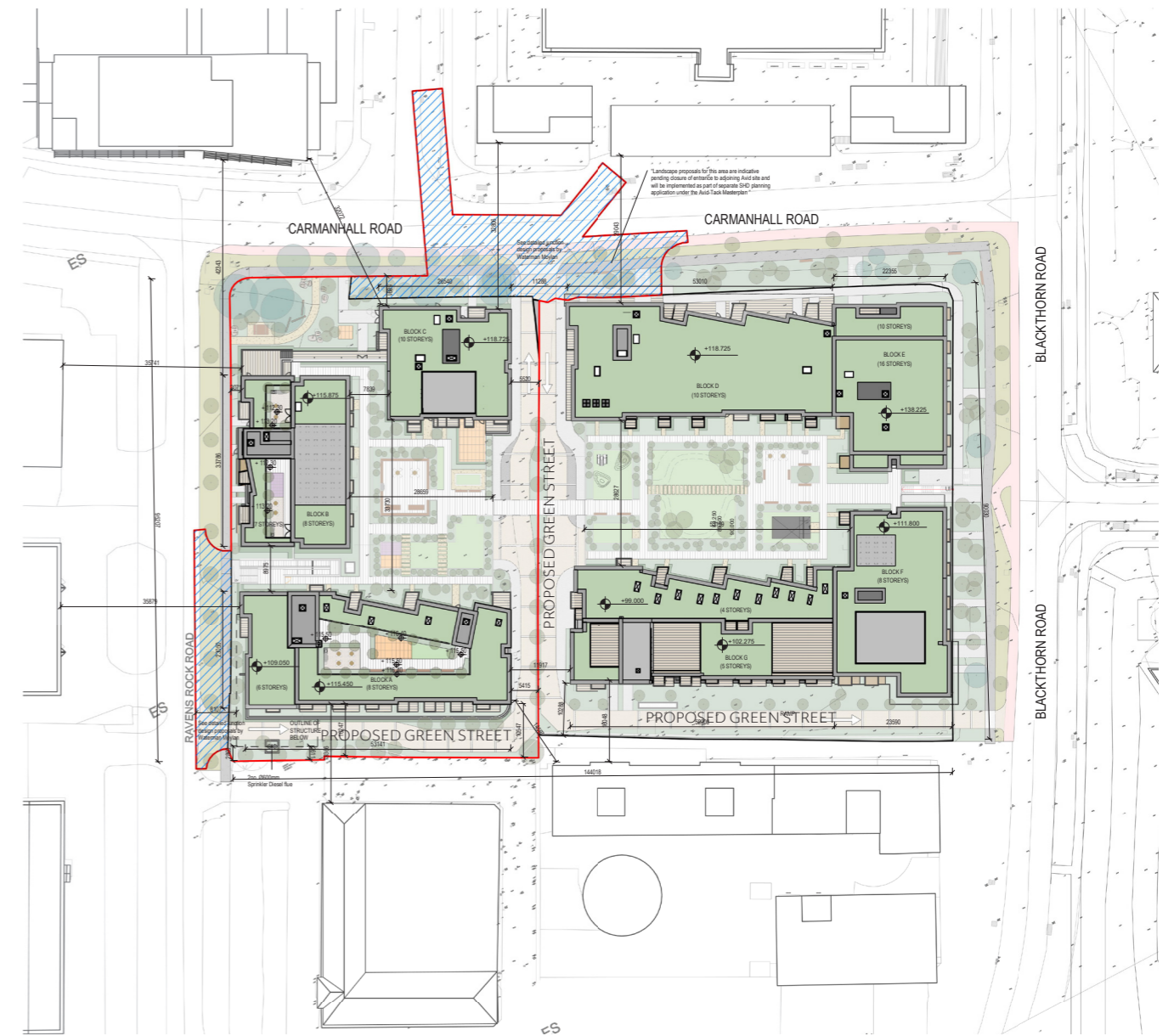
2.1. | MASTERPLAN

PROPOSED DEVELOPMENT

The site is part of a prominent large urban block in the heart of the new Sandyford District Masterplan which is adjacent to the Luas. The design is formed by five individual buildings which address and form the new streetscape and the new urban edge along Ravens Rock Road, Carmanhall Road, and Blackthorn Road as a prominent urban block. These five buildings are arranged around and form a large central courtyard which is accessed from all streets along the site perimeter, including a new service lane to the south and central green street. These new streets and open connection through the site allow for visual, sensory, and pedestrian connectivity and permeability in the urban wall and between the busy public landscaped streets with their communal spaces, concierge and own-door units through into the private residential courtyard.

The typical buildings are 6 and 10 storeys in height which corresponds with the existing heights granted permission on the Avid site. The new buildings in the northern part of the site are set back from the corner to create the small green urban space retaining the existing mature trees. It is proposed that the building at the corner of Carmanhall Road and Blackthorn Road will extend higher up to 16 storeys, to create a unique focal point terminating Carmanhall Road, while also creating and adding more variety and interest to the urban form. The location of the taller element at this corner will have only transitory minimal impact on the amenity of the wide streets and large office buildings to the north, on Carmanhall Road. A similar tall element of comparable height was previously granted permission Tack Packaging site (now expired). Variety in building heights and the use of taller buildings or building elements to create variety and interest has been used or proposed elsewhere in Sandyford and at Central Park located further along the Luas line to provide interest and also achieving a higher residential densities given the demand for very convenient new residential to serve this growing international business district.

Green roofs and screened private landscaped roof terrace are provided on most of the buildings to create and provide very private and sunny amenity spaces and gardens for the residents. These terraces and upper levels will also provide great views, aspect, and amenity for the resident apartments at these upper floor levels.



CONTEXT PLAN

Blocks

- A - 6-8 storey facing adjoining site
- B - 7-8 storey facing Ravens Rock Rd
- C - 10 storey (with mezzanine) facing Carmanhall Road
- D - 10 storey facing Carmanhall Rd
- E - 8-16 storey facing Carmanhall Road/Blackthorn Road
- F - 8 storey facing Blackthorn Road
- G - 4-5 storey facing adjoining site

SITE LEGEND

— SITE BOUNDARY

2.2. | DENSITY AND HEIGHTS

PROPOSED DEVELOPMENT

Justification for Increased Density and Heights

We set out below the reasons, the recent Planning Context, key considerations and physical Context which were used to determine the proposed density and heights at this well -located site in Sandyford.

1. The Build-to-Rent Apartment Typology

The Build-to-Rent apartment is an established typology of housing development to support the government policy to deliver a viable long-term housing for those seeking an alternative option to traditional home ownership. They are purpose-built residential units with communal facilities which are professionally managed and maintained and contribute to the provision of sustainable development of apartment stock.

There is a critical shortage of affordable housing in the country and this building typology was introduced in the Sustainable Urban Housing Design Standards for New Apartments (March 2018) to address this concern. In the guidelines it notes that in the 2016 Census indicates that 1-2 person households now comprise a majority of households and this trend is set continue.

Build-to-Rent Apartments are:

Purpose-built residential accommodation and associated amenities built specifically for long-term rental that is managed and serviced in an institutional manner by an institutional landlord. They, can provide a viable long term housing solution to households where home- ownership may not be a priority, such people starting out on their careers and who frequently move between countries in the pursuance of career and skills development in the modern knowledge-based economy.

This proposal is Build-to-Rent.

2. Design Standards for New Apartments (March 2018)

The Apartment Guidelines define ‘Central and/or Accessible Urban Location’ as sites:

Within walking distance (i.e. up to 15 minutes or 1,000 -1,500m) of principal city centres, or significant employment locations, that may include hospitals and third level institutions.

Within reasonable walking distance (i.e. up to 10 minutes or 800 – 1,000m) to/from high capacity urban public transport stops (such as DART or Luas).

Site within easy walking distance (i.e. up to 5 minutes or 400-500m) to/ from high frequency (i.e min 10-minute peak hour frequency) urban bus service.

The subject site is located within the Sandyford Business District and meets these criteria. On other recently permitted sites close by in Sandyford the Board Inspector stated that:

The development site has a highly accessible location adjacent to the Stillorgan Luas stop and planned public transport interchange and the planned Blackthorn Drive QBC. It is also within walking distance of a wide range of retail and community facilities at the Beacon Shopping Centre and as provided for within the proposed scheme.

Is suitable for higher residential densities in accordance with the ‘Guidelines on Sustainable Residential Development in Urban Areas’ due to its proximity to the existing Luas stop and proposed public transport interchange.

In determining the application, the Inspector stated that:

Having inspected the site and viewed it from a variety of locations in the area and with regard to the submitted photomontages, I consider that while the development will undoubtedly change the outlook from adjoining areas, this impact is acceptable in the context of the ongoing evolving, mixed character of the Sandyford Business District. The potential visual impacts on the wider area are considered acceptable on this basis.

Regarding the proposed dwelling mix the Inspector refers to the typical 3 No. bed semi-detached dwelling housing seen throughout the Dún Laoghaire – Rathdown County jurisdiction. The Inspector in their assessment stated that:

whilst there is a high proportion of apartment units in Sandyford Business District, the surrounding south Dublin suburbs are overwhelming characterised by single family houses. The proposed provision of smaller 1 and 2 bed units is therefore to be welcomed.

In concluding the assessment of the extant scheme, the Inspector’s Report stated that:

‘The development is acceptable in principle with regard to the zoning of the site under the Sandyford Urban Framework Plan 2016-2022. The housing density and mix are acceptable with regard to the zoning objective and to the location of the site in an established area adjacent to the Stillorgan Luas stop and close to a wide range of services and facilities. The proposed residential design and layout are in accordance with relevant national and local policies on residential development and will provide a satisfactory standard of residential accommodation, while achieving a residential density reflecting the strategic nature of the site and the importance of sustainable development of zoned and serviced lands.



2.2. | DENSITY AND HEIGHTS

PROPOSED DEVELOPMENT

3. National Planning Framework – Project Ireland 2040

The National Planning Framework (NPF) February 2018 is the Government’s strategic plan for shaping the future growth and development of Ireland to the year 2040. The proposed development has been designed with the objectives of the NPF. The NPF Strategy which includes reference to ‘Compact Growth’ as follows:

Targeting a greater proportion (40%) of future housing development to be within and close to the existing footprint of built-up areas.

Making better use of under-utilised land and buildings, including ‘infill’, brownfield and publicly owned sites and vacant and under-occupied buildings, with higher housing and jobs densities, better serviced by existing facilities and public transport.

Increase residential density in settlements, through a range of measures including reductions in vacancy, re-use of existing buildings, infill development schemes, area or site-based regeneration and increased building heights.

Increased residential densities are required in our urban areas...to more effectively address the challenge of meeting the housing needs of a growing population in our key urban areas, we need to build inwards and upwards, rather than outwards. This means that apartments will need to become a more prevalent form of housing, particularly in Ireland’s cities.

Securing compact and sustainable urban growth means focusing on reusing previously developed ‘brownfield’ land, building up infill sites (which may not have been built on before) and either reusing or redeveloping existing sites and buildings, in well serviced urban locations, particularly those served by good public transport and supporting services, including employment opportunities.

In particular, NPO 13 (text below) identifies building height as an important measure for urban areas to deliver and achieve compact growth as required. A key objective of the NPF is therefore to see that greatly increased levels of residential development in our urban centres and significant increases in the building heights and overall density of development is not only facilitated but actively sought out and brought forward by our planning processes and particularly so at local authority and An Bord Pleanála levels. Increasing prevailing building heights therefore has a critical role to play in addressing the delivery of more compact growth in our urban areas, particularly our cities and large towns through enhancing both the scale and density of development and our planning process must actively address how this objective will be secured.

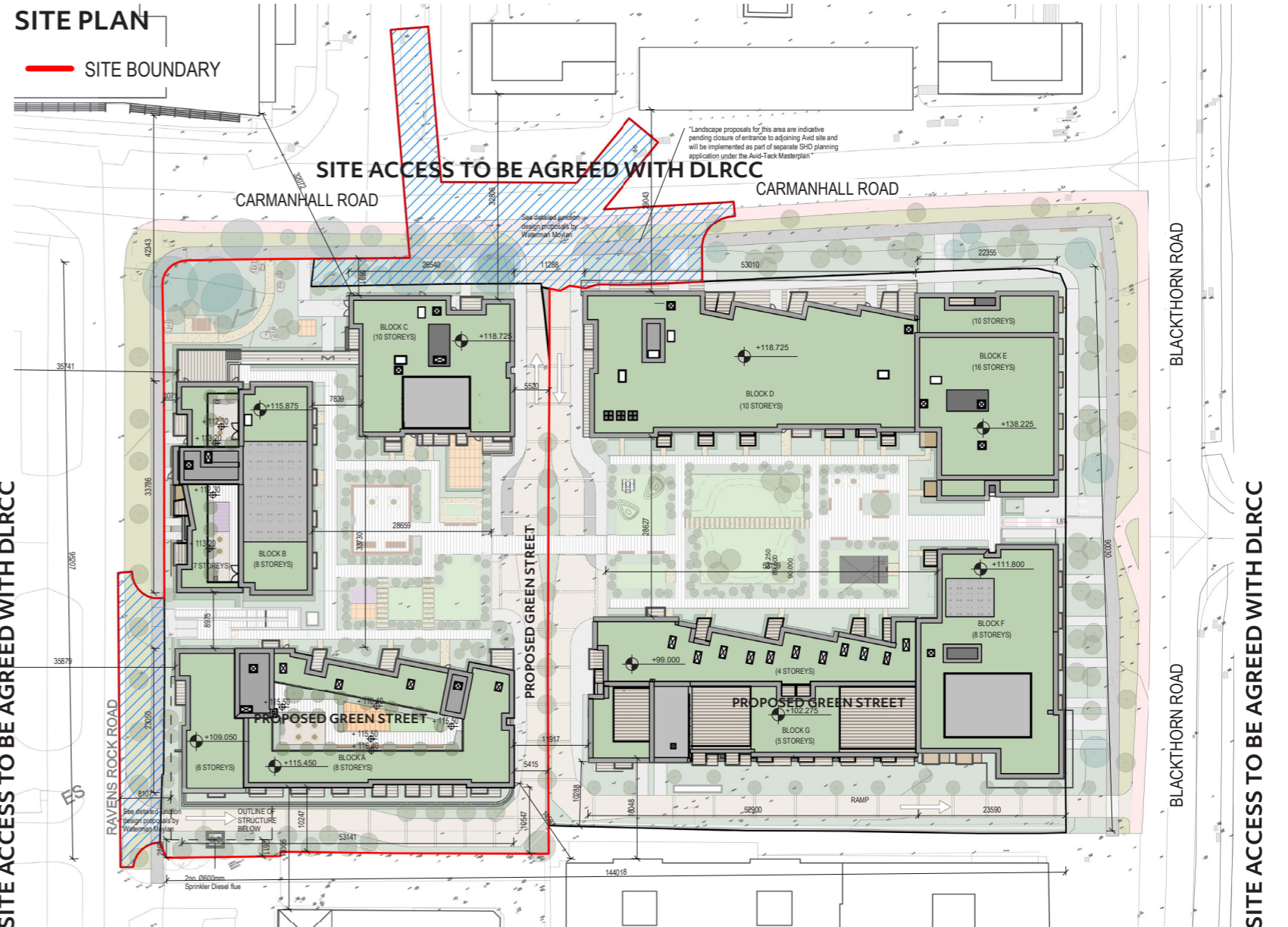
4. Urban Development and Building Heights Guidelines for Planning Authorities (December 2018)

These guidelines set out national planning policy that: Expand on the requirements of the National Planning Framework; and Applies those requirements in setting out relevant planning criteria for considering increased building height in various locations but principally (a) urban and city-centre locations’

Building Height and the Development Plan

Increased building height is a significant component in making optimal use of the capacity of sites in urban locations where transport, employment, services or retail development can achieve a requisite level of intensity for sustainability. In order to optimise the effectiveness of this investment in terms of improved and more sustainable mobility choices and enhanced opportunities and choices in access to housing, jobs, community and social infrastructure, development plans must actively plan for and bring about increased density and height of development within the footprint of our developing sustainable mobility corridors and networks.

In some cases, statutory development plans have tended to set out overly restrictive maximum height limits in certain locations and crucially without the proper consideration of the wider planning potential of development sites and wider implications of not maximising those opportunities by displacing development that our wider society and economy needs to other locations that may not be best placed to accommodate it. Such a displacement effect presents a lost opportunity in key urban areas of high demand for new accommodation, whether that is for living, working, leisure or other requirements in the built environment.



2.2. | DENSITY AND HEIGHTS

PROPOSED DEVELOPMENT

SPPR 1

In accordance with Government policy to support increased building height and density in locations with good public transport accessibility, particularly town/ city cores, planning authorities shall explicitly identify, through their statutory plans, areas where increased building height will be actively pursued for both redevelopment, regeneration and infill development to secure the objectives of the National Planning Framework and Regional Spatial and Economic Strategies and shall not provide for blanket numerical limitations on building height

Building Height and the Development Management process

Development Management Principles

3.1 In relation to the assessment of individual planning applications and appeals, it is Government policy that building heights must be generally increased in appropriate urban locations. There is therefore a presumption in favour of buildings of increased height in our town/city cores and in other urban locations with good public transport accessibility.

Planning authorities must apply the following broad principles in considering development proposals for buildings taller than prevailing building heights in urban areas in pursuit of these guidelines:

- Does the proposal positively assist in securing National Planning Framework objectives of focusing development in key urban centres and in particular, fulfilling targets related to brownfield, infill development and in particular, effectively supporting the National Strategic Objective to deliver compact growth in our urban centres?
- Is the proposal in line with the requirements of the development plan in force and which plan has taken clear account of the requirements set out in Chapter 2 of these guidelines?
- Where the relevant development plan or local area plan pre-dates these guidelines, can it be demonstrated that implementation of the pre-existing policies and objectives of the relevant plan or planning scheme does not align with and support the objectives and policies of the National Planning Framework?

SPPR3

It is a specific planning policy requirement that where;

- (A) 1. an applicant for planning permission sets out how a development proposal complies with the criteria above; and 2. the assessment of the planning authority concurs, taking account of the wider strategic and national policy parameters set out in the National Planning Framework and these guidelines; then the planning authority may approve such development, even where specific objectives of the relevant development plan or local area plan may indicate otherwise.
- (B) In the case of an adopted planning scheme the Development Agency in conjunction with the relevant planning authority (where different) shall, upon the coming into force

of these guidelines, undertake a review of the planning scheme, utilising the relevant mechanisms as set out in the Planning and Development Act 2000 (as amended) to ensure that the criteria above are fully reflected in the planning scheme. In particular the Government policy that building heights be generally increased in appropriate urban locations shall be articulated in any amendment(s) to the planning scheme

(C) In respect of planning schemes approved after the coming into force of these guidelines these are not required to be reviewed.

Development Management Criteria

3.2 In the event of making a planning application, the applicant shall demonstrate to the satisfaction of the Planning Authority/ An Bord Pleanála, that the proposed development satisfies the following criteria:

At the scale of the relevant city/town

- The site is well served by public transport with high capacity, frequent service and good links to other modes of public transport.
- Development proposals incorporating increased building height, including proposals within architecturally sensitive areas, should successfully integrate into/ enhance the character and public realm of the area, having regard to topography, its cultural context, setting of key landmarks, protection of key views.³ Such development proposals shall undertake a landscape and visual assessment, by a suitably qualified practitioner such as a chartered landscape architect.
- On larger urban redevelopment sites, proposed developments should make a positive contribution to place-making, incorporating new streets and public spaces, using massing and height to achieve the required densities but with sufficient variety in scale and form to respond to the scale of adjoining developments and create visual interest in the streetscape.

The design as proposed reinforces the existing street pattern creating legible well defined public and private spaces, responds to the existing and proposed development and creates a design with variety of form and scale by varying the height and form of the buildings. This design is composed of seven (five individual) blocks arranged around an open central landscaped courtyard, one of the blocks is 4/5 storeys to provide required sunlight into the communal courtyard, three of the buildings are 6/8 storeys, two are 8/10 storeys (some with mezzanine) and one of 8 stepping up to 16 storeys to create a taller building element at the street corner, similar to the previously granted permission on this site. The design celebrates the corner of Ravens Rock Road and Carmanhall Road, formed by the pocket park, punctuates this corner and creates an identity, interest and variation in the heights of the urban forms.

As a response and in accordance with the Urban Development and Building Height Planning Guidelines prepared by the DoHPLG, the implementation of the National Planning Framework requires increased density, scale and height of development in order to make optimal use of the capacity of sites in locations where transport, employment and services can achieve the requisite level of intensity for sustainability and compact urban growth.

In reference to chapter 3.2 of the Building Height Planning Guidelines, at the scale of the town, the subject site is an infill site located at Blackthorn Road / Carmanhall Road / Ravens Rock Road, close to main employment centers within Sandymount. There are numerous large companies based in the neighbourhood as well as small, locally run businesses within the area. The site is well served by public transportation with high capacity. As detailed further in this document, the site is in close proximity to St. Ilrgan Luas stop c.400m. and the N50 c.1.3 km. amongst others. Local services are available within a walking distance. Radius of the site including pharmacies, GP's, primary, secondary, and further education facilities.

2.2. | DENSITY AND HEIGHTS

PROPOSED DEVELOPMENT

At the scale of district/ neighbourhood/ street

- *The proposal responds to its overall natural and built environment and makes a positive contribution to the urban neighbourhood and streetscape*
- *The proposal is not monolithic and avoids long, uninterrupted walls of building in the form of slab blocks with materials / building fabric well considered.*
- *The proposal enhances the urban design context for public spaces and key thoroughfares and inland waterway/ marine frontage, thereby enabling additional height in development form to be favourably considered in terms of enhancing a sense of scale and enclosure while being in line with the requirements of “The Planning System and Flood Risk Management – guidelines for Planning Authorities” (2009).*
- *The proposal makes a positive contribution to the improvement of legibility through the site or wider urban area within which the development is situated and integrates in a cohesive manner.*
- *The proposal positively contributes to the mix of uses and/ or building/ dwelling typologies available in the neighbourhood.*

The proposed design creates a varied high quality design and streetscape with high quality materials which is designed and modulated to maximise access to natural daylight, views and amenity, and provides a mix of new compact affordable sustainable residential unit typologies to compliment the residential 2/4 bed family homes predominant in the wider area. Good high-quality office units along Carmanhall Road combined with good residential amenities located at courtyard level and roof terrace level will provide good public and private communal spaces to enliven and animate the spaces at ground and at the private roof terrace level.

The subject site is located within an existing neighborhood, with a mix of residential and commercial buildings, on average 6-storey apartment buildings located nearby. The proposed development makes a positive contribution to place making through the careful design and arrangement of each of the proposed apartment blocks and the landscape within which they are sited. The scheme is designed as a series of 5 No. separate buildings within the existing, sloping site. A green, communal open space courtyard, pocket park and view corridors are provided between the blocks which allow for both the outdoor spaces and the proposed apartments within the scheme to receive ample natural light throughout the day. The scheme is designed to ensure passive surveillance and maintain existing vistas such as the main vista along Burton Hall Road. The layout of the scheme is designed to promote permeability whilst also creating a sense of community.

At the scale of the site/building

- *The form, massing and height of proposed developments should be carefully modulated so as to maximise access to natural daylight, ventilation and views and minimise overshadowing and loss of light.*
- *Appropriate and reasonable regard should be taken of quantitative performance approaches to daylight provision outlined in guides like the Building Research Establish-*

ment’s ‘Site Layout Planning for Daylight and Sunlight’ (2nd edition) or BS 8206-2: 2008 – ‘Lighting for Buildings – Part 2: Code of Practice for Daylighting’.

- *Where a proposal may not be able to fully meet all the requirements of the daylight provisions above, this must be clearly identified and a rationale for any alternative, compensatory design solutions must be set out, in respect of which the planning authority or An Bord Pleanála should apply their discretion, having regard to local factors including specific site constraints and the balancing of that assessment against the desirability of achieving wider planning objectives. Such objectives might include securing comprehensive urban regeneration and or an effective urban design and streetscape solution.*

The form of the building has been designed and modulated to maximise the daylighting, views and amenity and permeability within the development, in the apartments, the courtyards and roof terraces.

(See sunlight/daylight study prepared by IN2 Engineering)

The public spaces provided within the scheme enhance the urban design context of the neighborhood. A small, useable public park is provided at the corner of Ravens Rock Road and Carmanhall Road. The existing mature trees are to be retained & protected in order to create a green pocket along the street, that can be enjoyed by both the public and residents of the proposed development.

The new development promotes social integration and positively contributes to the mix of dwelling typologies available in the neighbourhood. It contains a mix of 1 Bed, 2 Bed and 3 Bed apartment types and own-door units that differ in size and layout providing a variety of solutions to people of all ages and family size. The apartments are generously proportioned and are predominantly (45%) corner/ dual aspect with large planted balconies overlooking the pocket park and courtyard provided within the scheme. Facilities such as amenity space containing potentially a gym, cinema room, work space and meeting rooms are provided and further contribute to the mix of uses within the neighbourhood. Each of these is centrally located within the scheme and easily accessed from the proposed landscaped courtyards.

The massing and height of the apartment buildings has been carefully considered. By separating the buildings into individual, smaller blocks, the creation of long, monolithic slab blocks is prevented in the scheme. The proposed variation in building heights from 4-storeys to 16-storeys creates an interesting and attractive roofscape. The buildings are taller to the center of the development, facing the central courtyard and step down to the perimeter to sensitively address the neighboring properties. The buildings have been designed to have punched-hole facades with generous windows that aesthetically provide a domestic scale to the elevations of the buildings. The punched hole façades create less impact on neighboring properties by minimizing overlooking and nighttime light spill. It is important to note that the use of brick as a principal material within the scheme, is the most sustainable for PRS scheme and will aid the development in settling well within its surroundings. The use of brick will maintain a high-quality appearance throughout the lifespan of the proposed buildings due to being both durable and low maintenance. The generous, planted balconies proposed within the development, alternate in elevation providing a playfulness and further interest to the architecture of the blocks, whilst also providing sunny, usable, outdoor spaces for the residents to enjoy. The apartments on the penthouse levels will enjoy large planted terraces setback from the edge of the blocks to the rear to minimize overlooking.

The heights of certain blocks within the current proposal are comparable to the previous planning application (ref. D05A/0566). In determining the heights of the blocks, careful consideration was taken of existing site features such as the north-south change in gradient and existing tall trees on the northern corner of the site.

2.3. | SITE PLAN

PROPOSED DEVELOPMENT

The topography of the site is naturally sloping down towards the junction of Ravens Rock Road and Carmanhall Road.

Block A, positioned at the highest points of the site, steps from 6-storeys at Ravens Rock Road to 8-storeys to the south-west at the perimeter of the site. It is located along the adjacent site currently occupied by 2-storey commercial unit. A set back from the boundary is provided to minimize visual impact and overlooking. It is also separated from the adjacent site by a pedestrian / service lane and a landscaped boundary.

Block B steps from 7-storeys facing Ravens Rock Road to 8-storeys at the courtyard side, with a mezzanine (provided to deal with a significant level drop at this location). Block B typically has 8 apartments per core with the top floor significantly set back from the perimeter of the block to the west. Small, green park with mature trees creates a visual barrier between the building and the neighboring office buildings along Carmanhall Road.

Blocks C and D, facing Carmanhall Road, are 10-storeys high (Block C contains a mezzanine floor) with the upper two floors being more discrete, metal clad to create a roof scape and to set a shoulder height at 8-storey. Carmanhall Road is the longest of the proposed street frontages. To prevent a monolithic slab block at this location, three volumes are being proposed with altering heights and facade treatment.

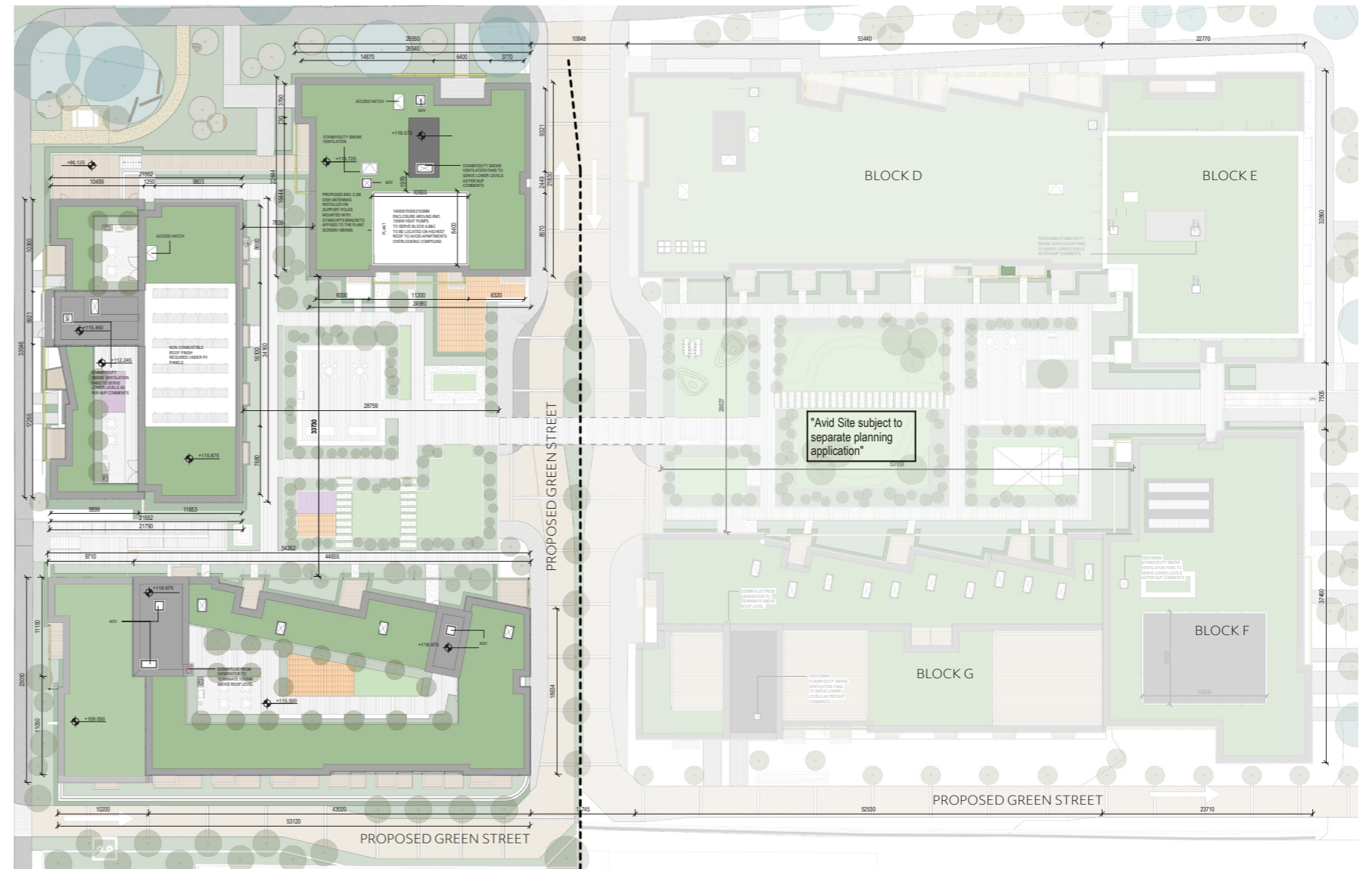
Block E steps from 8-storeys to 16-storeys on Blackthorn Road side. The height of this building is increased in comparison to the other blocks in the development due to its location. Located at the lowest point of the site, it is creating a focal point for vista along Burton Hall Road and terminates Carmanhall Road. It is also at the location allowing for higher density and increased heights. There are typically 8 apartments per core in this block, with the footprint of the top eight floors significantly reduced. It allows to create an elegant landmark building in the neighbourhood.

Block F facing onto Blackthorn Road is 8 storeys high with an elevational treatment changing at 6th floor level to create a lower shoulder height similar to the set-back created in the other buildings on site.

Block G located along the south-west perimeter of the site, steps from 5-storeys to 4-storeys on the courtyard side to provide the required amount of sunlight into the courtyard and allowing for high quality communal open space.

The scheme proposes two opposite corner solutions: on Ravens Rock Road side a set-back with a green pocket park and on Blackthorn Road side, an urban closure and the tallest element in the development.

In response to the Development Plan, a green street has been created in the centre of the site between Tack Packaging Site and Avid Site. It creates natural separation for the buildings and additional outdoor amenity space for the residents. The street provides access to the landscaped courtyard as well as the bike storage and car park located under



SITE PLAN

SITE LEGEND

— SITE BOUNDARY

2.3. | SITE PLAN

PROPOSED DEVELOPMENT

the elevated podium.

A Daylight, Sunlight and Overshadowing Report has also been prepared by IN2 Engineering to accompany this submission, the overall results of which state that the proposed scheme allows for satisfactory retained levels of light to neighbouring properties and good levels of light within the development.

Specific Assessments

To support proposals at some or all of these scales, specific assessments may be required and these may include:

Specific impact assessment of the micro-climatic effects such as down-draft. Such assessments shall include measures to avoid/ mitigate such micro-climatic effects and, where appropriate, shall include an assessment of the cumulative micro-climatic effects where taller buildings are clustered.

The microclimate effects will be studied in this application with some taller buildings.

5. The Sandyford Urban Framework Plan 2022-2028

The Sandyford Urban Framework Plan sets down some guidelines for how this site might be developed. The site is zoned residential and proposes a completed rectangular development with a central enclosed courtyard. The plan proposes a typical overall development height of 8 stories stepping down to 6 storeys along Ravens Rock Road and increasing to 16 storey in a form of a landmark element at one of the site corners. There is a fall of approximately 3 meters along Ravens Rock Road down to Carmanhall Road which is effectively a storey in height. The proposed design and form is a O-shape which is made up of seven (five independent) buildings around a rectangular courtyard. Increase in height is proposed at the corner of Carmanhall Road and Blackthron Road which is not in accordance with this original plan.

6. Planning History

Reviewing the planning history of the subject site and surrounding area, the principle of high-density residential and mixed-use developments within the Sandyford Business District are being favourably considered by both Dún Laoghaire - Rathdown County Council and An Bord Pleanála. There are a number of planning applications in the close vicinity of the subject site which are of relevance and the planning report outlines these in greater detail:

Carmanhall Road - Avid Site - Strategic Housing Development (ABP Ref. PL06D.303467) which proposed a 706 No. bedroom (facilitating 817 No. bed spaces) student accommodation scheme along the Carmanhall Road which was granted by An Bord Pleanála. 8 - 9 storeys

Rockbrook Phase II development (ABP Ref. PL06D.304405) which was recently granted by the Board and comprises a mix of 32 No. studios, 122 No. 1 bed units, 251 No. 2 bed units and 23 No. 3 bed units. 8-14 Storeys

Sandyford Central (ABP ref. PL) which was recently granted with 564 no of units over 6 blocks ranging in heights from 11 storeys to 17 storeys.

Beacon South Quarter typically 9 to 14 Storeys

The Sentinel (Offices) 14 Storeys

7. Density

The subject overall Masterplan scheme proposes 554 No. Build-to-Rent apartment units on 1.29 ha . The proposed gross residential density is calculated: 429 No. units per hectare which is relatively high. It is important to note that the units are being provided within the permitted building forms as 'Build -to-Rent' typologies which are more compact in design and area and significantly increase the relative number of units per hectare to a similar apartment building with standard larger apartments. It should also be noted that this typology is required to be dense, compact, efficient and simple in form design and construction in order to ensure its sustainability and create high quality, affordable units in an existing area which is well served with already established services, excellent amenities and high quality employment opportunities close by.

8. Sunlight and Daylight

The sunlight and daylight report demonstrates that the proposed design will create apartments which will enjoy good amenity and the design has been carefully considered to maximise the amenity for the private apartments and the communal rooftop gardens and courtyard.

Conclusion

The design rationale for the increased height from the Framework Plan 2016 responds to a change in National and Local level policy direction which seeks to achieve compact growth at highly accessible locations such as the subject site which is on Public Transport Luas/M50 and a in new urban business centre.

- In a well - connected area which is being completely redeveloped
- The district can take taller buildings and will not affect adjacent low- rise development
- Sandyford/Central Park is a growing international/multinational business district where there are a growing number of mobile high-tech workers who need affordable rental accommodation.

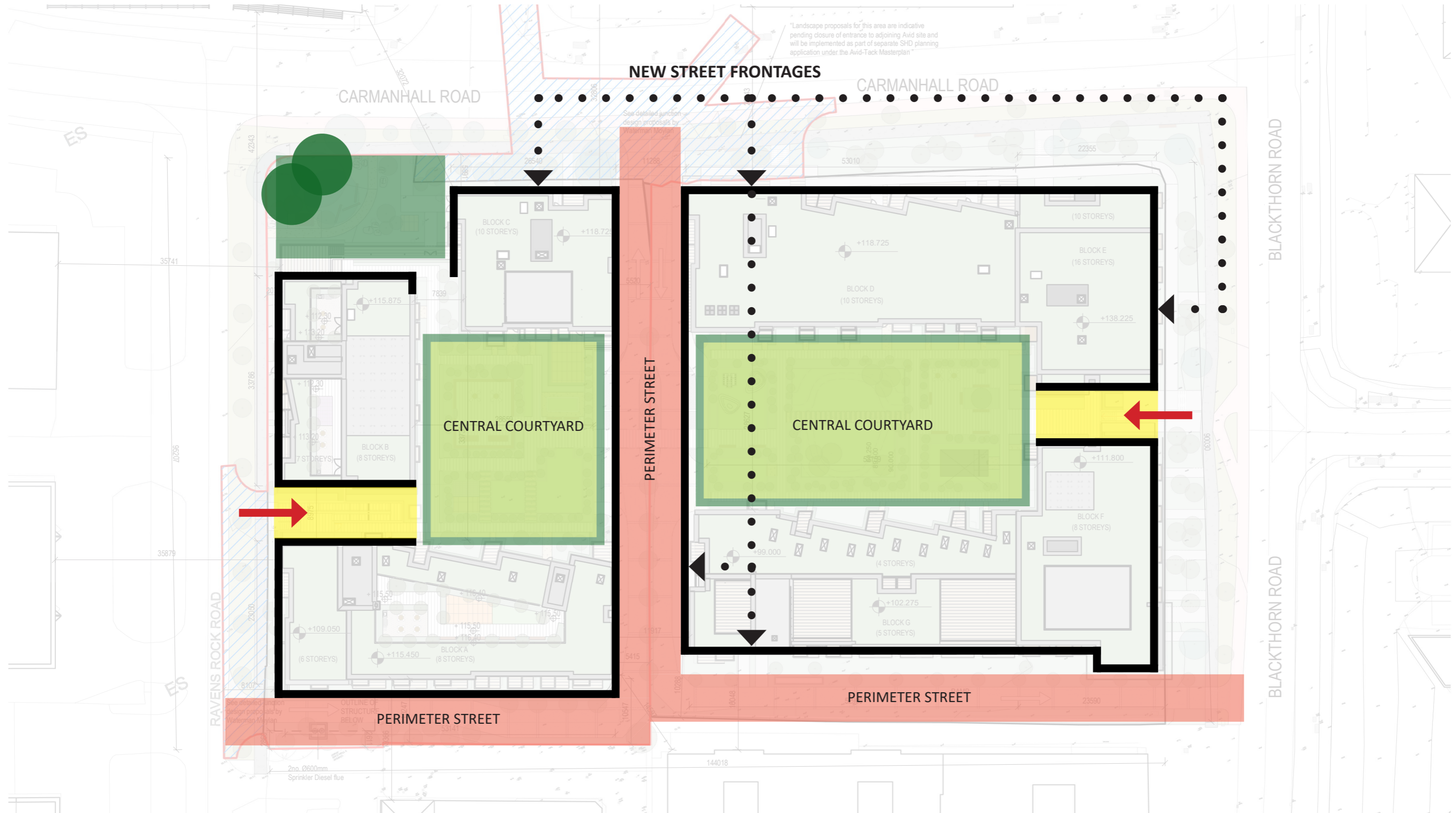
The proposed development comprises of 4-storey to 16-storey (some with mezzanine) blocks, as such the proposed scheme responds to more recently published national and regional level policy direction to achieve compact growth to compact urban sprawl. (It should also be noted that planning was granted for large apartment buildings of 10 to 13-storeys (48 meters high) on this exact site in 2006.) The Daylight and Shadow Analysis shows the apartments will all enjoy good aspects and daylight as will the courtyard and rooftop terraces and amenities.

The design provides a contemporary architectural design that maximises the development potential of the subject lands in the interests of sustainable development and having regard to the location of the lands in close proximity to high-frequency public transport and a wide range of services. The design responds to the location, site characteristics and opportunities presented by an underutilized plot that is positioned on a important site location in Sandyford.

2.4. | URBAN DESIGN - KEY PRINCIPLES

PERIMETER STREETS – CENTRAL PRIVATE COURTYARDS

1. New perimeter street plan – car/bike and pedestrian
2. New link streets to internal courtyards
3. Clear division between public and private spaces



2.4. | URBAN DESIGN - KEY PRINCIPLES



Form of building and height is designed to allow for good sunlight to amenities and daylight compliance

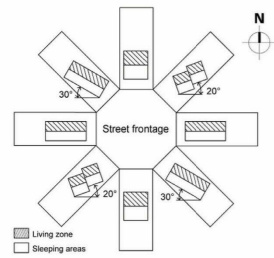
SUSTAINABLE URBAN HOUSING: DESIGN STANDARDS FOR NEW APARTMENTS

Specific Planning Policy Requirement 4
A minimum of 33% dual-aspect units are required in more central and urban locations such as city and town centers, close to high quality public transport.

Where single aspect apartments are provided, the number of south facing units should be maximised, with west or east facing single aspect units also being acceptable. Living spaces in apartments should provide for direct sunlight for some part of the day.

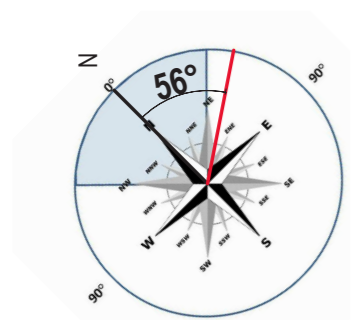
Building Orientation

For the purposes of the guidelines north facing units are units that face predominantly* north, north-west or north-east and fall within a 45 degree angle of 0° (i.e. due north) as illustrated by the shaded area.



* Over 50 per cent of the facade.

PLEASE NOTE:
In order to comply with the above standards any apartments facing North West and North East have been rotated to face 56 degrees of due North.



SOLAR DESIGN CONCEPT

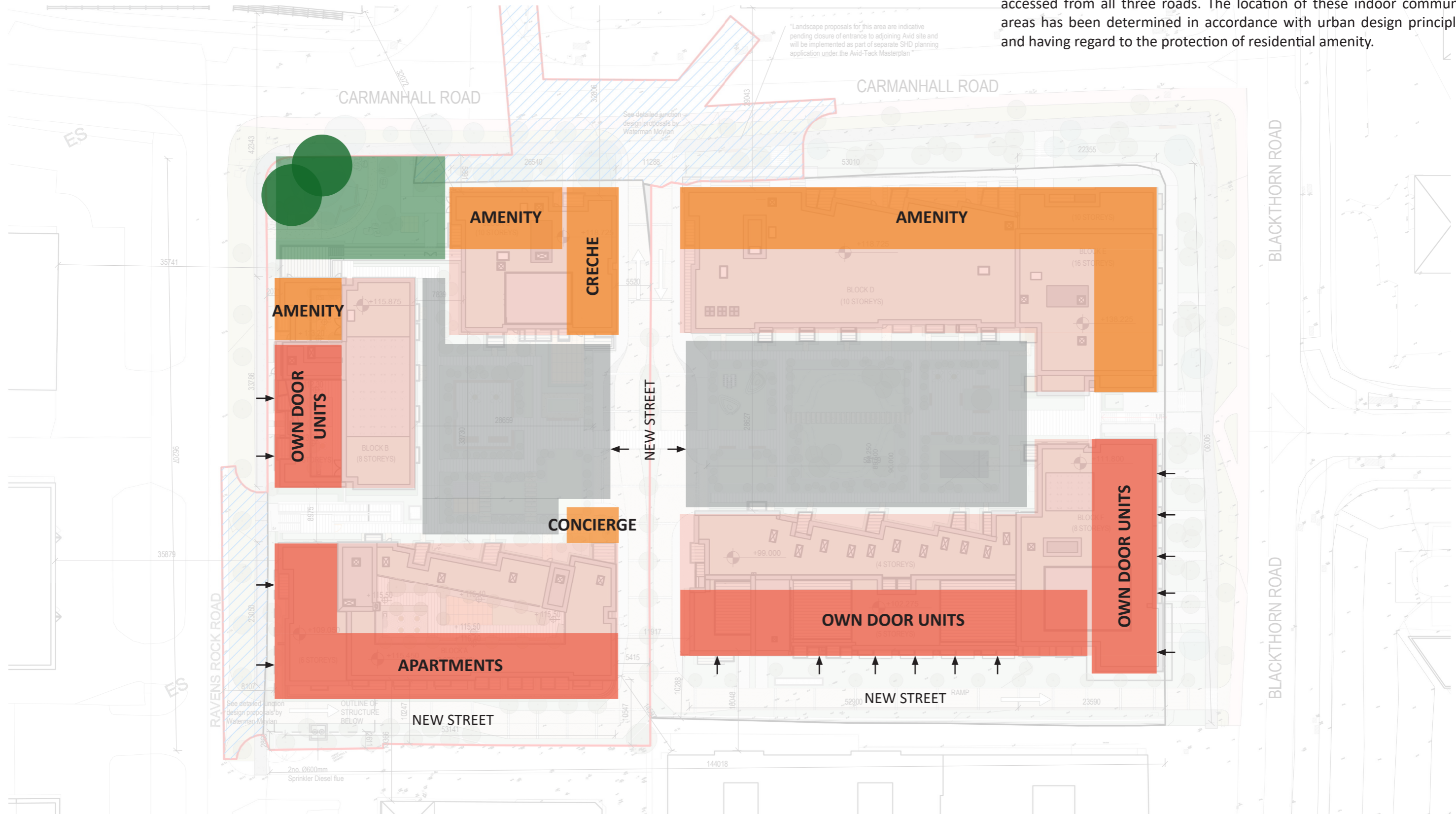
2.4. | URBAN DESIGN - KEY PRINCIPLES

ACTIVE STREET FRONTAGES – GOOD ANIMATION AND SUPERVISION

Lively street frontage uses to animate and supervise public areas.

The uses at ground floor will create active street frontage and provide a transition between the residential area and the opposing employment-based areas around the site.

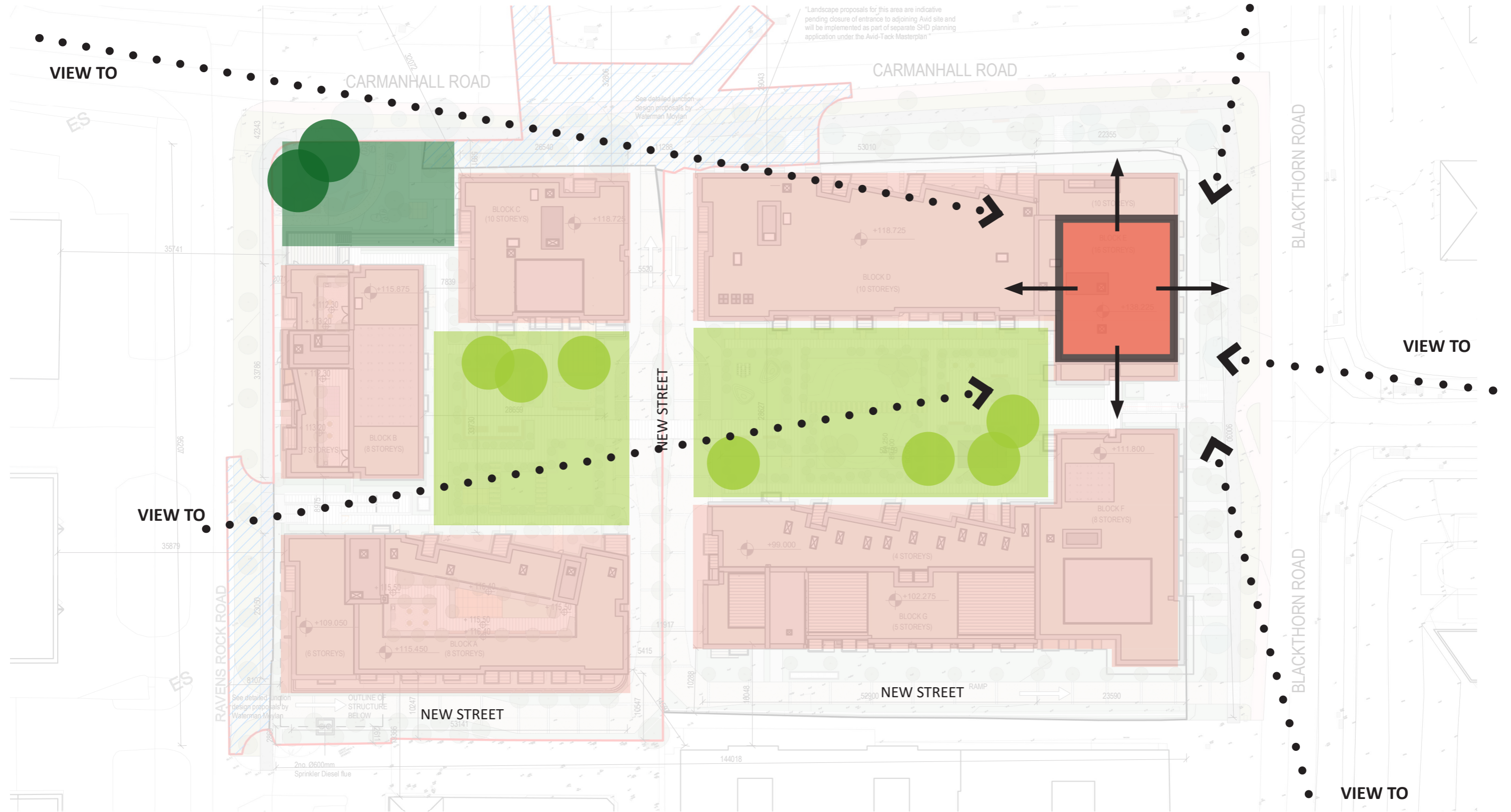
The ground floor amenities serve the residents only and can be directly accessed from all three roads. The location of these indoor communal areas has been determined in accordance with urban design principles and having regard to the protection of residential amenity.



2.4. | URBAN DESIGN - KEY PRINCIPLES

KEY PRINCIPLES – FEATURE CORNER BUILDING

1. New feature building is designed to celebrate the corner of Blackthorn Road and Carmanhall Road while also minimising overshadowing of the communal courtyards, outdoor amenities, and streets.
2. Apartments allocated in 16-storey tall building will celebrate a great view.



2.5. | MASTERPLAN CGIS



RAVENS ROCK ROAD - POCKET PARK VIEW

COURTYARD - VIEW TOWARDS AVID SITE



RAVENS ROCK ROAD VIEW

COURTYARD - VIEW TOWARDS TACK SITE



2.5. | MASTERPLAN CGIS



RAVENS ROCK ROAD & BLACKTHORN ROAD CORNER

NEW INNER ROAD - VIEW TOWARDS CARMANHALL ROAD



BLACKTHORN ROAD VIEW



3.0

- 3.1 SITE CONTEXT
- 3.2 CONNECTIVITY
- 3.3 EXISTING SITE PLAN
- 3.4 EXISTING ELEVATIONS
- 3.5 SITE PHOTOGRAPHS

SITE LOCATION

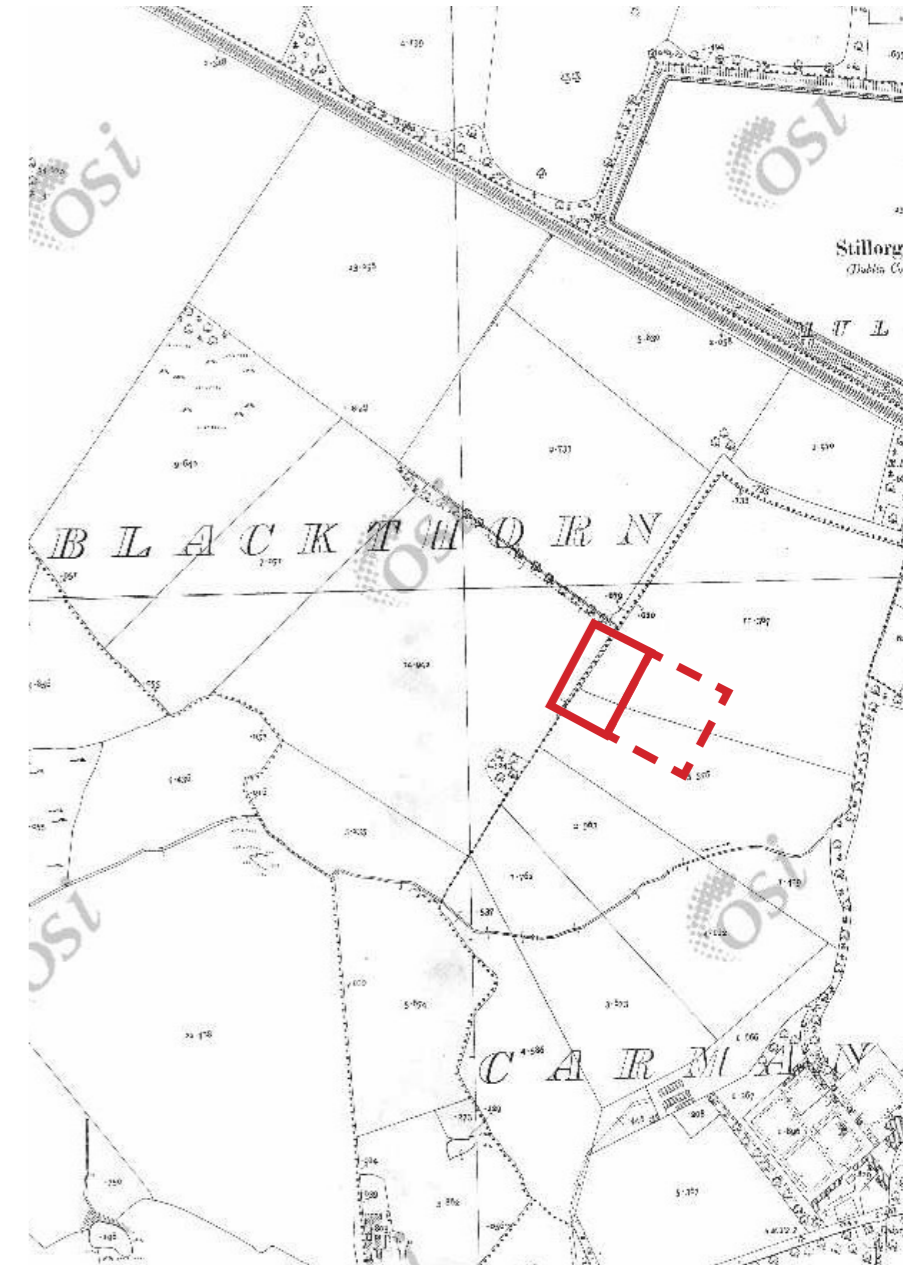
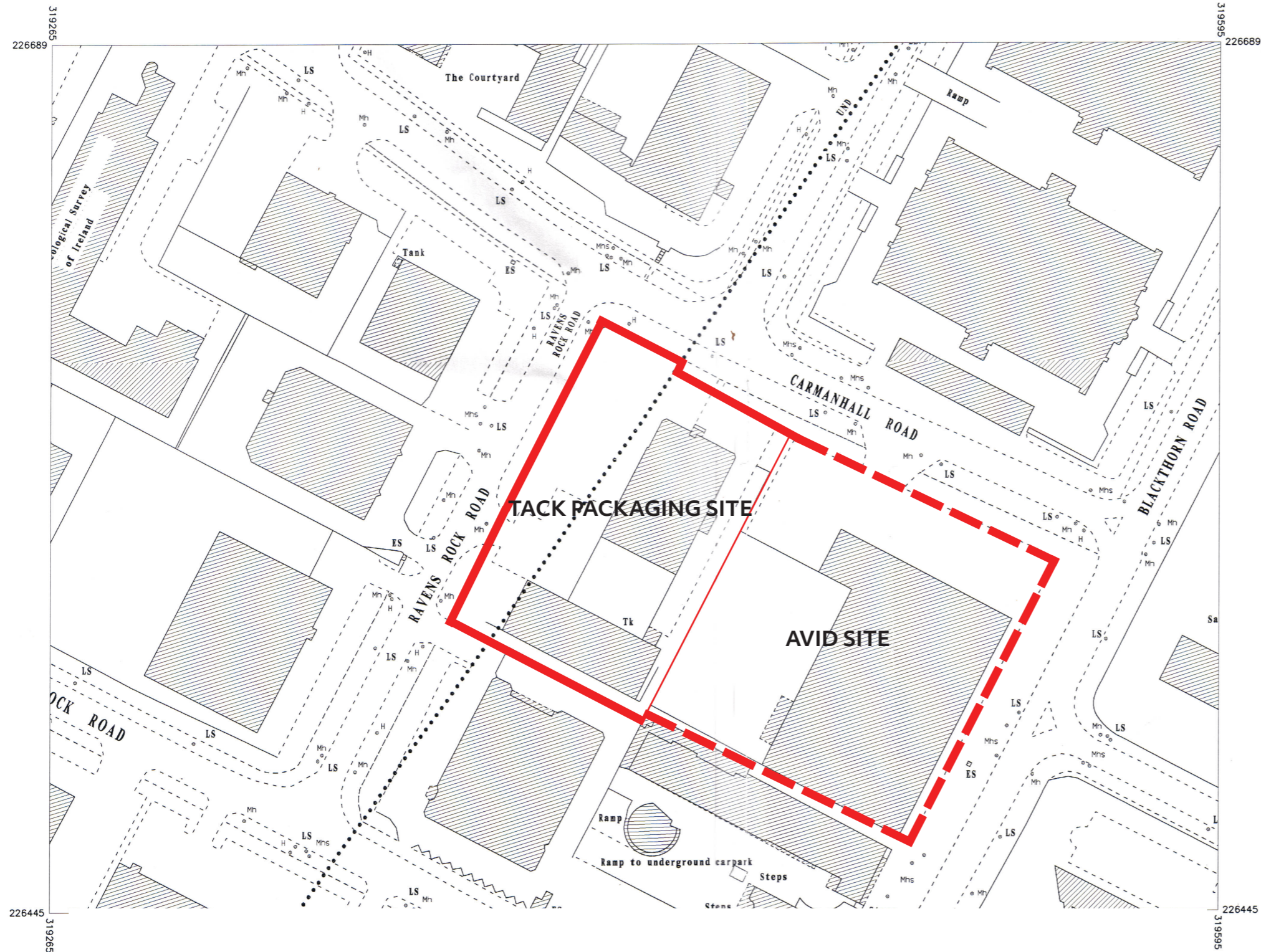
3.1 | SITE CONTEXT

SITE

Tack Packaging Site measures approximately 0.70 Ha

Avid Site measures approximately 0.73 hectares

Located between Ravens Rock Road, Carmanhall Road and Blackthorn Road in Sandyford, Dublin



3.1 | SITE CONTEXT



The site is located between Ravens Rock Road, Carmanhall Road and Blackthorn Road in the Sandyford Business Park in Dublin 18.

It is the location of the Tack Packaging beside the former 'Avid Technology International' site.

The area is now viewed by Dún Laoghaire Rathdown County Council as the centre for high density development in the borough. Major developments in the estate include the Beacon Hospital, Beacon South Quarter and Q House.

The site has road frontages on three sides. It is intended that the land outside the ownership line will be developed as streetscape/public realm upgrades subject to consent of Dun Laoghaire-Rathdown County Council.

3.2 | CONNECTIVITY



The site is well connected to transport links such as the M50 motorway, the Luas (Stillorgan and Sandyford Luas stops located approximately 350m north-east of the site), and a number of bus routes such as the no. 11, 47, 75, 114 and 116.

- Supermarket
- ① Beacon Hospital
- ② Leopardstown Park Hospital
- Stillorgan Business Park
- Proposed Park
- ① St. Olafs National School
- ② St. Raphaela's Primary School
- ③ St. Raphaela's Secondary School
- ④ Handprints Montessori School
- Planned School
Dwg 11 of Urban Framework
- Ⓜ Dublin Bus Stop
- Ⓜ Luas Stops
Stillorgan & Sandyford
(to be upgraded under
MetroLink proposals)
- 500m Radius from
centre of site

3.3 | EXISTING SITE



The Tack Packaging site comprises: 2No. single-storey existing buildings and car park. Both buildings are of little architectural merit and do not compliment the character of the area. It is proposed to demolish these.

The primary vehicular access for the site is from Ravens Rock Road into the car park.











Ravens Rock Road slopes downwards from south to north with a significant difference in levels of c. 4m and consists of primarily industrial and commercial development. Across the road are double storey commercial units.

Along Carmanhall Road, are taller, up to 8-storey, office buildings with a more formal street frontage.

The site is in the heart of Sandyford Business Park, with not many buildings of architectural merit nearby. With all necessary amenities already in the area and access to public transport the proposed development presents a real opportunity to activate and improve the currently unutilised site and unfriendly pedestrian realm on Carmanhall Road and for the scheme to play a vital role in the everchanging changing neighbourhood.

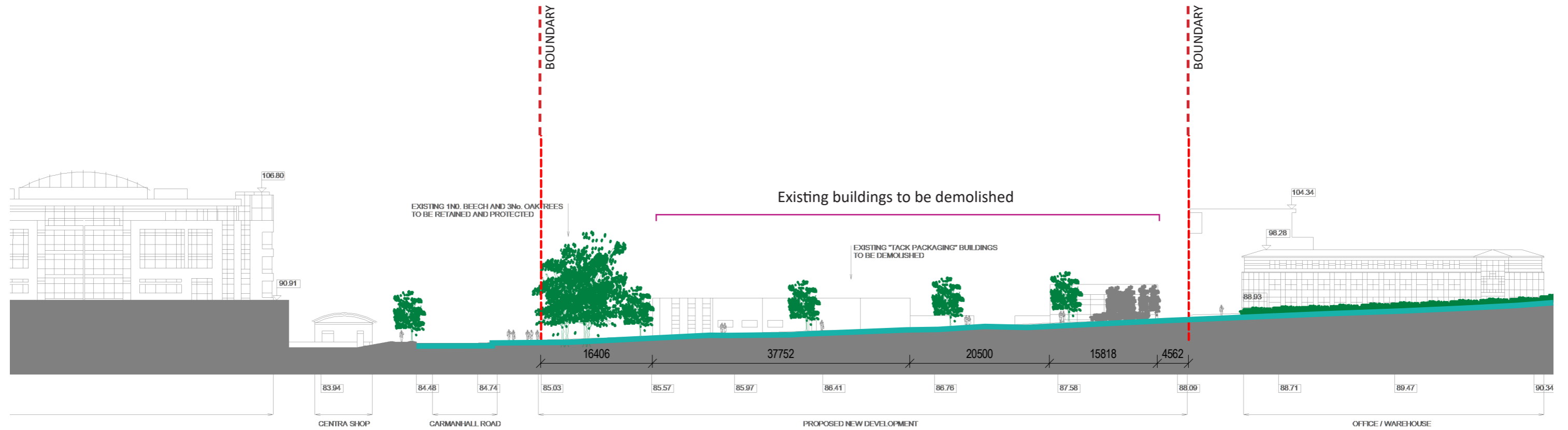
Site of TACK PACKAGING and former AVID



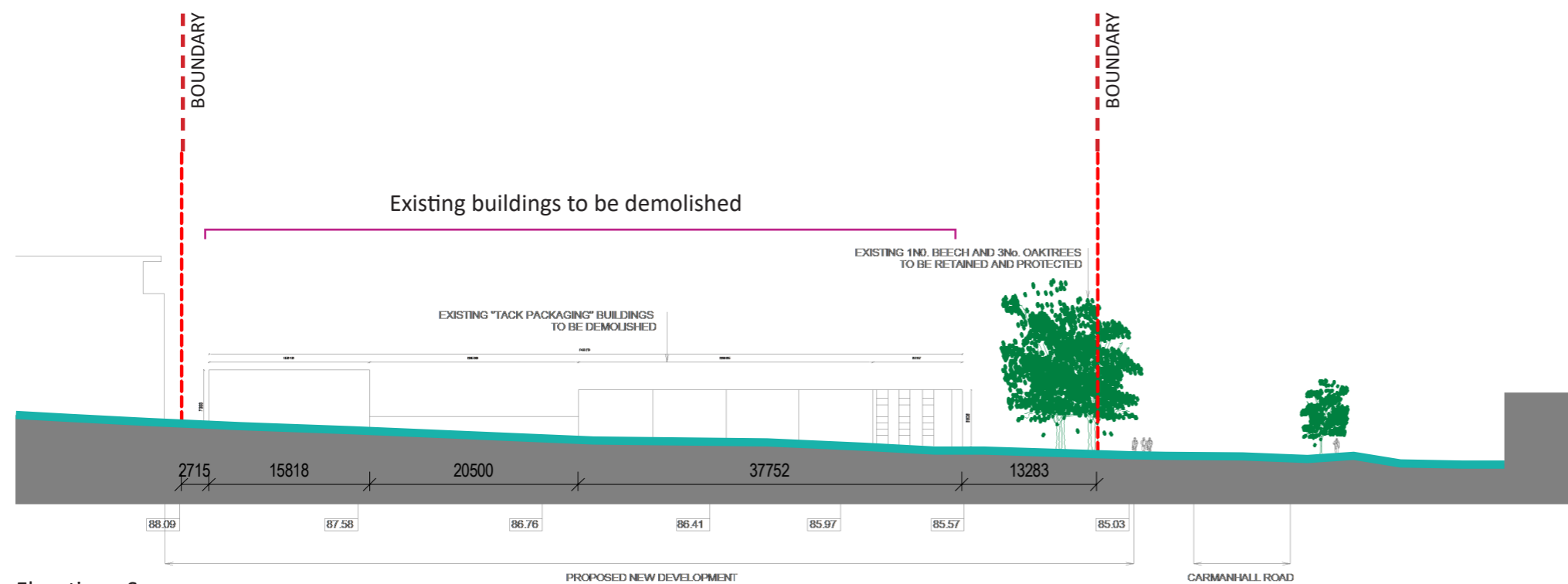
- | | | | |
|--|-------------------|---|-------------------------------------|
|  | 8 Storey Building |  | Upward Slope |
|  | 6 Storey Building |  | Commercial Street Frontage |
|  | 3 Storey Building |  | Existing buildings to be demolished |
|  | 2 Storey Building |  | Pedestrian Access |
|  | 1 Storey Building |  | Vehicle Access |

3.4 | EXISTING SITE SECTIONS & ELEVATIONS

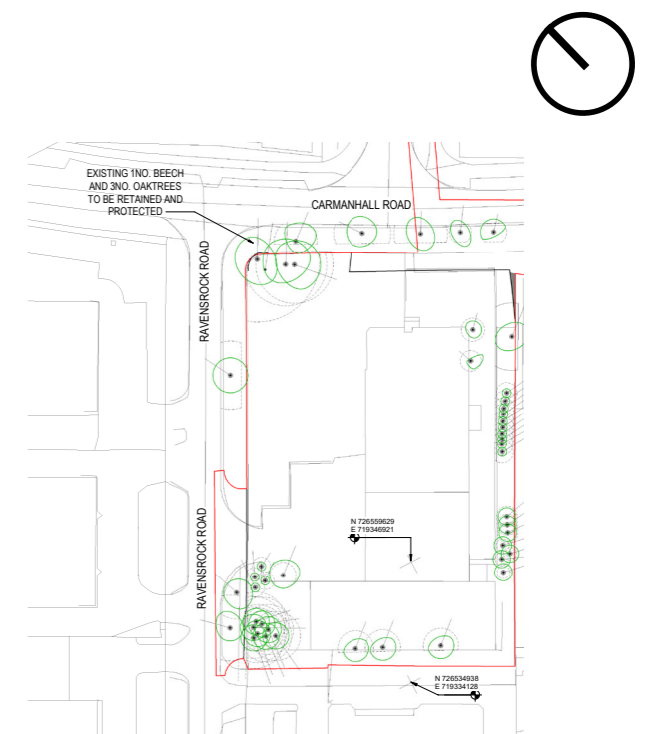
The topography of the site contains a slope. There is a level change of c. 4m. from south to north along Ravens Rock Road as demonstrated by the survey drawings below.



Above: RAVENS ROCK ROAD Elevation - Survey



Elevation - Survey



3.5 | SITE BOUNDARY PHOTOGRAPHS

RAVENS ROCK ROAD VIEW

1.

DLRCC green verge

Existing buildings to be demolished

Existing surface car park

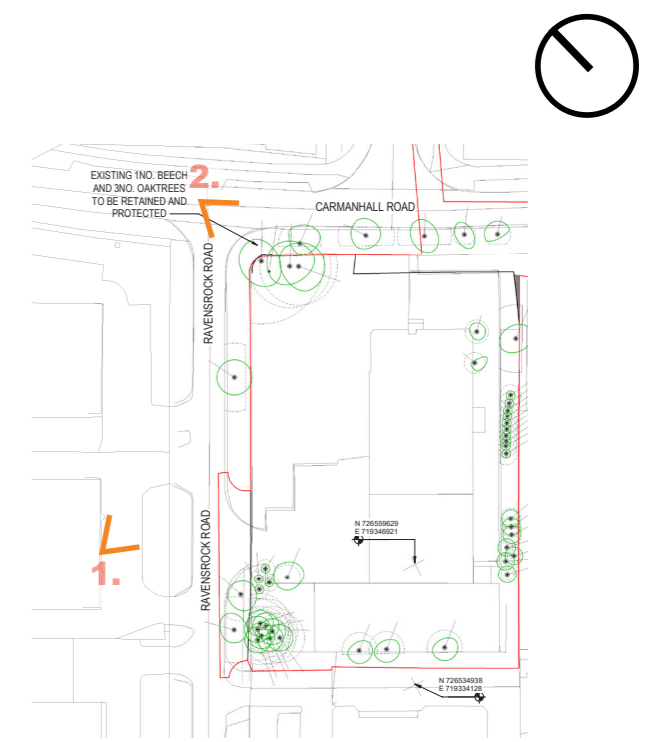


CARMANHALL ROAD VIEW

2.

Site boundary

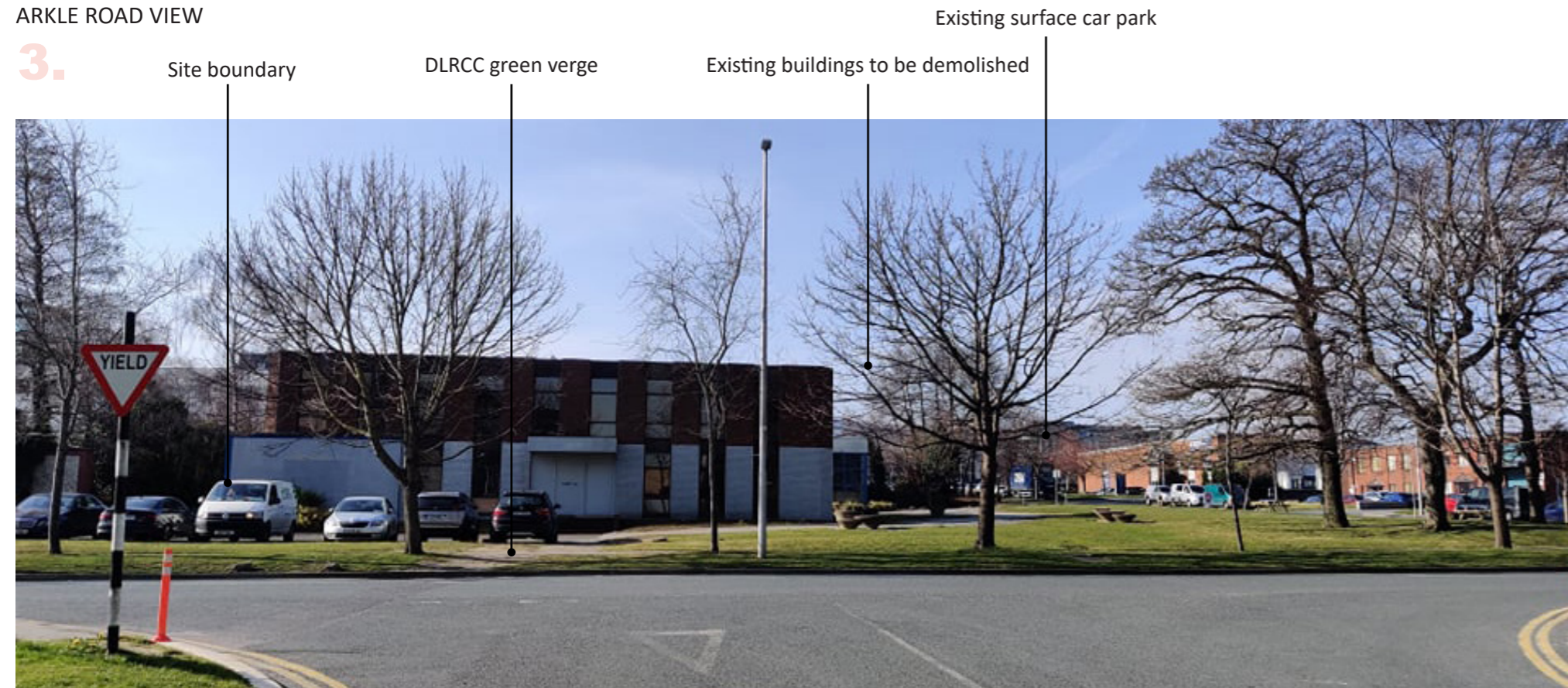
DLRCC green verge



3.5 | SITE BOUNDARY PHOTOGRAPHS

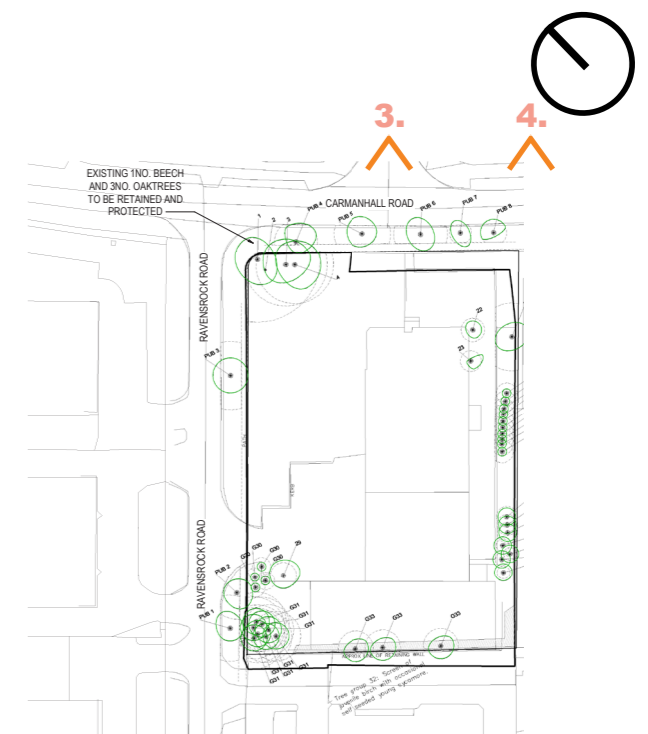
ARKLE ROAD VIEW

3.



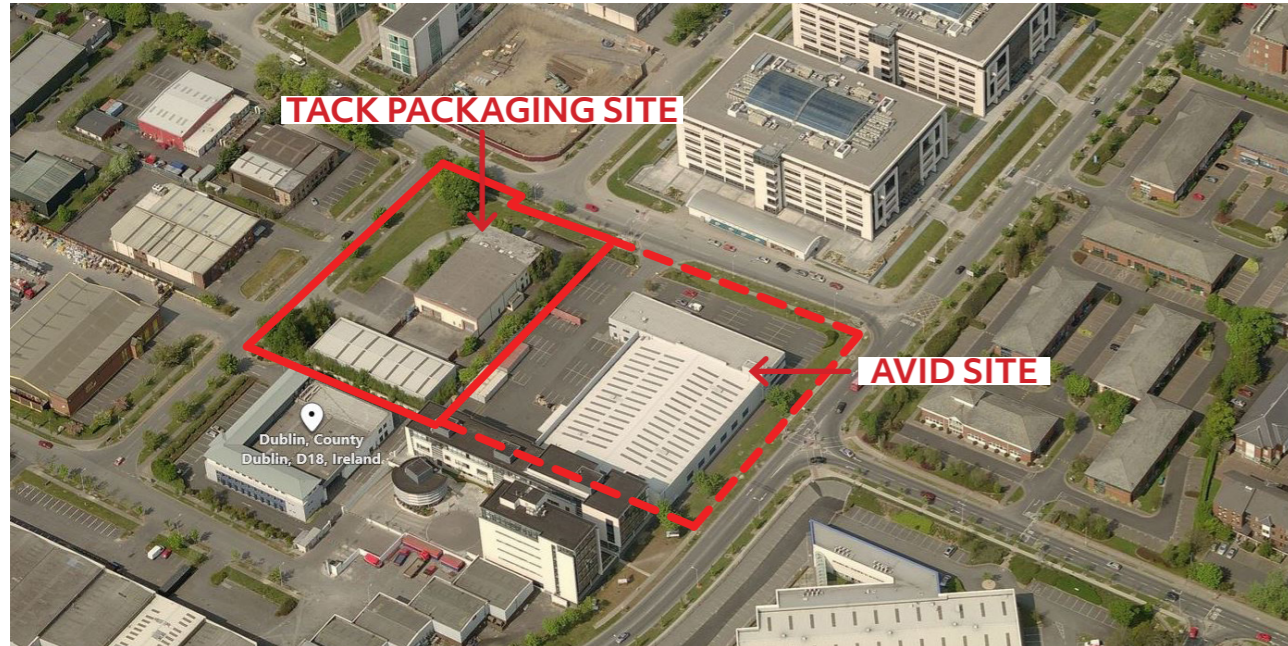
CARMANHALL ROAD VIEW OF ACCESS TO AVID SITE

4.

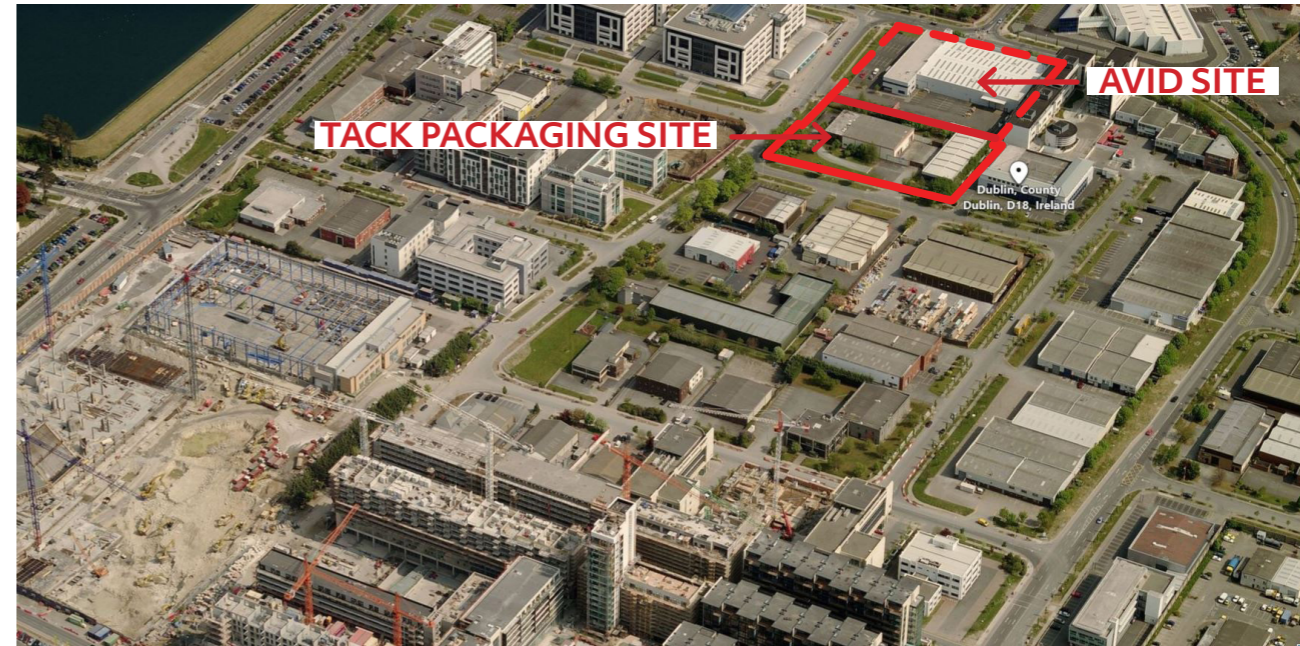


3.5 | SITE PHOTOGRAPHS

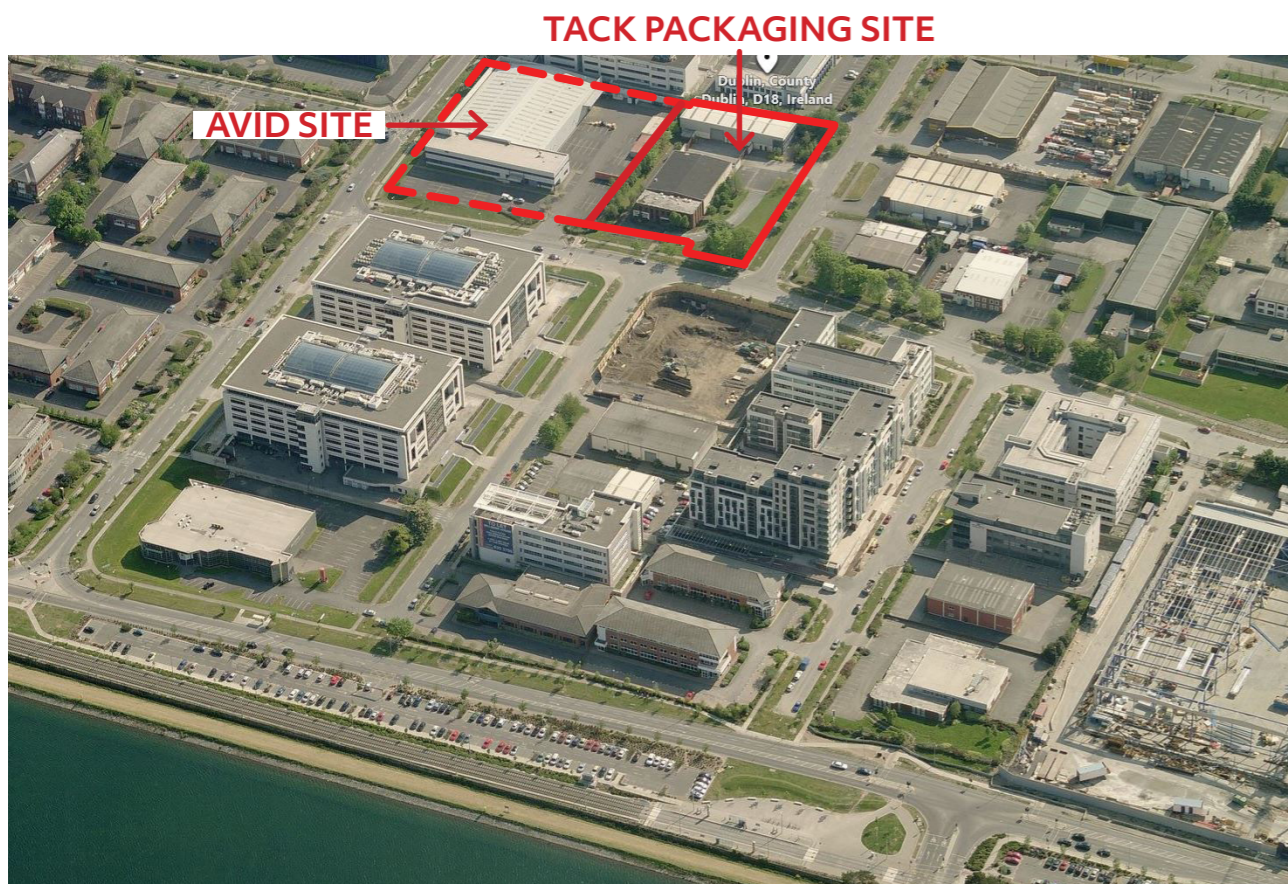
AERIAL VIEWS



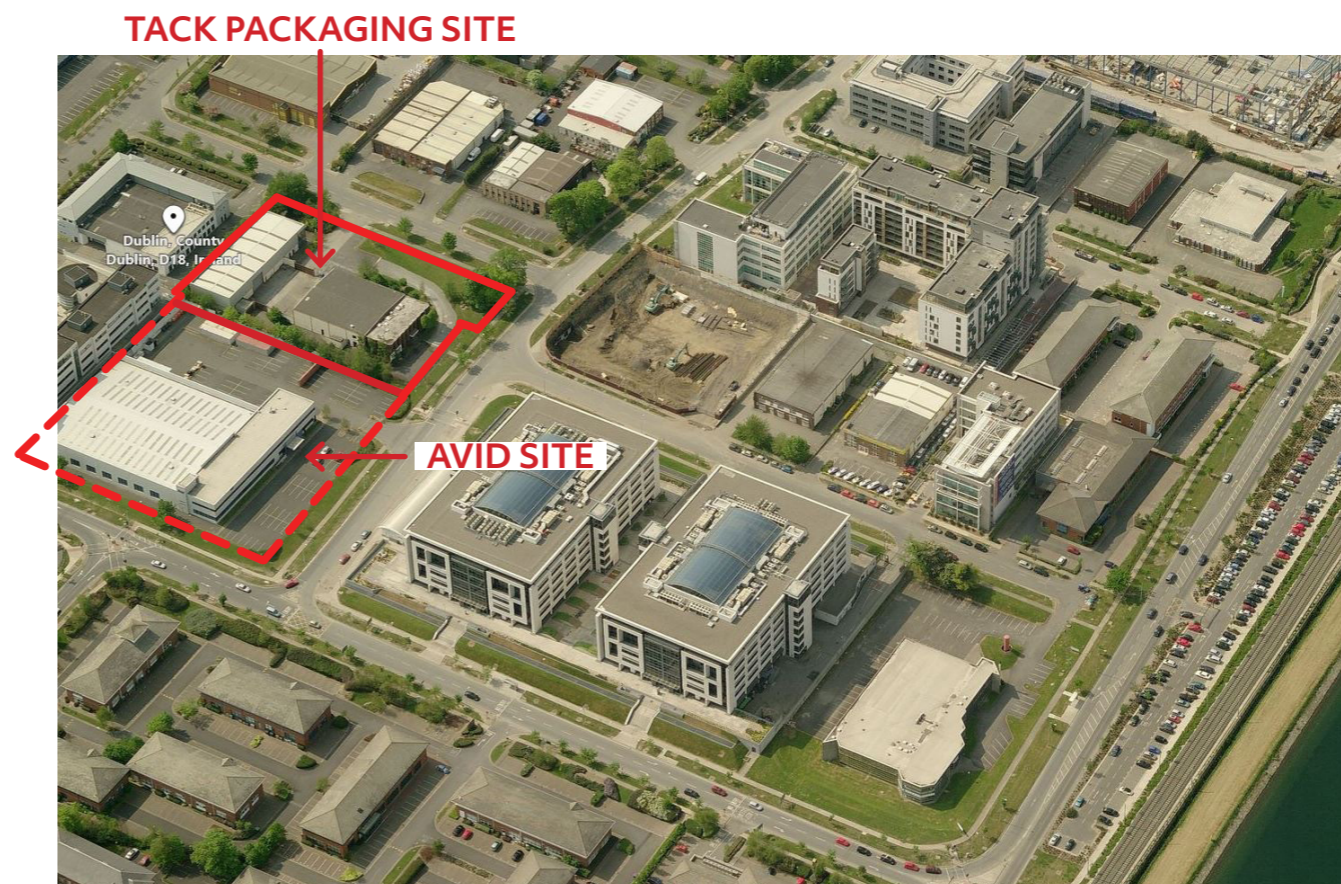
View from South



View from West



View from North



View from East

3.5 | SITE PHOTOGRAPHS

PHOTOGRAPHIC SURVEY



PL 9



PL 14



PL 34

3.5 | SITE PHOTOGRAPHS

PHOTOGRAPHIC SURVEY



PL 41



PL 45



PL 48



PL 49



View looking South towards site from Arkle Road
(Site Centre Background)



View looking North from Ravens Rock Road
(Site to Right)



View looking West from Blackthorn Road

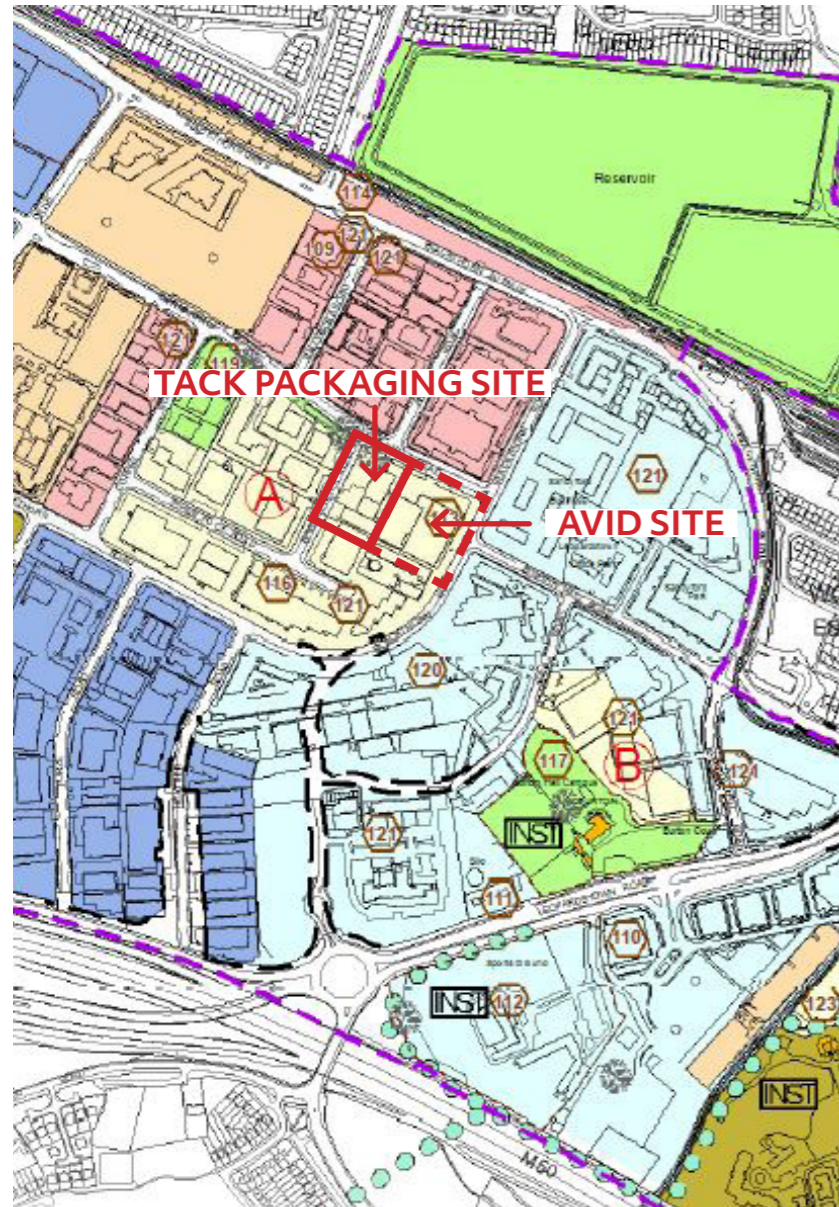
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4.1 SITE ZONING

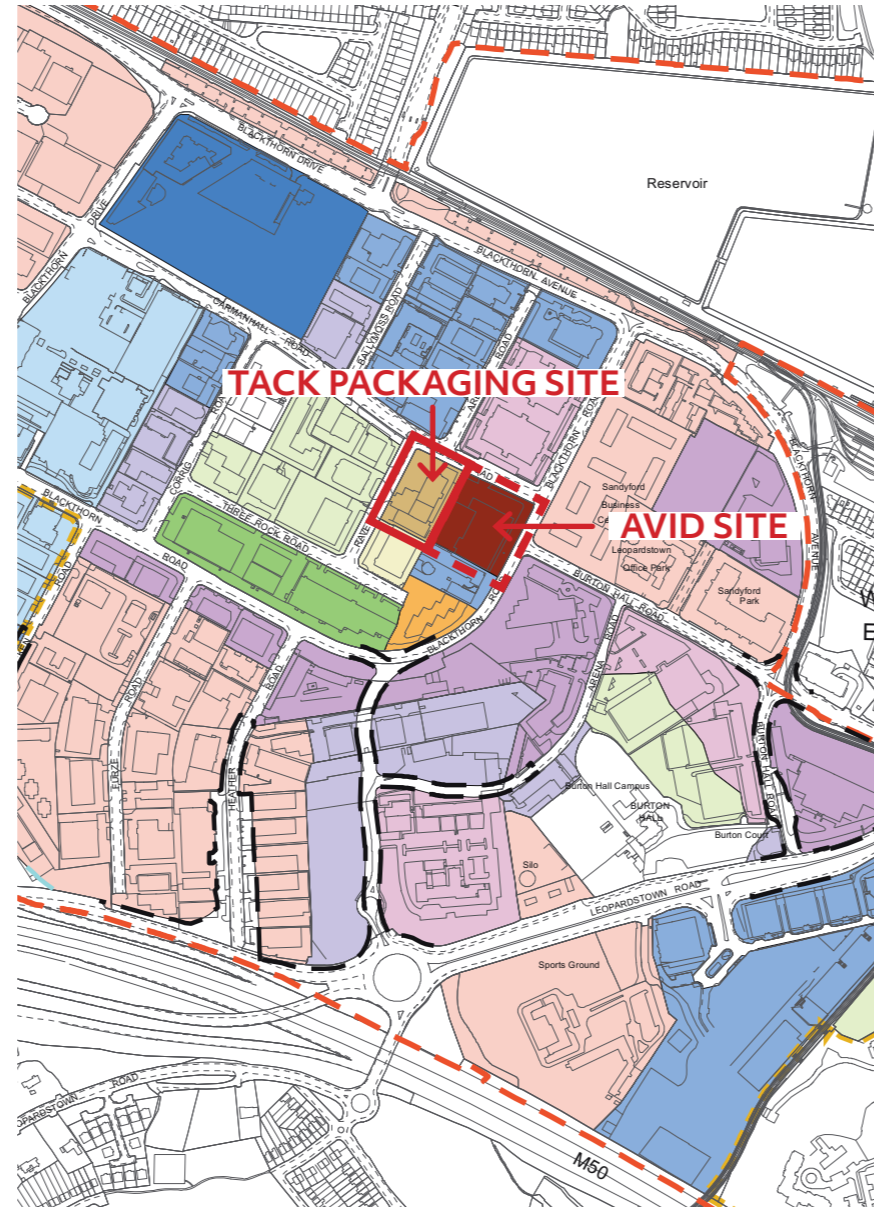
DEVELOPMENT PLAN

4.1 | SITE ZONING

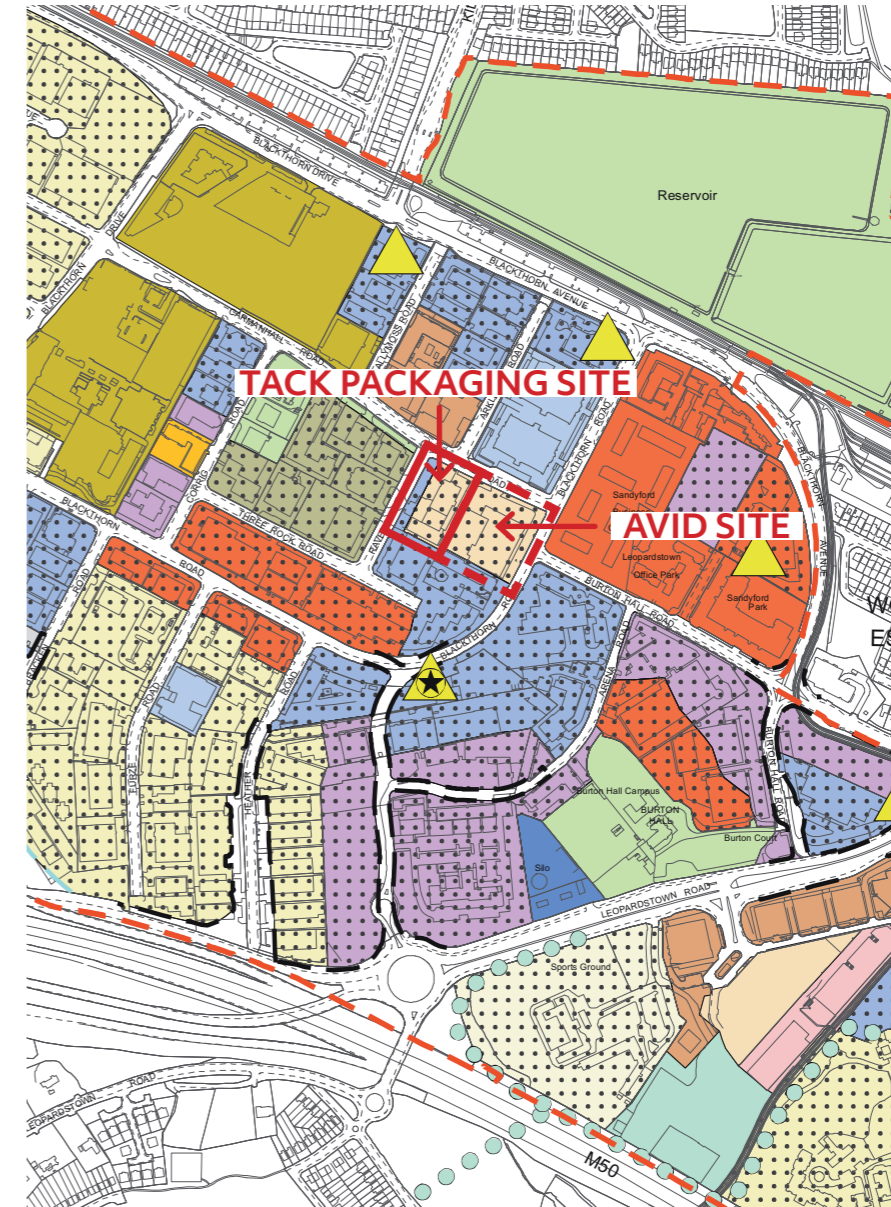
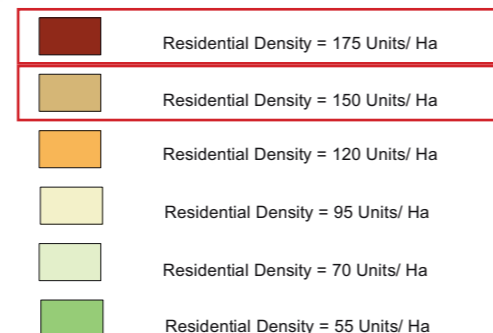
Dun Laoghaire Rathdown County Development Plan 2022-2028
Appendix 15: Sandyford Urban Framework Plan



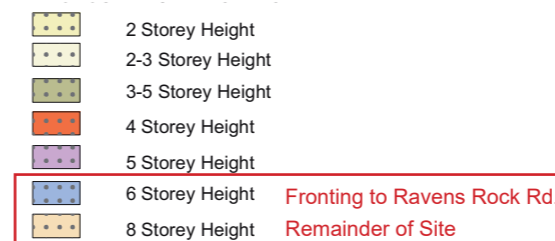
MAP No. 1
LAND USE ZONING



MAP No. 2
PLOT RATIOS/RESIDENTIAL DENSITIES

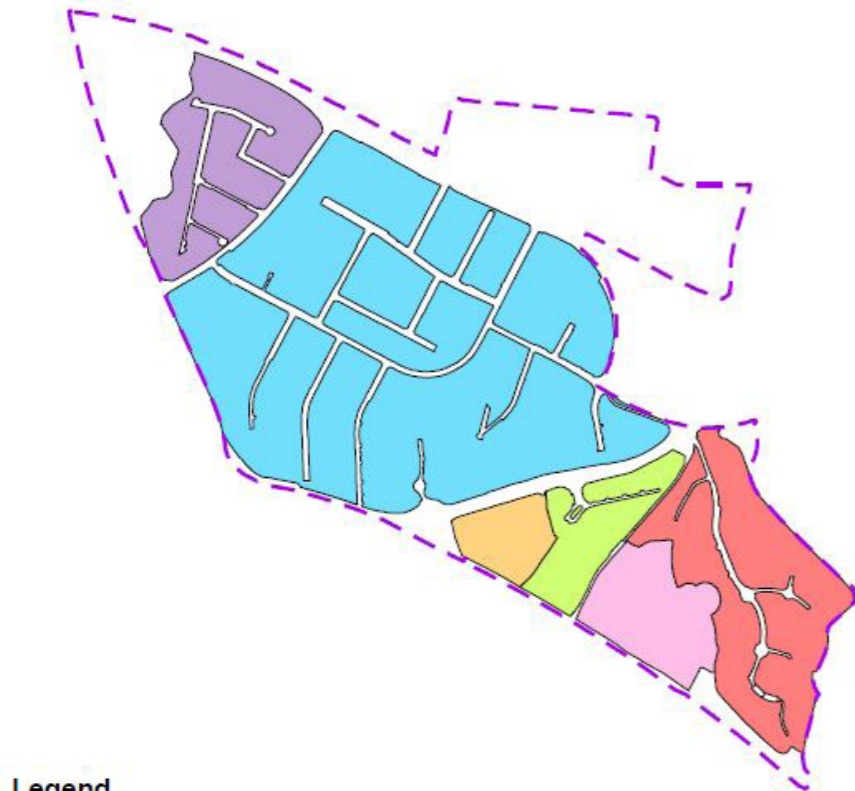


MAP No. 3
BUILDING HEIGHT



4.1 | SITE ZONING

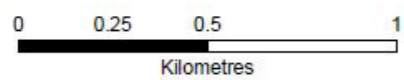
Dun Laoghaire Rathdown County Development Plan 2022-2028
Appendix 15: Sandyford Urban Framework Plan



Legend

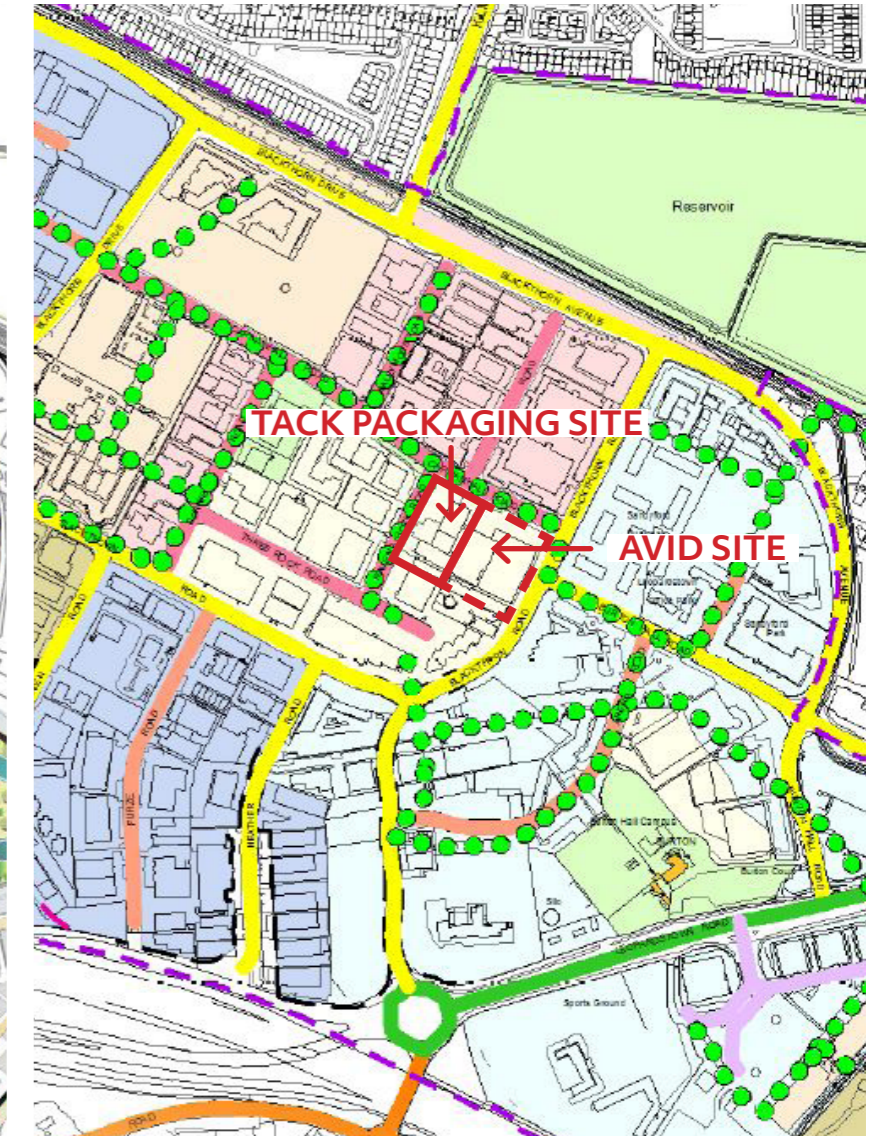
- Stillorgan Business Estate
- Sandyford Business Estate
- South County Business Park
- Central Park
- Legionaries
- Leopardstown Park Hospital
- Urban Framework Plan Boundary

DRAWING No. 1
SIX AREAS WITHIN SANDYFORD BUSINESS DISTRICT



DRAWING No. 11
DESIGN PRINCIPLES & CHARACTER AREAS

- COMMERCIAL
- RESIDENTIAL
- EXISTING/
PERMITTED
DEVELOPMENT
- SCHOOL
- SHARED
SURFACE
- OPEN
SPACE



DRAWING No. 12
WAY FINDING

- Zone 1 : Mixed Core Area -Inner Core
- Zone 2 : Mixed Use Core Area -Outer Core
- Zone 3 : Officed based Employment Uses
- Zone 4 : Light Industrial/Warehousing
- Zone 5 : Residential
- National Primary Road
- Regional Road
- Local Road - Level 1
- Local Road - Level 2
- Local Road - Level 3 (50 km/h)
- Local Road - Level 4 (30 km/h)
- Green Cycle/Pedestrian Routes
- Urban Framework Plan Boundary

5.0

- 5.1 CONTEXT FOR NEW RESIDENTIAL DESIGN
- 5.2 DEVELOPMENT LAYOUT
- 5.3 INCLUSIVITY
- 5.4 VARIETY

NEIGHBOURHOOD

5.1 | CONTEXT FOR NEW RESIDENTIAL DESIGN

How does the development respond to its surroundings ?

- Urban Design Manual:*
- 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

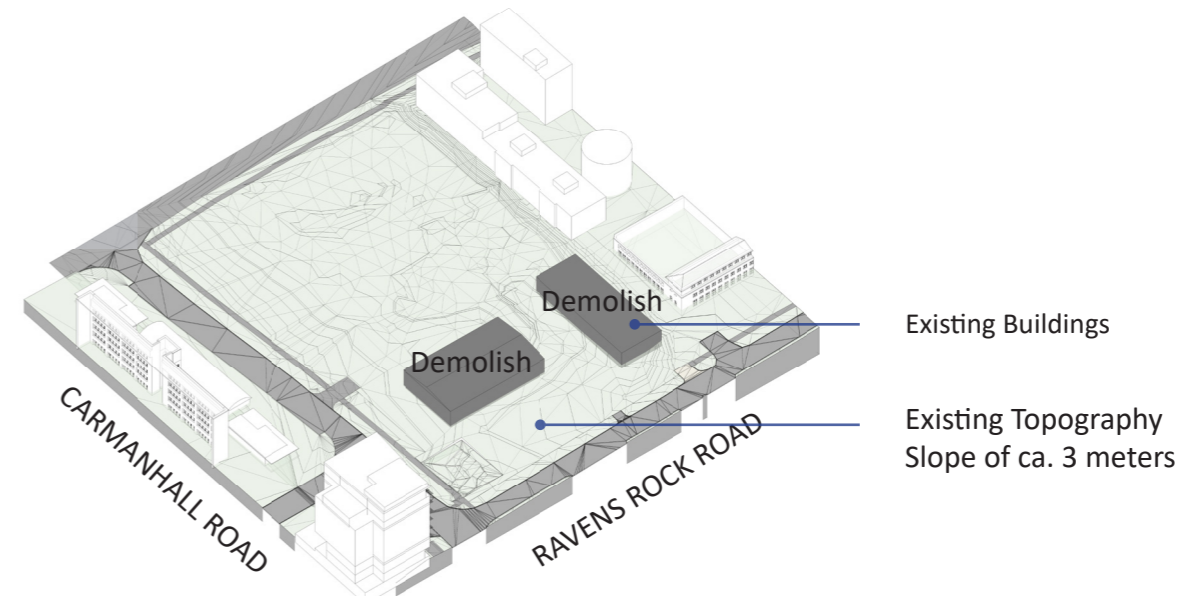
Response: The principal elements of the proposed residential development include:

- 207 No. studios, 1, 2 & 3 – bed apartments within 3 No. apartment blocks
- 79 No. associated car parking spaces located on lower ground floor, under landscaped podium and in basement.
- 288 No. bike parking spaces, where 240 No. are long stay spaces and 48 No. short stay visitor spaces
- 4 No. ground floor Residents' Amenity Spaces - 414 sqm
- Creche – 306 sqm
- Landscaping to include public pocket park, central courtyard, communal and creche playground
- 2 No. ESB substation integrated into Block A and B with an access from inner lane.

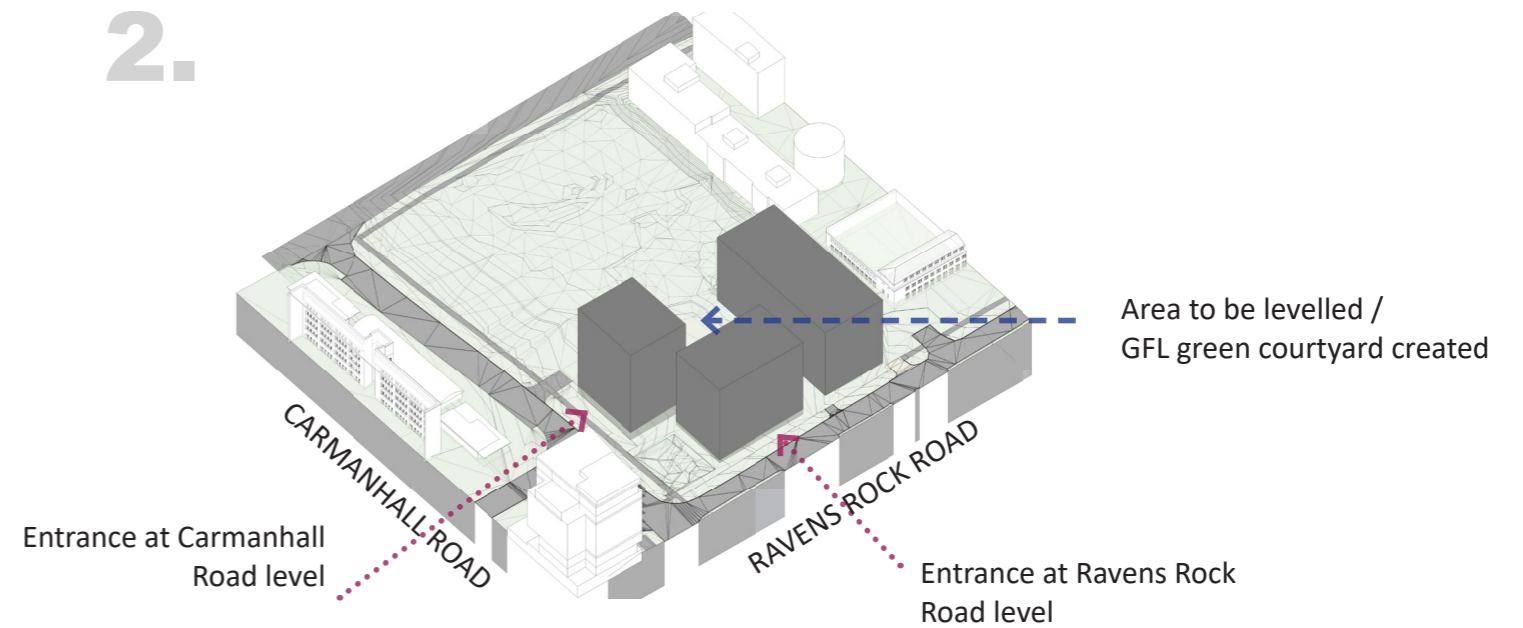
The primary design concept for the site is to demolish the existing Tack Packaging warehouse buildings, and to replace these with three residential buildings that will create new active frontages to Ravens Rock Road and Carmanhall Road. It is proposed to create a south-east facing communal courtyard between the three residential blocks that will act as a nucleus for the development, providing strong visual and physical connections between the apartment buildings. A podium at first floor level will conceal the residential car park below and contain an elevated, sunny courtyard connecting all three buildings. The courtyard will provide a lively outdoor amenity space for residents to meet, play, relax, and congregate.

The proposed buildings are designed to sensitively address the existing neighbouring context. The design incorporates setbacks across the upper levels of the blocks fronting onto Ravens Rock Road. The blocks are designed to be tallest facing the central courtyard and step down towards the site boundaries in order to minimise visual impact on adjacent properties and prevent over-shadowing.

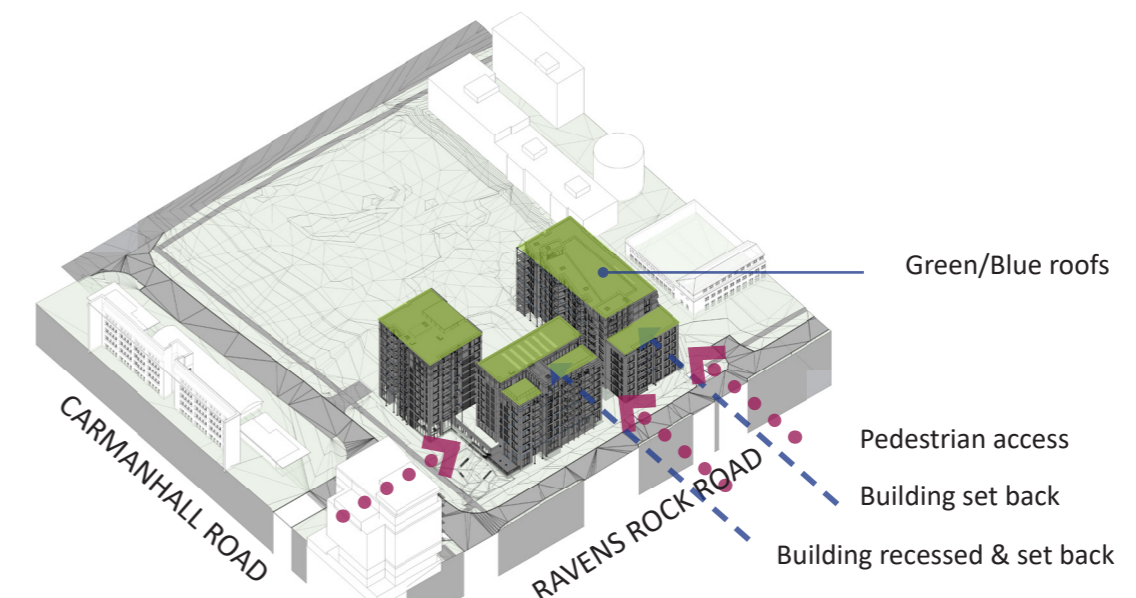
1.



2.



3.



5.2 | CONTEXT FOR NEW RESIDENTIAL DESIGN










How does the development respond to its surroundings ?

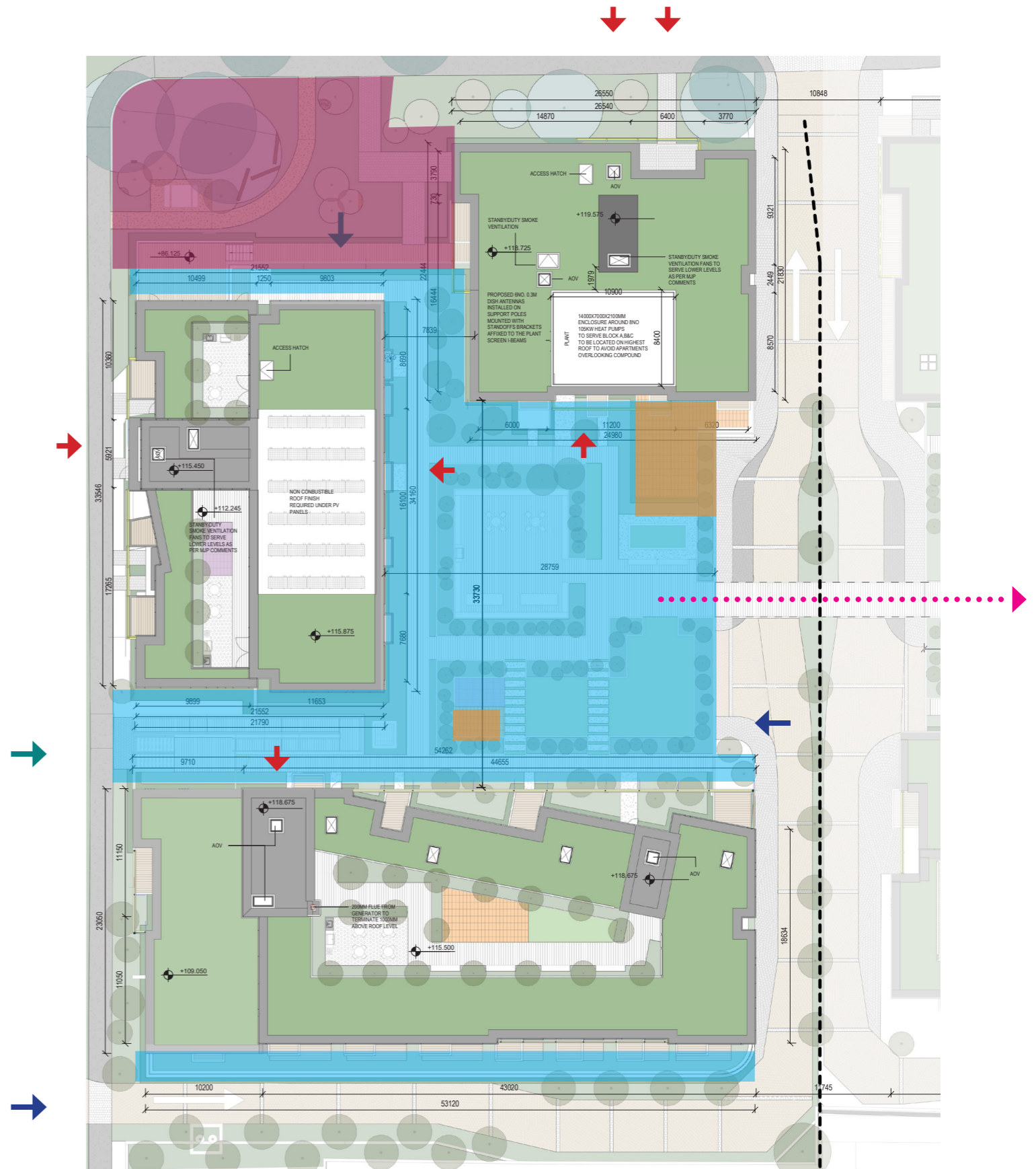
Access to the site is provided on two levels, one from Ravens Rock Road and the other from a new inner lane. A vehicular access to a small car park is located on Ravens Rock Road along southern façade of Block A with the entrance from the inner lane at the Carmanhall Road level.

The car park is located at lower ground level and in the basement, accommodating the car parking and mechanical plant-room requirements for the development. Provision has been made for 79 car parking spaces, a reduced figure based on the development's location and access to multiple public transportation links.

Additionally, there are a total of 288 bike parking spaces provided at lower ground level, that can be easily and conveniently accessed from the junction of Ravens Rock Road and Carmanhall Road level as well as inner lane. These include 240 secure, long-stay bicycle parking spaces, and 48 short stay visitor spaces.

The development aims to achieve a balance between density and open space provision in this urban location. It is proposed to provide 0.34 ha of high quality, useable and well landscaped communal open space, and public Pocket Park. This will exceed the 10% minimum open space requirement stated within the Department of Housing, Local Government and Heritage Sustainable Residential Development in Urban Areas Guidelines 2009.

-  Primary Pedestrian Entrances into the Proposed Apartment Buildings
-  Secondary Entrances into the Central Communal Areas and Courtyard
-  Vehicular Access into Underground Car Park
-  Proposed connection between Tack and Avid site
-  Children's Playground
-  Communal Open Space
-  Public Open Space



09 - 14 FLOOR - TACK SITE

5.2. | DEVELOPMENT LAYOUT

Building Heights & Massing

Careful consideration was taken of the existing neighbouring context, site topography, density, and appropriate distances between buildings, in the development and location of each block.

The proposed massing of Block B on Ravens Rock Road is broken into smaller volumes via vertical splits, material alteration, lower shoulder height and a series of setbacks. The block steps from 8 storeys facing central courtyard, down to 6 storeys facing the street, at the north-west boundary of the site.

Similarly, it is proposed for the Block A to step down to 6 storeys to the north-west boundary to address the neighbouring urban context on Ravens Rock Road and the advised in the Development Plan heights. The steps in height will minimise the visual impact of the Blocks in the urban context whilst creating generous, outdoor terraces for communal use.

The use of carefully chosen lightweight materials on the upper floors, light grey-beige metal cladding for the setback on 7th and 8th floor, aid in breaking down the scale and massing of the block. The elevations of the lower floors of all blocks, are vertically divided to further reduce the scale. This is achieved by alternating the use of two-tone brick and metal frame where the recesses and darker brick occurs. The separations between materials are created either through shadow gaps or deeper recesses in the facade, in order to create a dynamic street frontage and allow for elevation tilting and deal with the unit's orientation.

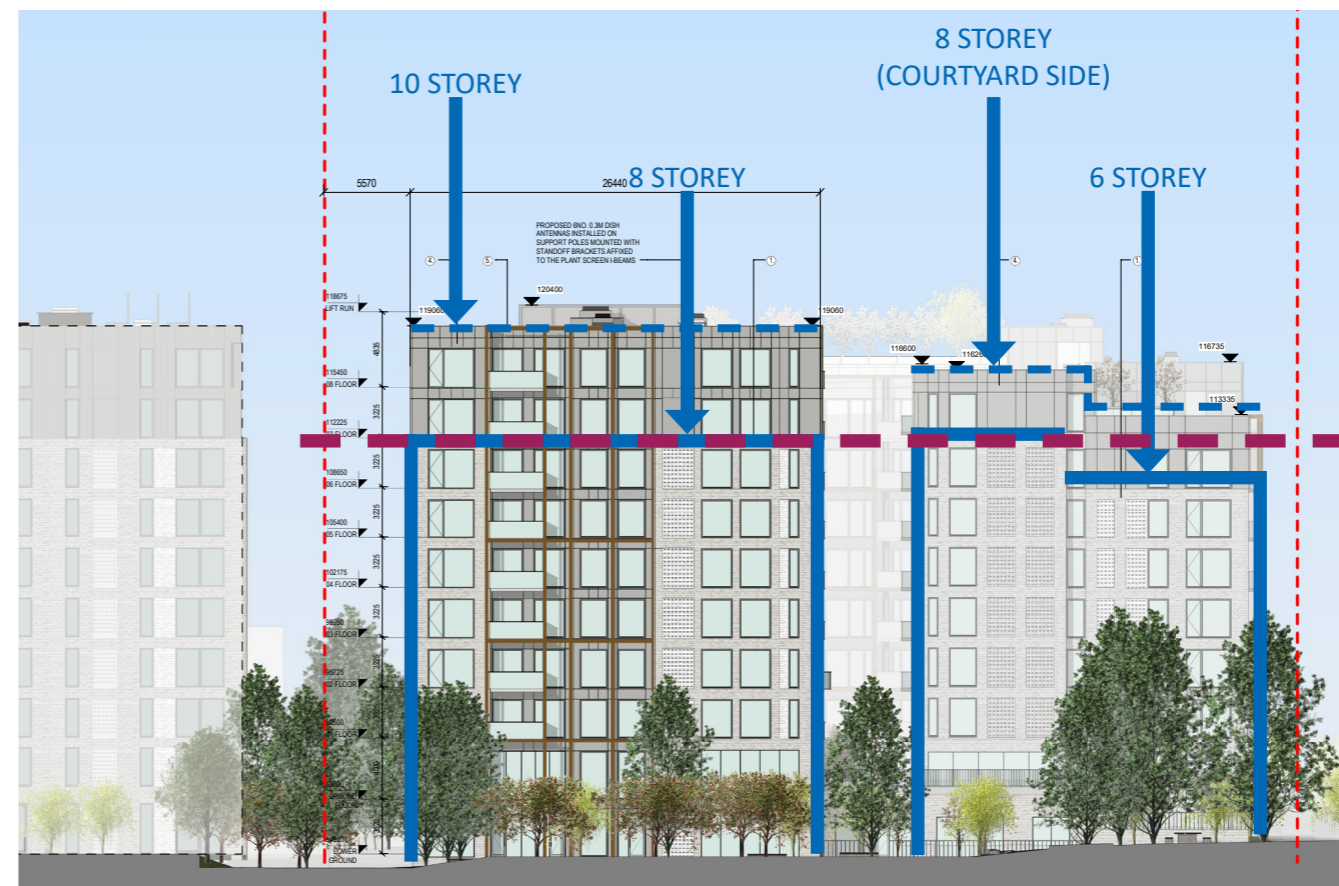
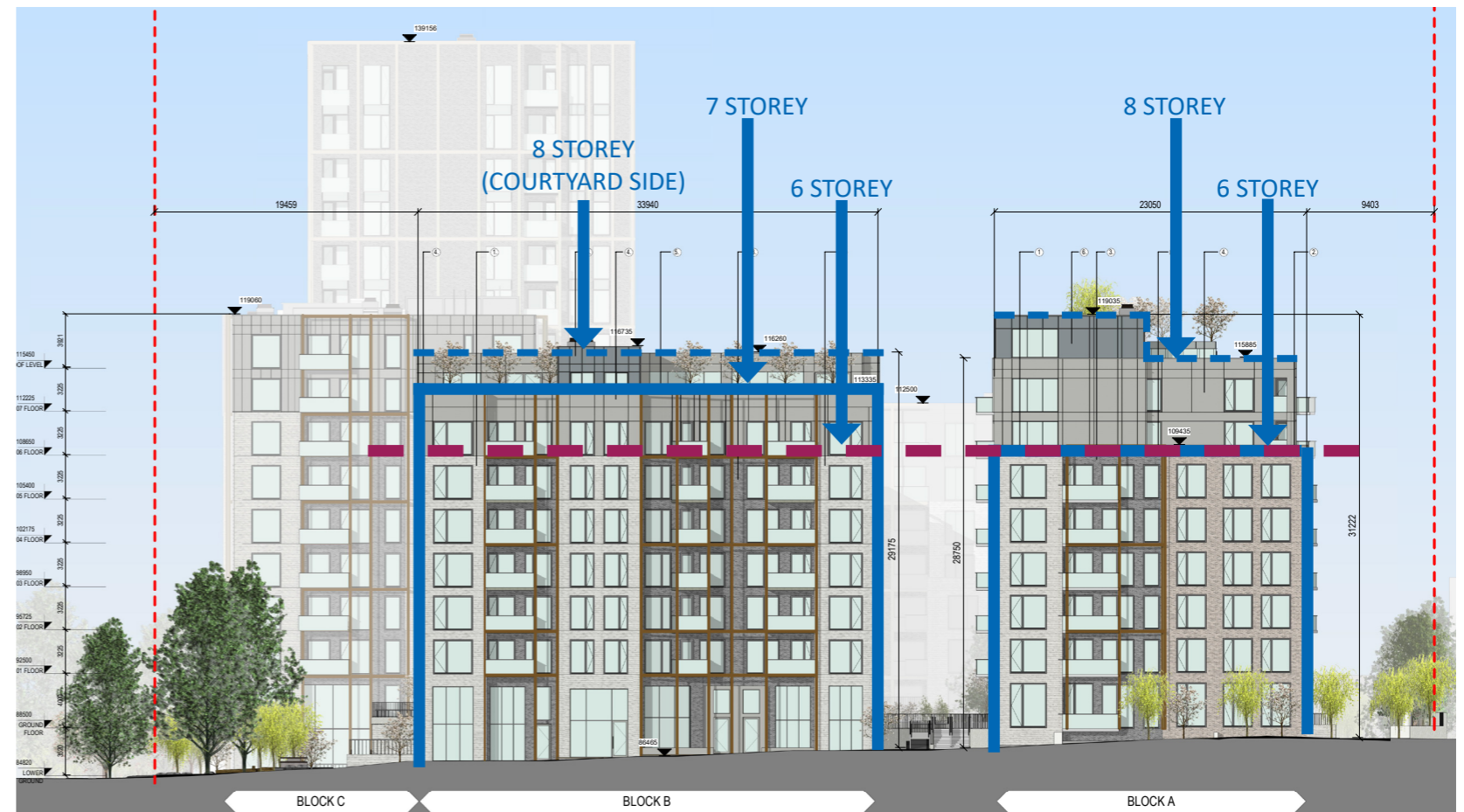
Block C on Carmanhall Road, has been designed to complement the existing architecture and carefully consider the heights allowed in the Development Plan. There is a clear shoulder height set out to follow the development objectives for the area at 8 storey.

It is proposed to use predominantly brick for the 8 storeys defining the shoulder height. Vertical recesses in the facade add visual interest and break down the massing of the block further. Many of the neighbouring buildings have white finish. The introduction of light-colored brick in combination with the use of darker brick within recessed areas break vertically down the scale of the building and provide a visually interesting street facade.

Shoulder height (as per Development Plan)

Blocks

- A - 6-8 storey facing adjoining site
- B - 7-8 storey facing Ravens Rock Rd
- C - 10 storey facing Carmanhall Road



5.3. | INCLUSIVITY & ACCESS



How easily can people use and access the development?

Urban Design Manual:

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

Response:

The development has been laid out to maximise the use of the existing sloped site providing a levelled, part M compliant, access from two streets at the perimeter of the site, Ravens Rock Road and Carmanhall Road. Designing with the existing topography in mind also allows to provide a discrete, undercroft car park.

A varied mix of studio, 1 and 2 bed units are provided in three blocks across the scheme meeting the aspirations of a wide range of households. The buildings and outdoor spaces in the development have all been designed to be Part M compliant, following universal design principles. This applies to the roof terraces on Block A & B, being fully accessible.

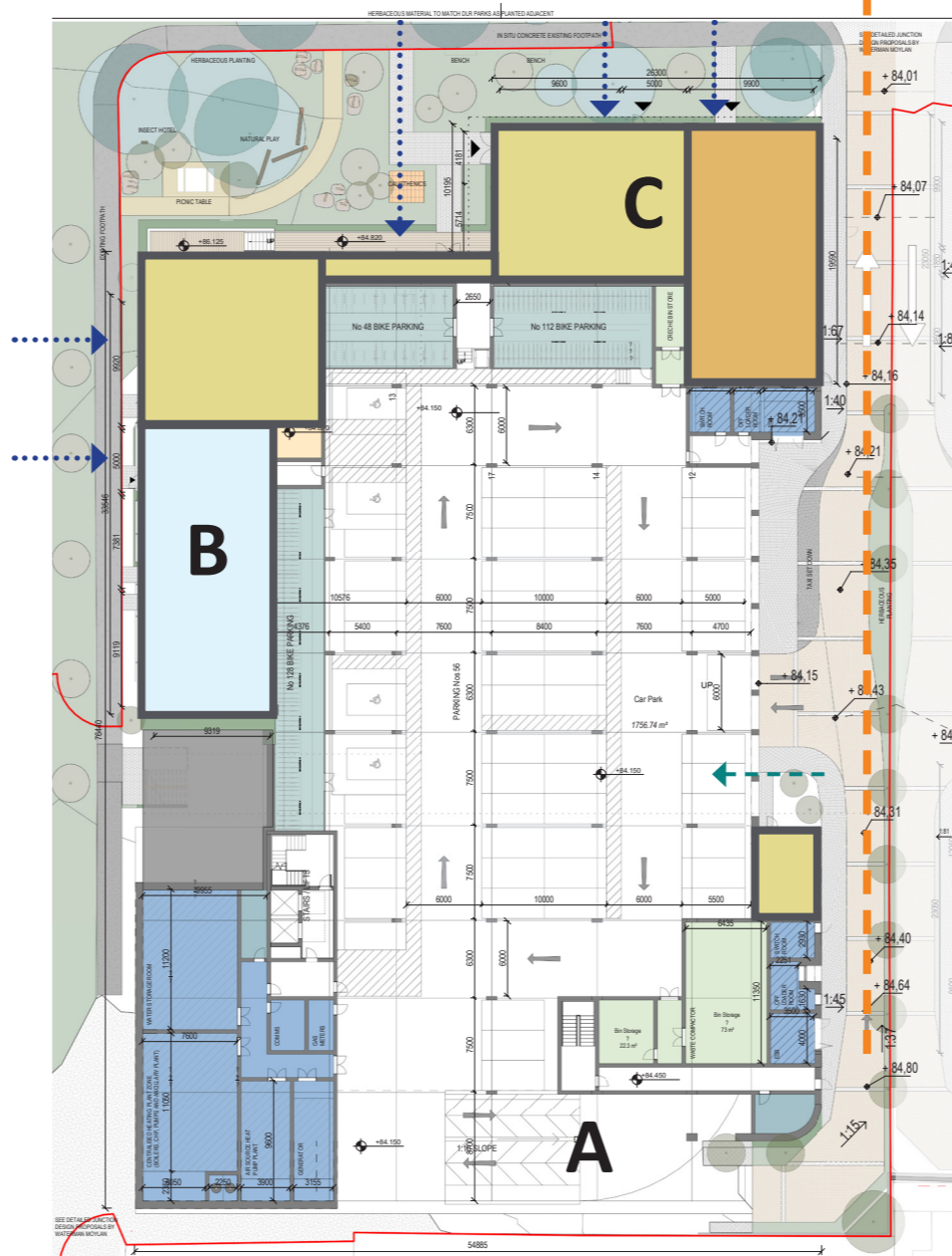
The approach and primary access to Block A is provided from Ravens Rock Road. The Block is located at the highest point on site and the ground floor of Block A is at the street level. Level entry has been provided from a gated, communal area between Block A & B.

A level approach and primary access point is provided to Block B from Ravens Rock Road and Block C from Carmanhall Road.

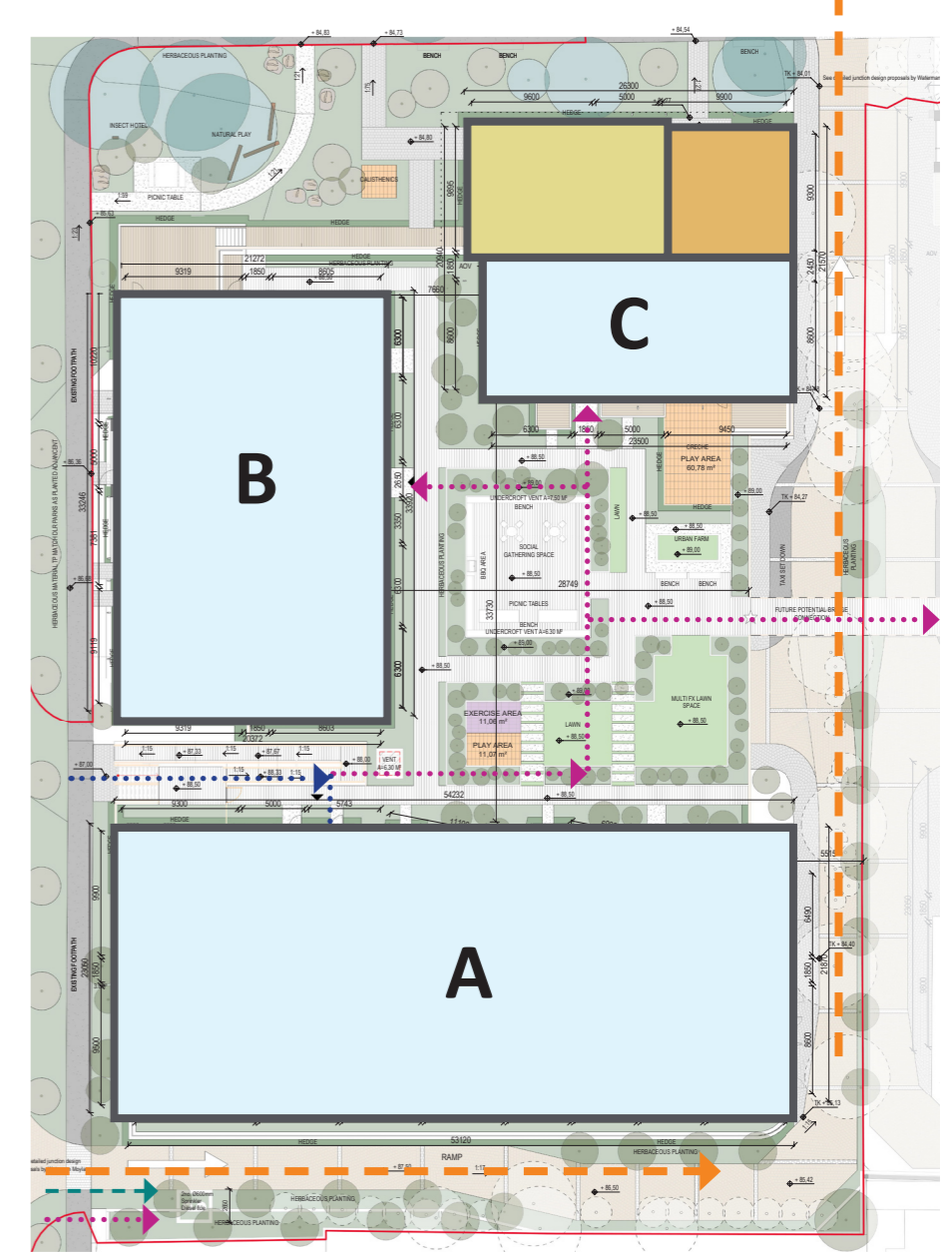
There is a secondary pedestrian access point to the site from the Pocket Park to the north, providing level access to bike parking facilities and various shared amenity spaces.

Vehicle access to the proposed car park is provided from Ravens Rock Road along Block A to the south of the development along the boundary with fire tender and emergency vehicle access. A one-way traffic is proposed on site with the entry of Ravens Rock Road and exit to Carmanhall Road to reduce the size and impact of the proposed junctions.

LOWER GROUND FLOOR LEVEL (CARMANHALL ROAD)



GROUND FLOOR LEVEL (RAVENS ROCK ROAD)



- Fire Tender & Emergency Vehicle Access
- Vehicular Access into Car Park
- Primary Pedestrian Routes
- Secondary Pedestrian Routes & Fire Escape
- Apartments
- Amenity
- Creche



5.4. | VARIETY FOR NEW RESIDENTIAL DEVELOPMENT

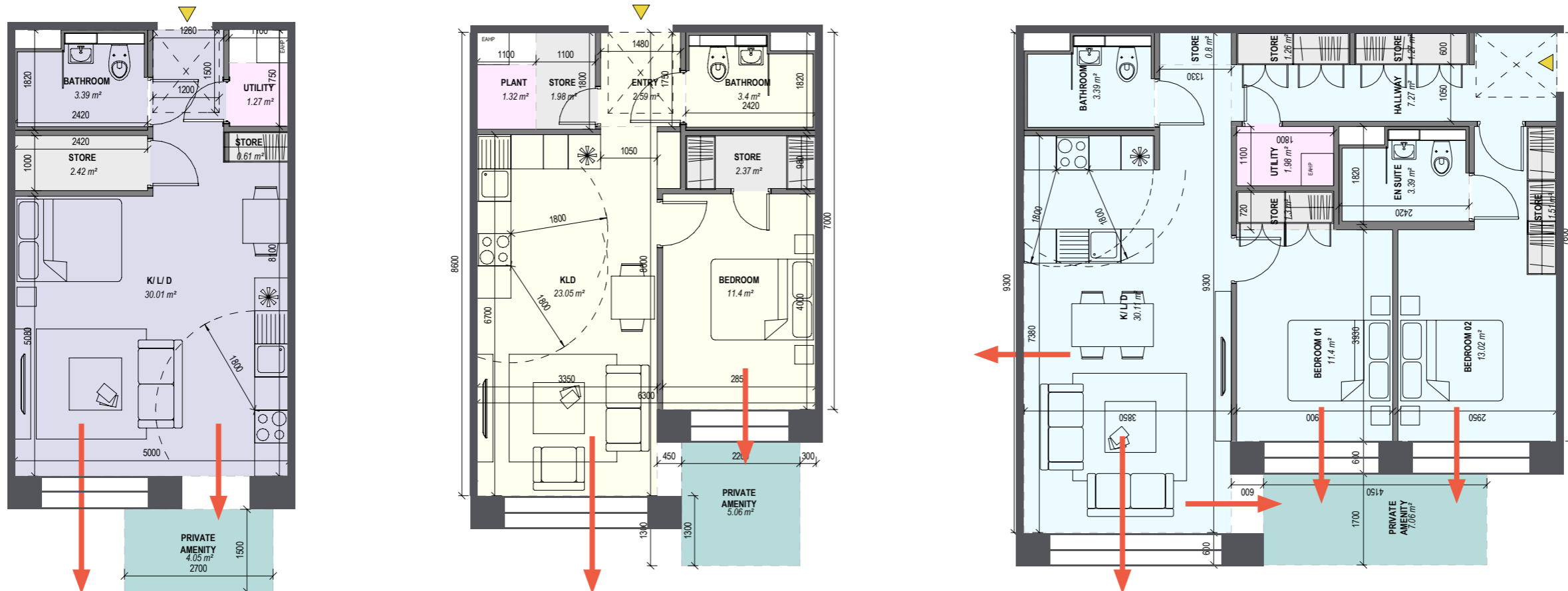
How does the development promote a good mix of activities?

- Urban Design Manual:
- Activities generated by the development contribute to the quality of life in its locality
 - Uses that attract the most people are in the most accessible places
 - Neighbouring uses and activities are compatible with each other
 - Housing 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.

Response: Located in Sandyford, with a mix of residential, commercial/retail, and civic uses in a proximity to the site, the proposed build to rent scheme aims to be complementary to the neighbouring uses in the area and extend the range housing types and tenures available.

The development provides a range of studio, 1 and 2 bed apartment units, thus catering to a variety of people of all ages, abilities, and life stages. The ratio of dwelling types provided across the scheme reflects the changing demographic demands of Irish households as outlined in Design Standards for New Apartments, where a greater number of 1-2 person homes are required. Accordingly, 73.0% of units in the scheme are studios and 1 bed apartments that can cater to young professionals, workers, downsizers and two-person families.

It is proposed to provide a variety of shared residential amenities on the ground floor of Block B & C, overlooking the Pocket Park, to create an active frontage and extend of the mix uses available in the development.



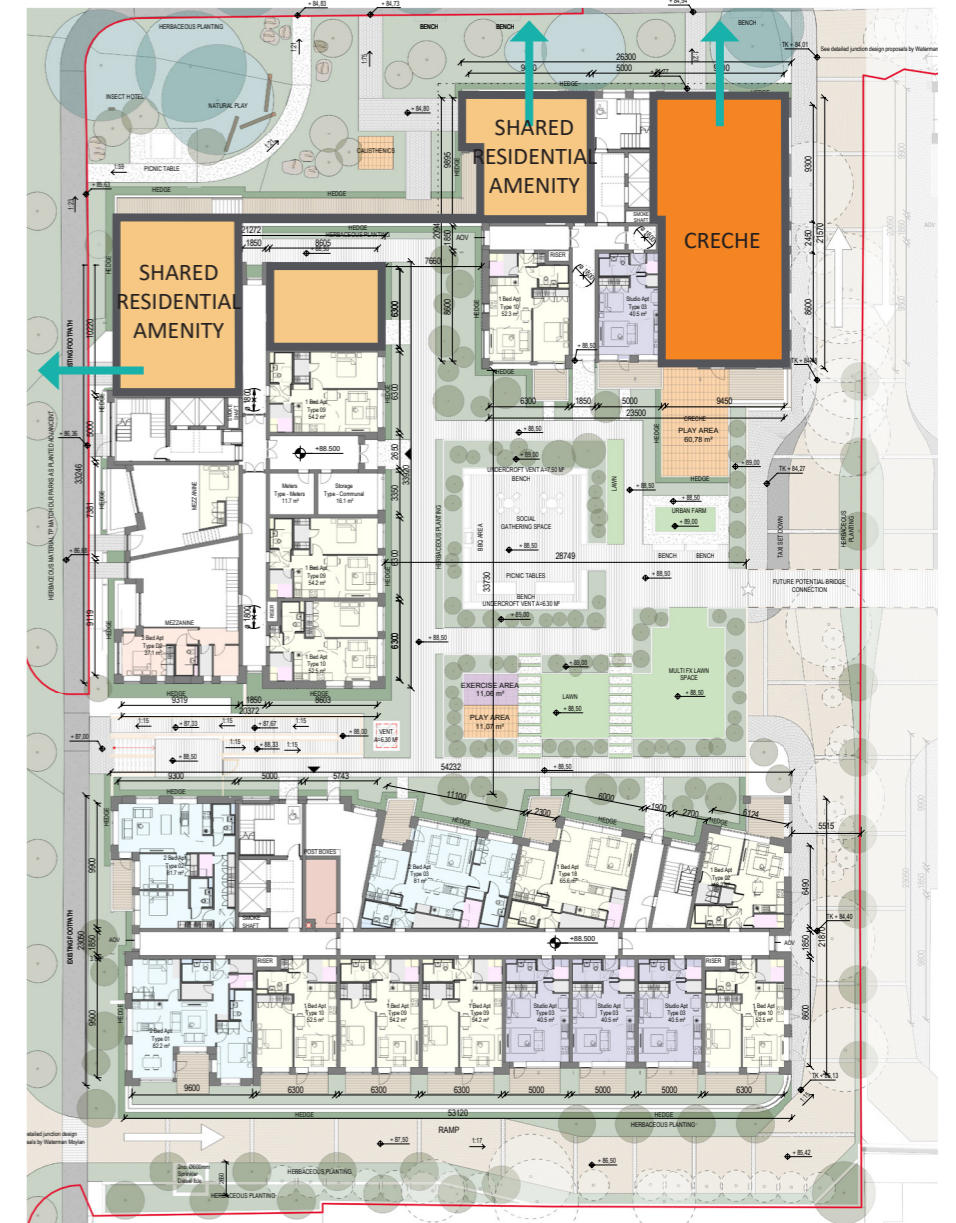
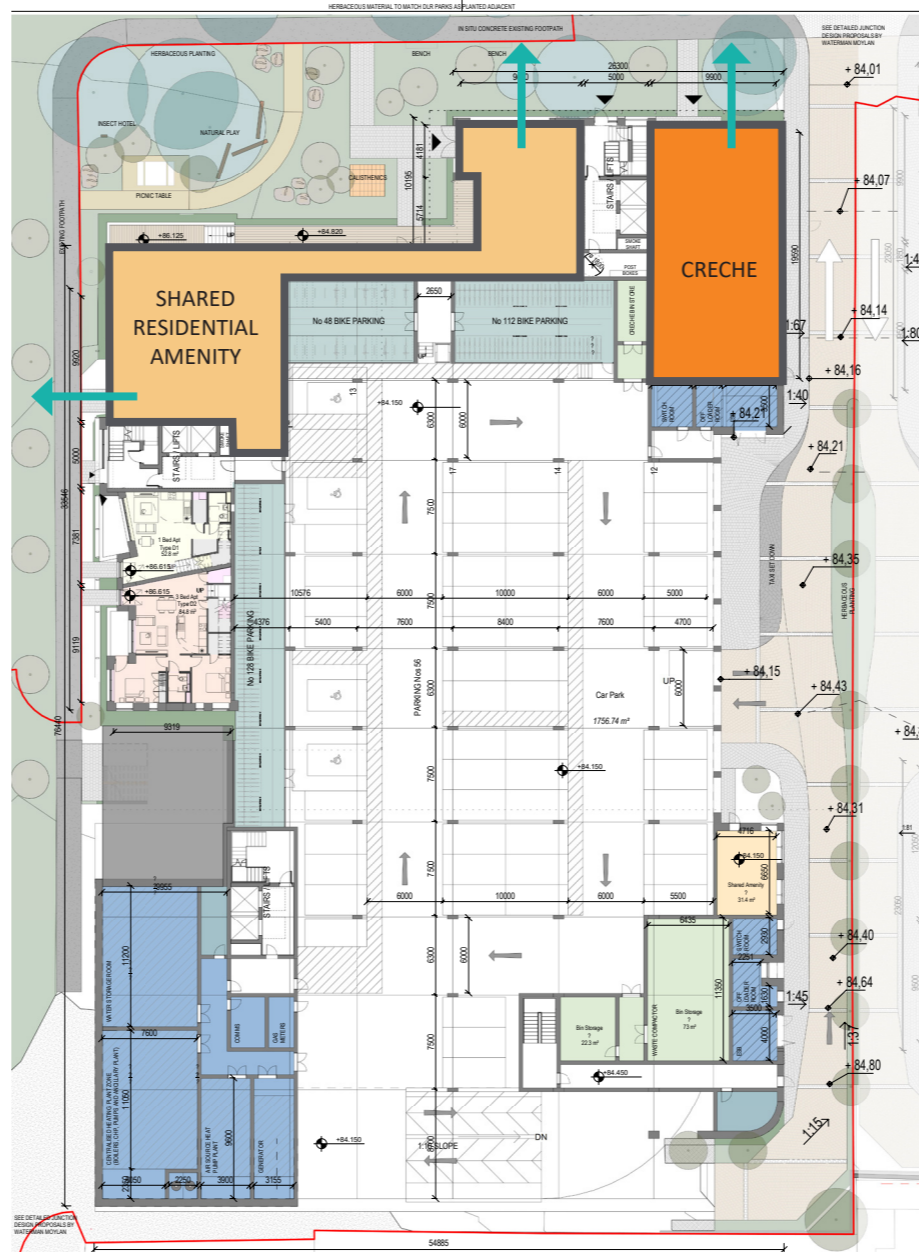
5.4. | VARIETY FOR NEW RESIDENTIAL DEVELOPMENT

How does the development promote a good mix of activities?

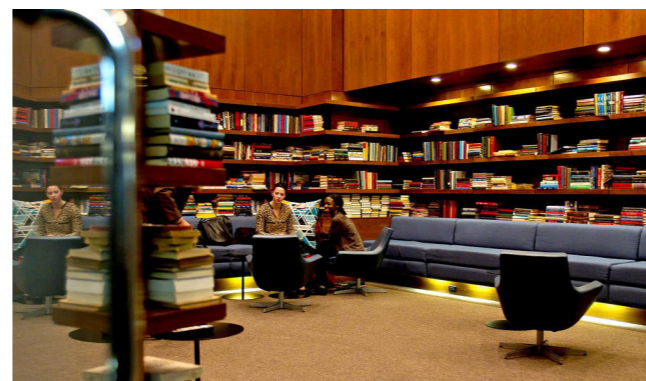
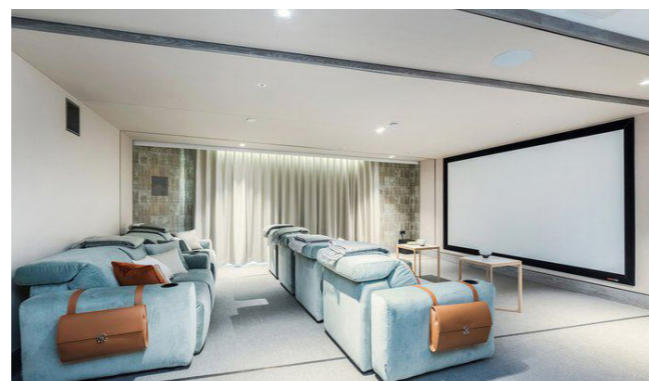
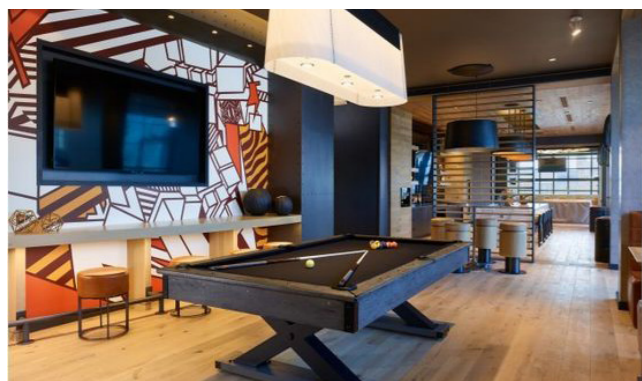
Additional uses and facilities provided in the scheme include a communal garden courtyard, children's playground, and several shared residential amenities, all of which can be easily accessed by residents. The central garden courtyard will be located at ground floor level podium covering the car park and can be used as an outdoor amenity space which is safe and passively overlooked. The courtyard has been designed to provide active break out areas for gathering, formal and informal play and spaces for quiet contemplation. Please refer to the NMP landscape drawings and report provided with this application for further details.

It is proposed to provide 415 sqm of high quality shared residential amenities in Blocks A, B and C, 2 sqm/residential unit. These areas have a direct street access of Ravens Rock Road, Carmanhall Road and Pocket Park, while the mezzanine floor allows for a direct connection to the communal courtyard. These will activate the street frontage onto both streets and provide generous spaces for the residents of all blocks to meet, relax and exercise together, reinforcing a sense of community. The proposed shared residential amenities include a resident's lounge, co-working spaces, meeting room, children indoor play area, a kitchenette and entertaining space.

Resident support facilities such as designated bin store with a waste compactor is provided on the lower ground floor within 50 m of each core, where it can be easily accessed by residents. Sustainable modes of transportation are actively encouraged within the proposed development with ample secure and covered short stay and long stay bicycle parking facilities serving residents of the scheme and located on the lower ground floor. There will be on site management of shared residential amenities and facilities.



Below: Potential Amenity Uses:





- 6.1 EFFICIENCY FOR NEW RESIDENTIAL DEVELOPMENT
- 6.2 DISTINCTIVENESS OF NEW RESIDENTIAL DEVELOPMENT
- 6.3 PUBLIC REALM FOR NEW RESIDENTIAL DEVELOPMENT

SITE

6.1. | EFFICIENCY OF NEW RESIDENTIAL DEVELOPMENT



How does the development make appropriate use of resources, including land?

Urban Design Manual:

- 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
- Appropriate recycling facilities are provided



Right: Proposed Green Roofs with Solar PV Panels on top of apartment buildings. It is proposed to provide integrated fall arrest systems in the design of all roofs to comply with necessary health and safety standards.

Below: Solar Path Diagram

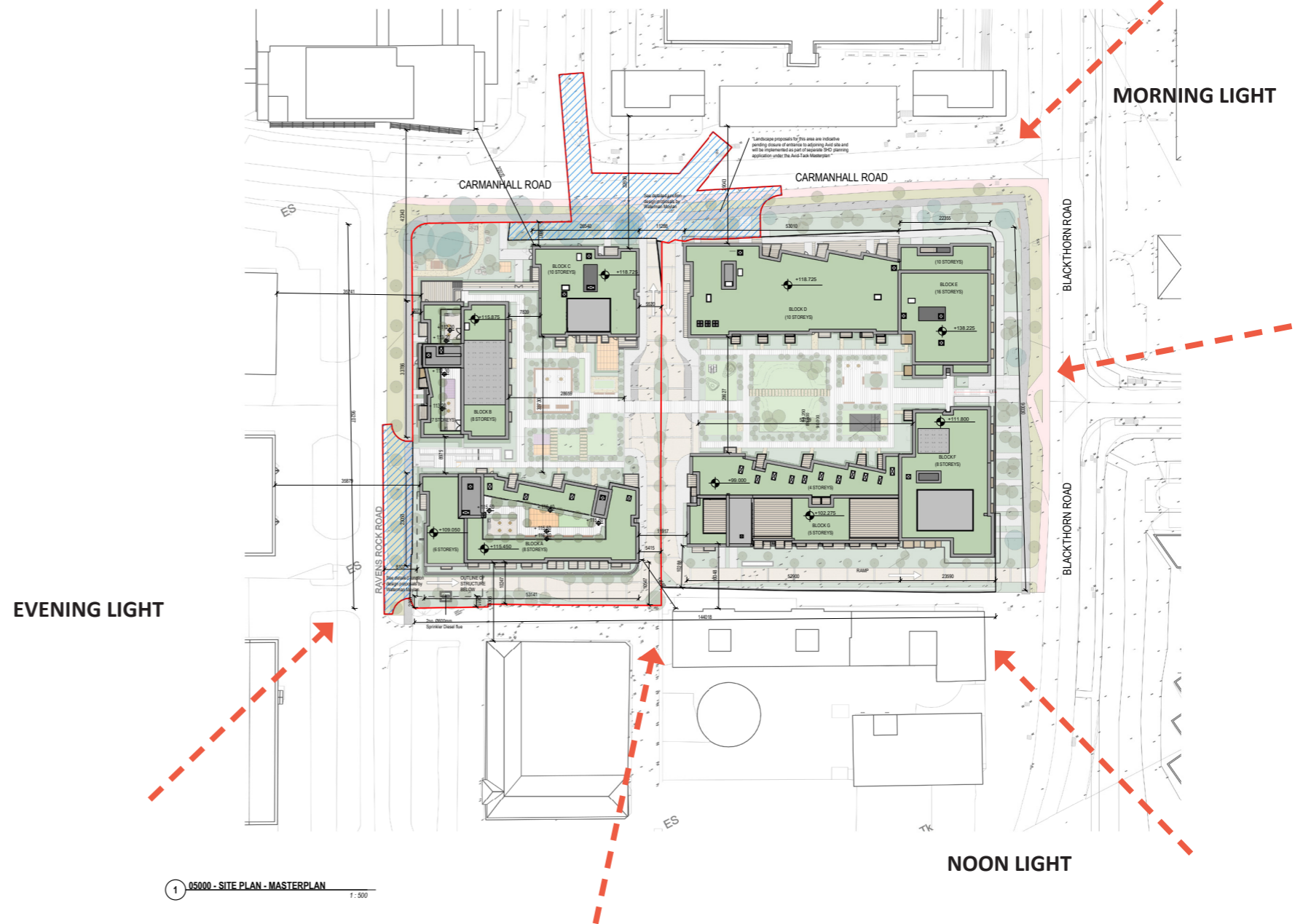
Response: As detailed in previous chapter of this report, the proposed development is located on an underutilised and predominantly vacant site in the heart of Sandymount with numerous commercial and social amenities on its doorstep along with a variety of public transportation facilities. The proposed scheme promotes sustainable urban development by making optimum use of a prime located site. The proposed density of 364 units per hectare will make an efficient use of the existing land.

The development has been designed using passive solar principles. The apartments in the scheme have a predominantly east-west orientation with no single aspect apartments facing due north. The development achieves a 45% dual aspect ratio, exceeding both the Dún Laoghaire-Rathdown County Development Plan requirements and the guidelines set out in Design Standards for New Apartments. This will provide a reduction in the use of artificial lighting. The spacious communal courtyard has been designed with a south easterly aspect, allowing it to receive ample natural light throughout the day. Please refer to the accompanying daylight, sunlight and shadow analysis report produced by IN2 for further information.

The proposed buildings will be highly insulated and fully compliant with Part L. A fabric first approach being taken to achieve energy efficiency.

Sustainable urban drainage systems have been employed in the design of the scheme for rain water management. All roofs in the development have been designed as green/ blue roofs to reduce storm water run off and increase biodiversity. Please refer to the Engineering Services Report produced by Waterman Moylan Consulting Engineers for further information.

Recycling bins have been provided in the bin store.



6.2. | DISTINCTIVENESS OF NEW RESIDENTIAL DEVELOPMENT



How do the proposals create a sense of place?

- Urban Design Manual:
- 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

Response: The development has been designed to provide a series of distinctive but complimentary character areas, responding to the existing local context and each providing a recognisable sense of place for residents.

Character Area 1 - The Architecture

The proposed scheme is broken down into three, relatively small blocks to allow site permeability and provide the inside views for passersby. The elevations of Block A, B and C are vertically divided to, even further, reduce the scale of the buildings and in keeping with the existing urban character of the street. This is achieved by alternating the use of two-tone brick, with distinctiveness between materials emphasised by deeper recesses in the façade and lacy metal frame that ties the individual elements together. The recesses are created to allow for tilting of the elevation to avoid north facing orientation.

A double height plinth accommodating shared amenity spaces and creche, create an elegant street frontage.

Character Area 2 - The Pocket Park

The corner of the site at the junction of Ravens Rock Road and Carmanhall Road has some beautiful, mature trees that the scheme is preserving and celebrating by the creation of a small public pocket park. The park is framed by two residential buildings and shared amenity spaces fronting onto it.

The space can be used and enjoyed by the residents of the proposed development as well as providing a green oasis for the public and becomes a focal point of the scheme.

Character Area 3 - The green Courtyard

The central green courtyard provides a useable communal open space with grassy break out spaces for informal play, children's playground, formal seating areas and integrated landscaping, planting, and lighting. The resident's amenity space, located to the west provides a visual focal point and covered hub of activity that can spill out into the courtyard during the summer months.



6.3. | PUBLIC REALM OF NEW RESIDENTIAL DEVELOPMENT

How is the public realm defined and enjoyed?

Presently the site is underutilised with two inactive frontages, one on Ravens Rock Road and one on Carmanhall Road.

It is proposed to provide an active frontage onto both streets in a variety of shared residential amenities and creche located at ground level. This will ensure active usage and passive surveillance of the street throughout the day and night. As stated in an earlier chapter these will include a resident's lounge, co-working spaces, meeting room, children indoor play area, a kitchenette and entertaining space.

The living rooms and balconies of apartments in Block B & C have been located to activate the street and provide passive monitoring in order to increase pedestrian safety.

How safe, secure and enjoyable are public areas?

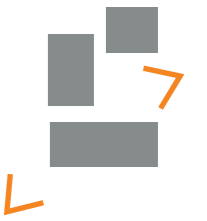
- All public open space is overlooked by surrounding homes so that this amenity is owned by the residents and safe to use
- The public realm is considered as a usable integrated element in the design of the development
- Children's play areas are sited where they will be overlooked, safe and contribute 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.

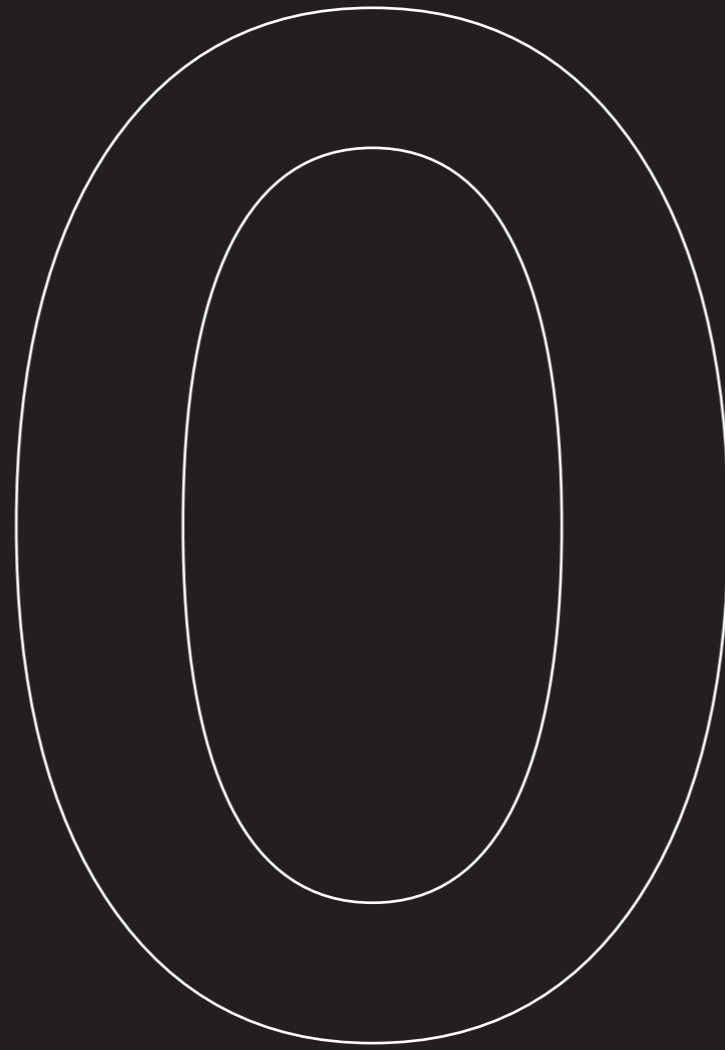
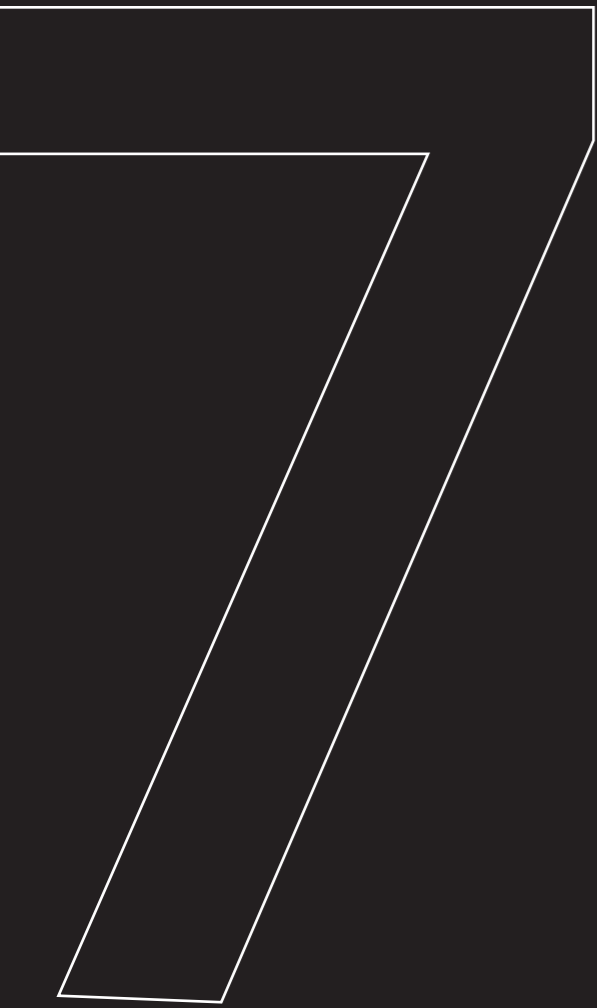
The proposed new communal courtyard is entirely overlooked by the buildings in the development, forming a usable space and a complimentary addition to existing local amenities. The proposed children's playground enjoys passive surveillance from Blocks A, B & C.

Additionally, the creche located in Block C has access to the courtyard and its own play area.

A clear distinguishment is created between the public realm of the street and the central communal courtyard through the siting of the buildings in the landscape and the use of gated access points for residents along Ravens Rock Road. The heavily sloping site elevates the courtyard to the first floor on Carmanhall Road side creating a communal terrace overlooking the pocket park.

The development is designed to be predominantly pedestrian and cyclist only with a car park located at lower ground level below the courtyard. All apartments are provided with private balconies and terrace spaces with the use of planting and balustrades to provide a privacy and a threshold between the communal courtyard and private amenity spaces of podium level units.





- 7.1 ADAPTABILITY FOR NEW RESIDENTIAL DEVELOPMENT
- 7.2 PRIVACY & AMENITY FOR NEW RESIDENTIAL DEVELOPMENT
- 7.3 PARKING FOR NEW RESIDENTIAL DEVELOPMENT
- 7.4 SCHEDULE OF AREAS
- 7.5 DETAILED DESIGN FOR NEW RESIDENTIAL DEVELOPMENT

HOME

7.1. | ADAPTABILITY OF NEW RESIDENTIAL DEVELOPMENT

How sustainable and adaptable are the apartments?

Urban Design Manual

- 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 annex or small office
- Space in the roof or garage can be easily converted into living accommodation

Response: All apartments in the development are provided with an open plan kitchen, living and dining room which allows for flexibility in use and arrangement. The internal walls of apartments are designed to be nonstructural. This allows for easy future adaptations to layouts, as indicated in the diagrams to the right. The two bed apartments in the scheme are designed to be flexible with the option of reconfiguring one of the bedrooms into an office, home gym or playroom/ lounge. The grouping of studios and 1 bed apartments in the layout of Block A and C also allows for the combination of these units to form larger units if required in the future.

All dwellings are designed to maximise daylight and prevent heat loss. The building fabric is highly insulated meeting the requirements of the current Part L of the Building Regulations. The buildups of walls, roofs and floors will be designed to minimise air leakage paths, with the provision of mechanical ventilation with heat recovery to maintain air quality. Lighting will be high efficiency LED throughout. Apartments will achieve a minimum A3 BER rating.

- Structural Walls
- Flexible Open Plan Living Spaces
- 2nd Bdrm reconfigurable into office, home gym or playroom
- Future potential to combine studio and 1 bed apartment into 3 bed apartment



7.2 | PRIVACY & AMENITY FOR NEW RESIDENTIAL DEVELOPMENT

How does the scheme provide a decent standard of amenity?

Urban Design Manual:

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

Response: Each of the proposed apartments have been provided with private outdoor amenity space in the form of balcony or terrace. These balconies and terraces will support passive surveillance with views of either Ravens Rock Road, Carmanhall Road, or the central communal courtyard within the scheme.

The proposed buildings are sited with an east-west orientation and there are no single aspect apartments facing due north in the development. Apartments are designed to maximise natural daylight throughout the day particularly in living areas. The scheme provides a 45% dual aspect ratio exceeding the Dún Laoghaire-Rathdown County Development Plan requirements for BTR scheme. A daylight analysis has been undertaken of the scheme demonstrating that the proposed residential units comply with the relevant guidelines and standards. For further information please refer to the daylight, sunlight and shadow analysis report produced by IN2 accompanying this submission.

All apartments in the scheme are designed to exceed Part E sound requirements. Ample storage is provided in each unit to meet the minimum requirements set out in Design Standards for New Apartments.



Key:

- Dual Aspect Apartments
- Usable Private Open Space (Balconies and Terraces)
- Storage Spaces

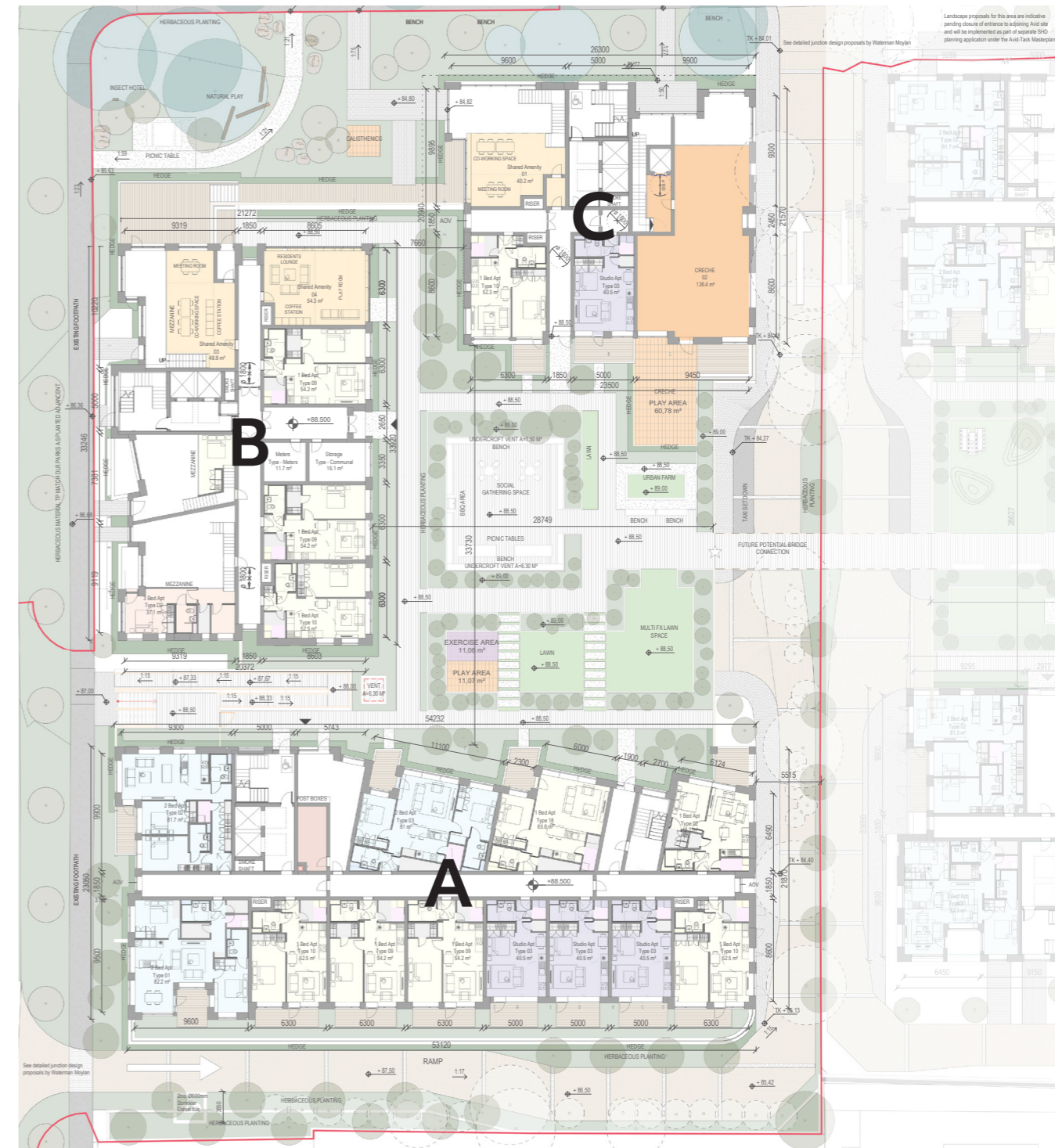
7.2 | PRIVACY & AMENITY FOR NEW RESIDENTIAL DEVELOPMENT

How does the scheme provide a decent standard of amenity?

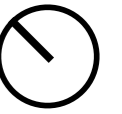
The proposed scheme is designed to preserve the privacy of its residents and prevent the overlooking of adjacent properties. The upper floors of each of the block are significantly set back from other properties.

The windows overlooking other Blocks in the development will be staggered to provide privacy.

A generous communal courtyard has been provided in the center of the scheme with the internal distance between the proposed apartment blocks exceeding 22m, as required in the Dún Laoghaire-Rathdown County Development Plan.



7.3 | PARKING FOR NEW RESIDENTIAL DEVELOPMENT



How will the parking be secure and attractive?

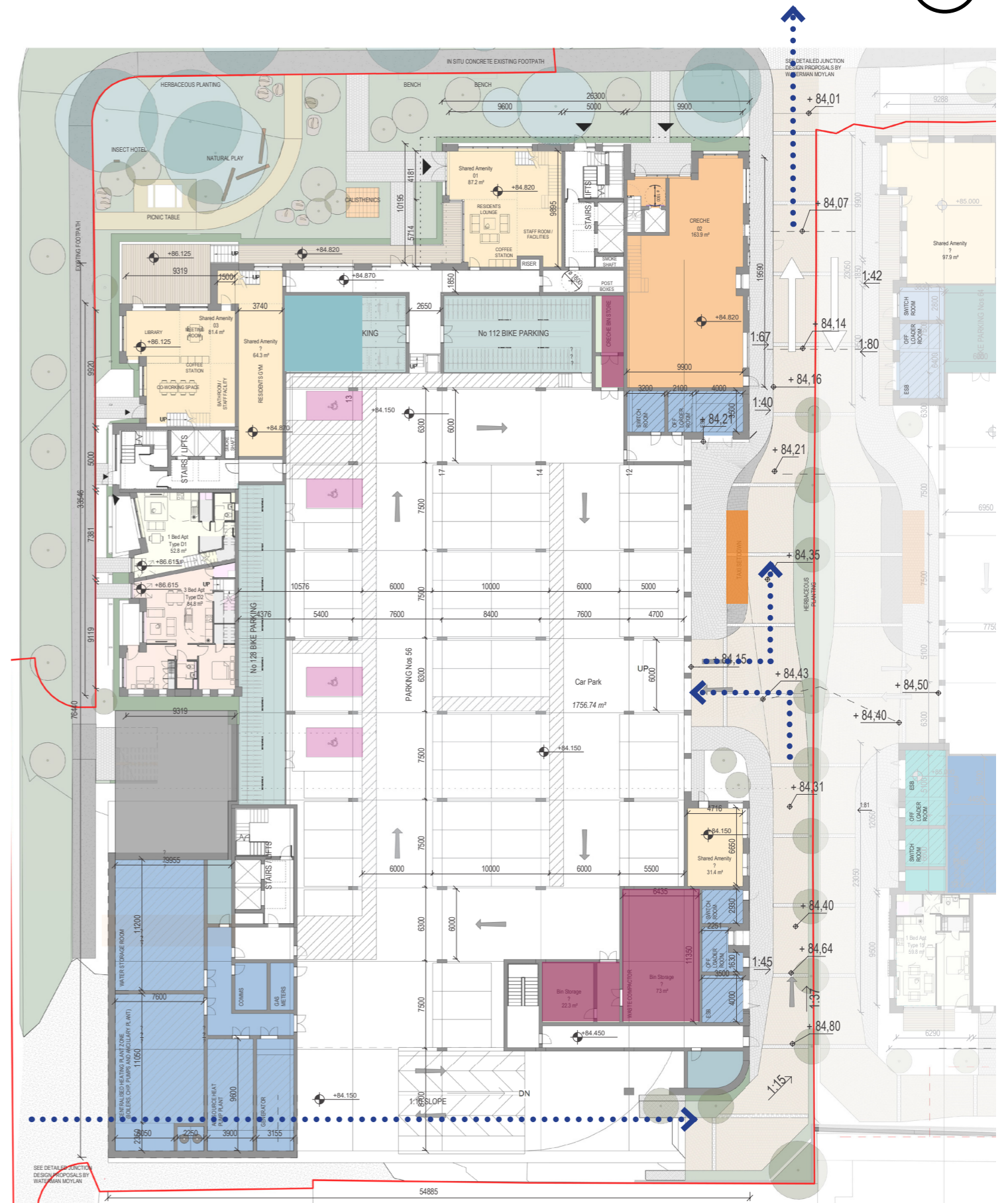
- Urban Manual:
- Appropriate car parking is on-street or within easy reach of the home's front door, unless the development is designed as car-free, as in the Vauban experience
 - Parked cars are overlooked by houses, pedestrians and traffic, or stored securely, with a choice of parking appropriate 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

Response: **Car Parking**
 The site is in center of Sandyford, within easy walking distance of numerous public transport options and local employment opportunities. In accordance with Design Standards for New Apartments, a reduced car parking provision is acceptable in Central and/or Accessible Urban Locations to encourage the use of more sustainable modes of transportation such as cycling and public transport. It is therefore proposed to provide 79 No. car parking spaces to be accessed from the inner lane within the site. The parking will be provided on the lower ground floor, below the landscaped courtyard.

Bicycle Parking
 Cycling is positively encouraged within the scheme. 240 No. secure, covered long stay cycle parking spaces have been provided on the lower ground floor. A further 48 No. visitor cycle parking spaces have been provided on the same level. Even though both bicycle stores are located within the proposed car park, they have also direct access from outside, either via the pocket park or inner lane.

Bin Stores
 One secure, covered, communal bin store with a waste compactor has been provided on the lower ground floor of the development, below Block A and within 50 m from each stair core. It has been sited to be easily accessible by residents of all three blocks but also screened from view of a passerby.

- Bin Stores
- Long stay bike parking
- Short stay/ Visitor bike parking
- Car parking spaces
- Accessible car parking spaces
- Shared Residential Amenity
- Creche
- Plant
- Set down area



Above: Ground floor diagram describing bike parking locations. Level access is provided to the bike parking from Quay Street and external elevator access is provided from High Street.

7.4 | SCHEDULE OF AREAS

Block A

Floor	Studio Apt	1 Bed Apt	2 Bed Apt	3 Bed Apt	Total
	1 Person	2 Person	4 Person	5 Person	
Lower Ground Floor	0	0	0	0	0
Ground Floor	3	6	3	0	12
First Floor	4	5	4	0	13
Second Floor	4	5	4	0	13
Third Floor	4	5	4	0	13
Fourth Floor	4	5	4	0	13
Fifth Floor	4	5	4	0	13
Sixth Floor	4	5	2	0	11
Seventh Floor	4	5	2	0	11
Total	31	41	27	0	99
	31.3%	41.4%	27.3%	0.0%	

Aspect	
Single	Dual
0	0
8	4
9	4
9	4
9	4
9	4
9	4
9	4
9	4
7	4
7	4
67	32
67.7%	32.3%

Block B

Floor	Studio Apt	1 Bed Apt	2 Bed Apt	3 Bed Apt	Total
	1 Person	2 Person	4 Person	5 Person	
Lower Ground Floor	0	1	0	1	2
Ground Floor	0	3	0	0	3
First Floor	0	6	2	0	8
Second Floor	0	6	2	0	8
Third Floor	0	6	2	0	8
Fourth Floor	0	6	2	0	8
Fifth Floor	0	6	2	0	8
Sixth Floor	0	6	2	0	8
Seventh Floor	0	5	0	0	5
Total	0	45	12	1	58
	0.0%	77.6%	20.7%	1.7%	

Aspect	
Single	Dual
1	1
2	1
4	4
4	4
4	4
4	4
4	4
4	4
3	2
30	28
51.7%	48.3%

Block C

Floor	Studio Apt	1 Bed Apt	2 Bed Apt	3 Bed Apt	Total
	1 Person	2 Person	4 Person	5 Person	
Lower Ground Floor	0	0	0	0	0
Ground Floor	1	1	0	0	2
First Floor	2	2	2	0	6
Second Floor	2	2	2	0	6
Third Floor	2	2	2	0	6
Fourth Floor	2	2	2	0	6
Fifth Floor	2	2	2	0	6
Sixth Floor	2	2	2	0	6
Seventh Floor	2	2	2	0	6
Eighth Floor	2	2	2	0	6
Total	17	17	16	0	50
	34.0%	34.0%	32.0%	0.0%	

Aspect	
Single	Dual
0	0
1	1
2	4
2	4
2	4
2	4
2	4
2	4
2	4
2	4
17	33
34.0%	66.0%

	Studio Apt	1 Bed Apt	2 Bed Apt	3 Bed Apt	Total	
	1 Person	2 Person	4 Person	5 Person		
Block A	31	41	27	0	99	47.8%
Block B	0	45	12	1	58	28.0%
Block C	17	17	16	0	50	24.2%
Total	48	103	55	1	207	
	23.2%	49.8%	26.6%	0.5%		

Aspect		
Single	Dual	
Total	114	93
	55.1%	44.9%

Public / Communal Open Space				
Required	No	DSNA*	SQM	SRDUA**
Studio Apt	48	4	192	
1-bed Apt	103	5	515	
2-bed Apt	55	7	385	
3-bed Apt	1	9	9	
Total			1101.00	567.6482
% OF SITE AREA			19.40%	10.00%
Provided			AREA (sqm)	%
Site Area			5676.48	100%
Public Open Space	Lower Ground Floor		425.00	7%
Communal Open Space	Ground Floor (Podium)		1050.56	19%
Communal Open Space	Block A Roof Terrace		253.22	4%
Communal Open Space	Block B Roof Terrace		121.50	2%
Total			1850.28	33%

* DSNA= Sustainable Urban Housing: Design Standards for New Apartments: Guidelines for Planning Authorities

** SRDUA= Sustainable Residential Development in Urban Areas - Planning Guidelines

Site Density Calculation	
Site Coverage	2319.55
Residential Units	207
Gross Internal Area	16725.28
Net Site Area	5676.48
Plot Ratio	2.95
Density (units/ha)	295.80

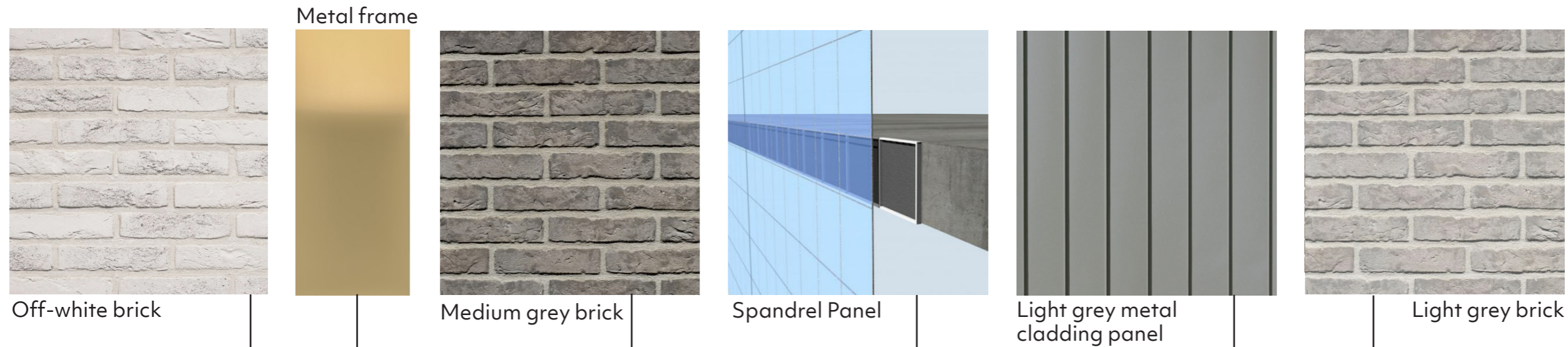
Car Provision		
	Required	Provided
Visitor	1/10 Units	21
Private	1/2 Units	104
Total	124	79
Bike Provision		
Total	248.4	288

Non-residential area	
Shared amenity Block A	31.4
Shared amenity Block B	252.4
Shared amenity Block C	131.4
Total	415.20
Creche	306.28
Total	306.28

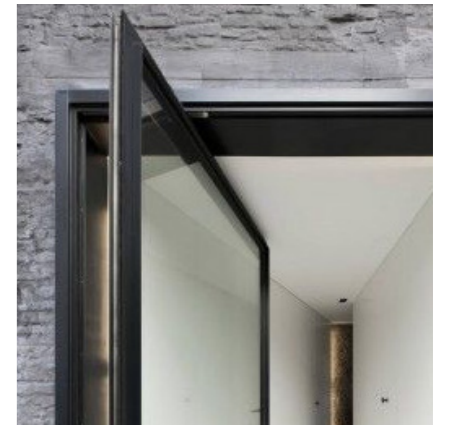
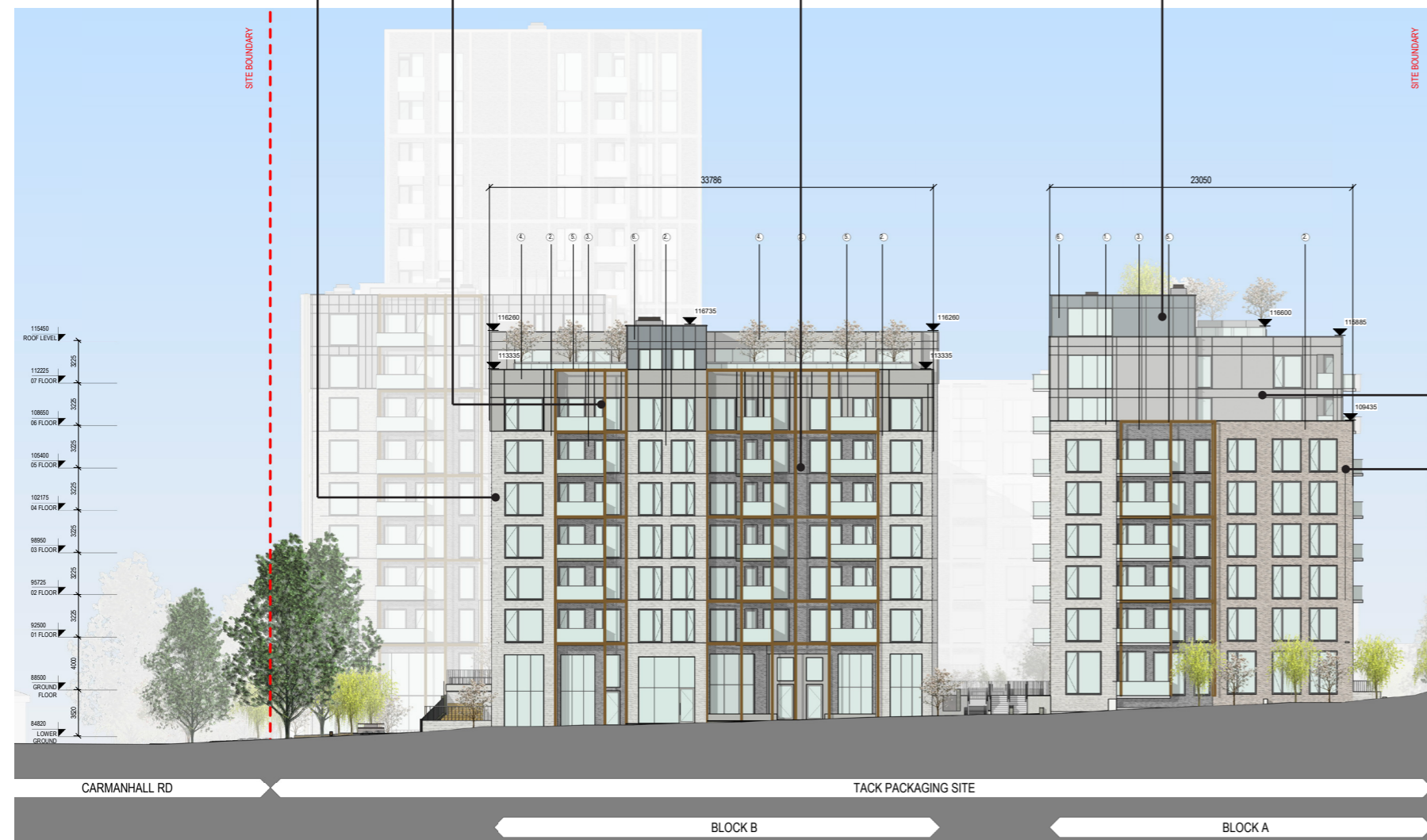
7.4 | DETAILED DESIGN- MATERIALS

How well thought through is the building and landscape design?

MATERIALS SELECTION



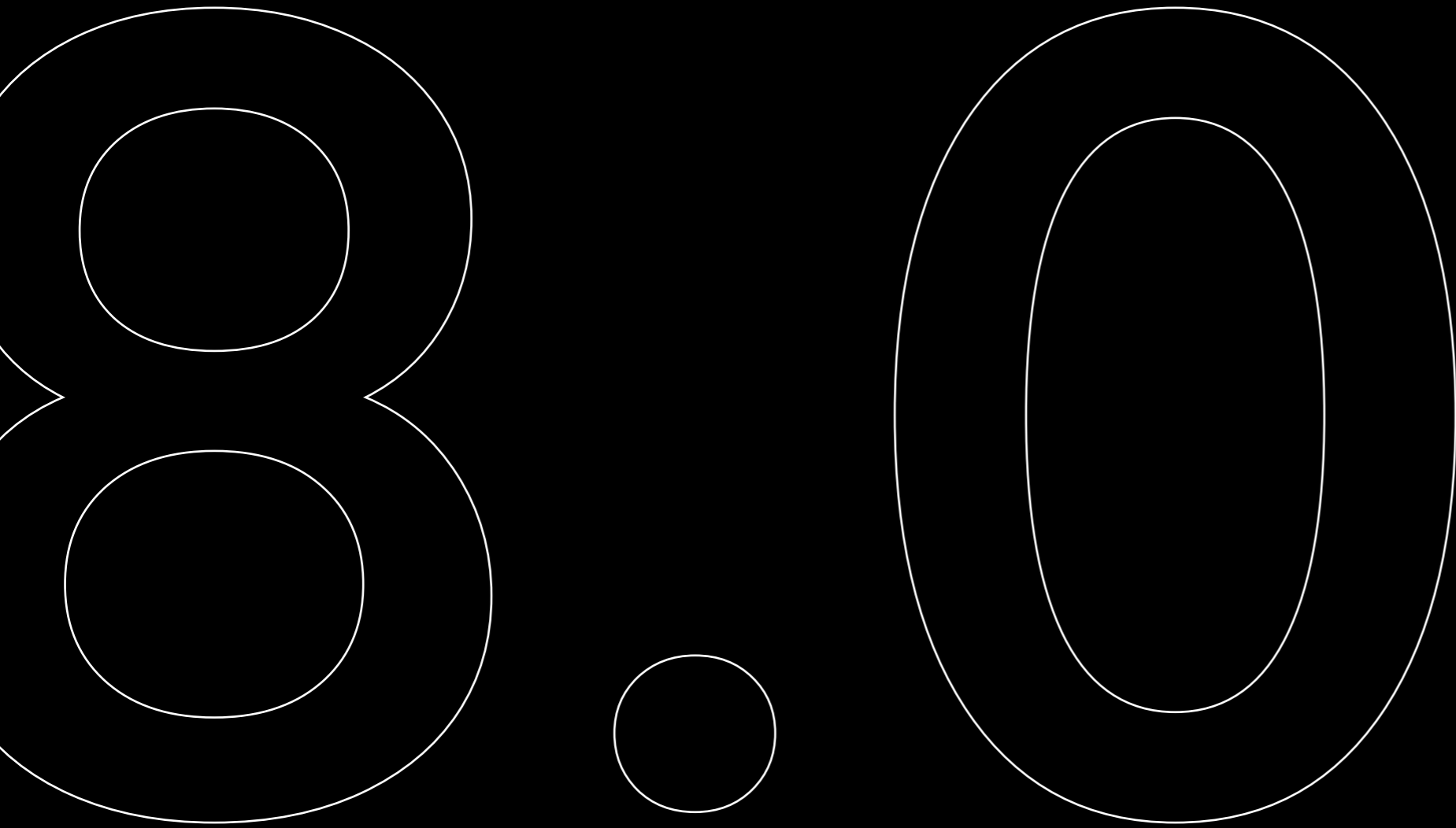
Thin framed aluminium glass doors (colour to match balcony cladding)



Double glazed windows with dark grey aluminum clad frame



Frameless Glass Balcony Railing



8.1 TACK SITE

8.2 AVID SITE

SITE HISTORY

8.1. | PLANNING HISTORY

TACK PACKAGING SITE - PREVIOUSLY APPROVED PLANNING APPLICATION

Previous Application PI Ref: D05A/0566

Site Area: 0.5783 Ha

No of Units Proposed: 182 units

Proposed density: 319 units / ha

Retail Area: 609sq.m

Gym Area: 210sq.m

Residential Area: 15,947sq.m

3 Blocks

A- 10 Storey (33.25m) Facing Carmanhall Rd.

B - 10 Storey (31.8m) internal to site

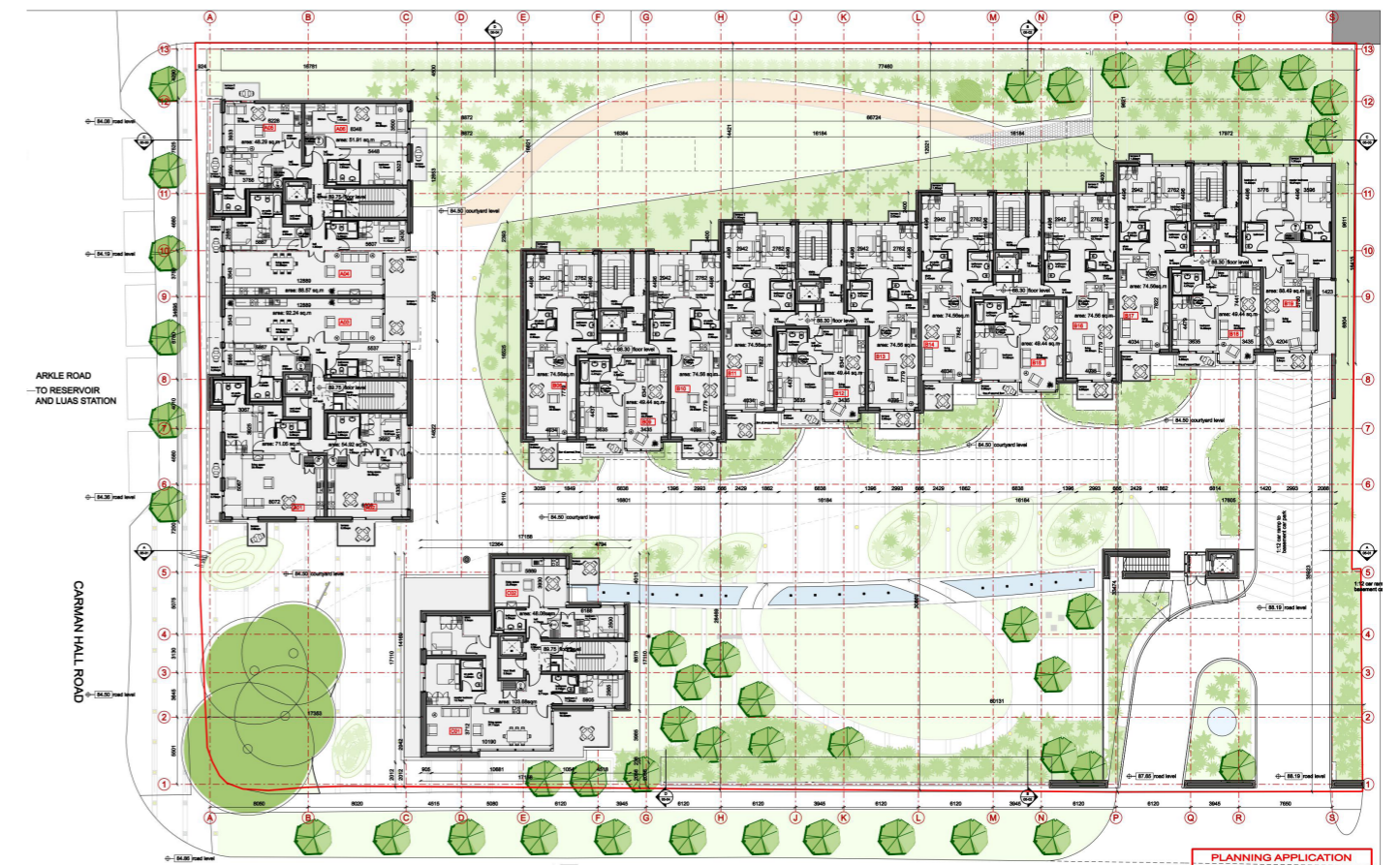
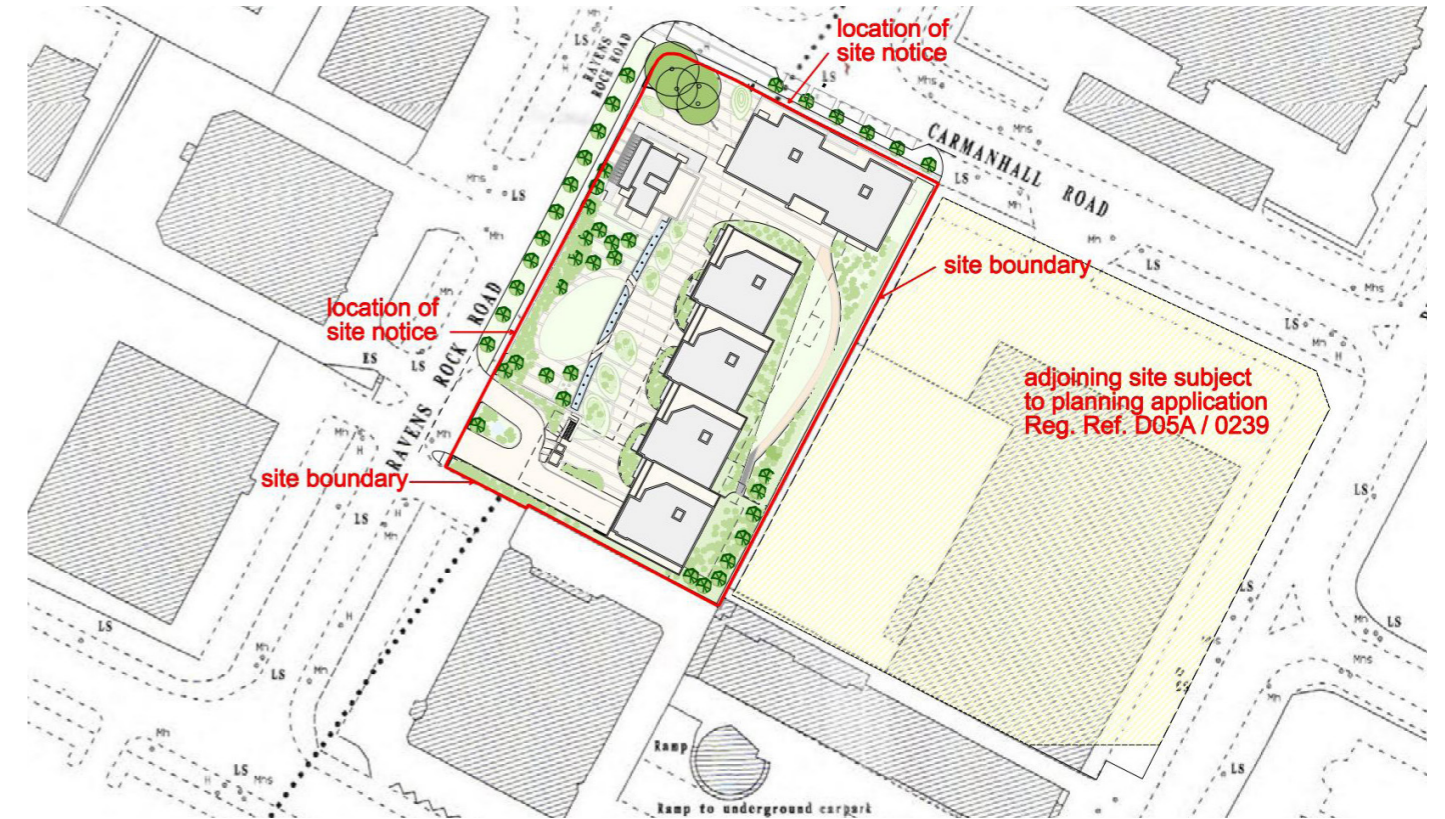
C-14 Storey (47.81) Facing Ravens Rock Rd.

Car Parking: 214 Spaces

Bike Parking: 182 spaces

Full Description: Demolition of existing warehouse, storage and ancillary offices; The construction of 16,766 sq.m gross floor area; comprising of 609 sq.m retail/commercial floor area at ground floor in 3 units, a 210 sq.m gym/private health club and 15,947 sq.m of residential development comprising 182 apartments with private balconies in three blocks. Block A faces on to Carmanhall Road and is 9 storeys over ground floor with a total height of 33.250 meters, Block B is set into the site and faces Ravens Rock Road across a landscaped courtyard at ground level and is 10 storeys from ground level with a total height of 31.800 meters, Block C is on the corner of Carmanhall Road and Ravens Rock Road and set back from the existing trees and is 12 storeys over ground floor with a total height of 47.871 meters; with 214 car parking spaces and 182 bicycle parking spaces, bin storage across two basement levels with vehicular access from Ravens Rock Road through entry court; emergency vehicle access to garden level is from Carmanhall Road, and ancillary site developments, boundary treatments, all on a site of 0.5783 hectares at Tack Packaging, Carmanhall Road.

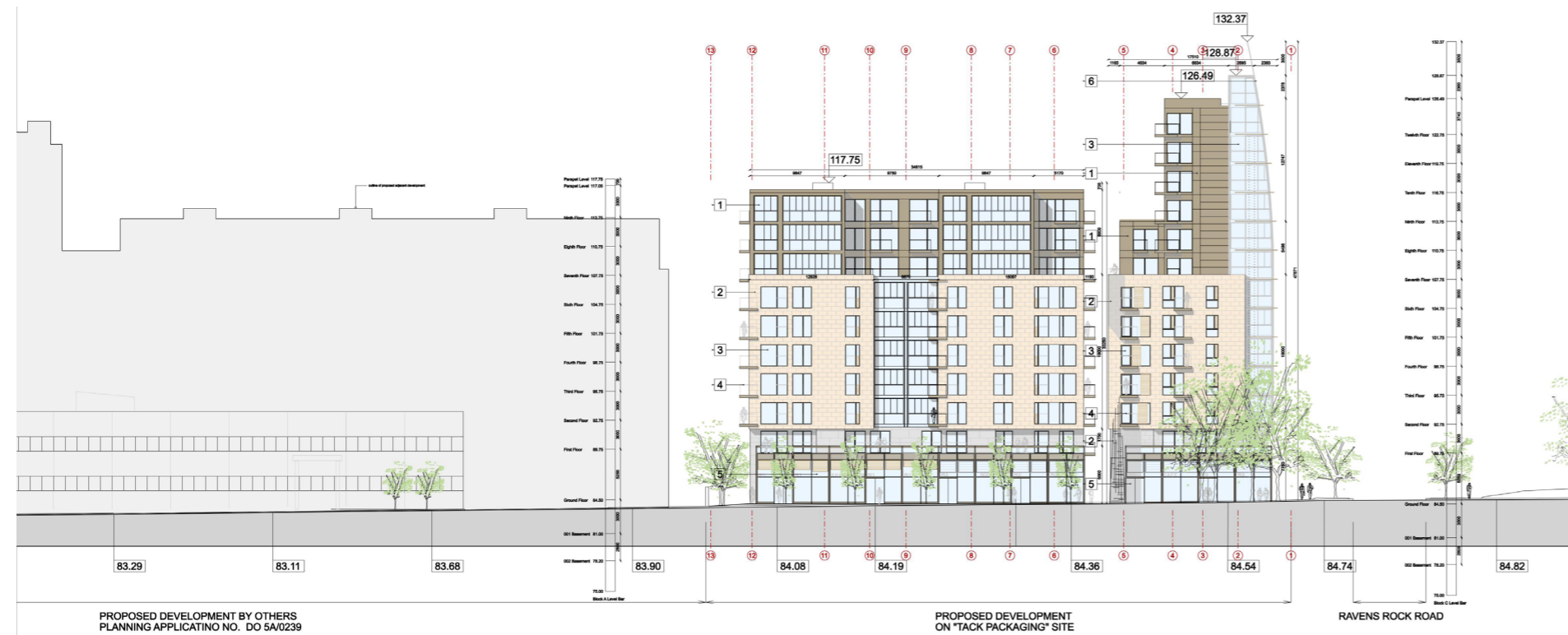
Decision: GRANT PERMISSION



8.1. | PLANNING HISTORY

TACK PACKAGING SITE - PREVIOUSLY APPROVED PLANNING APPLICATION

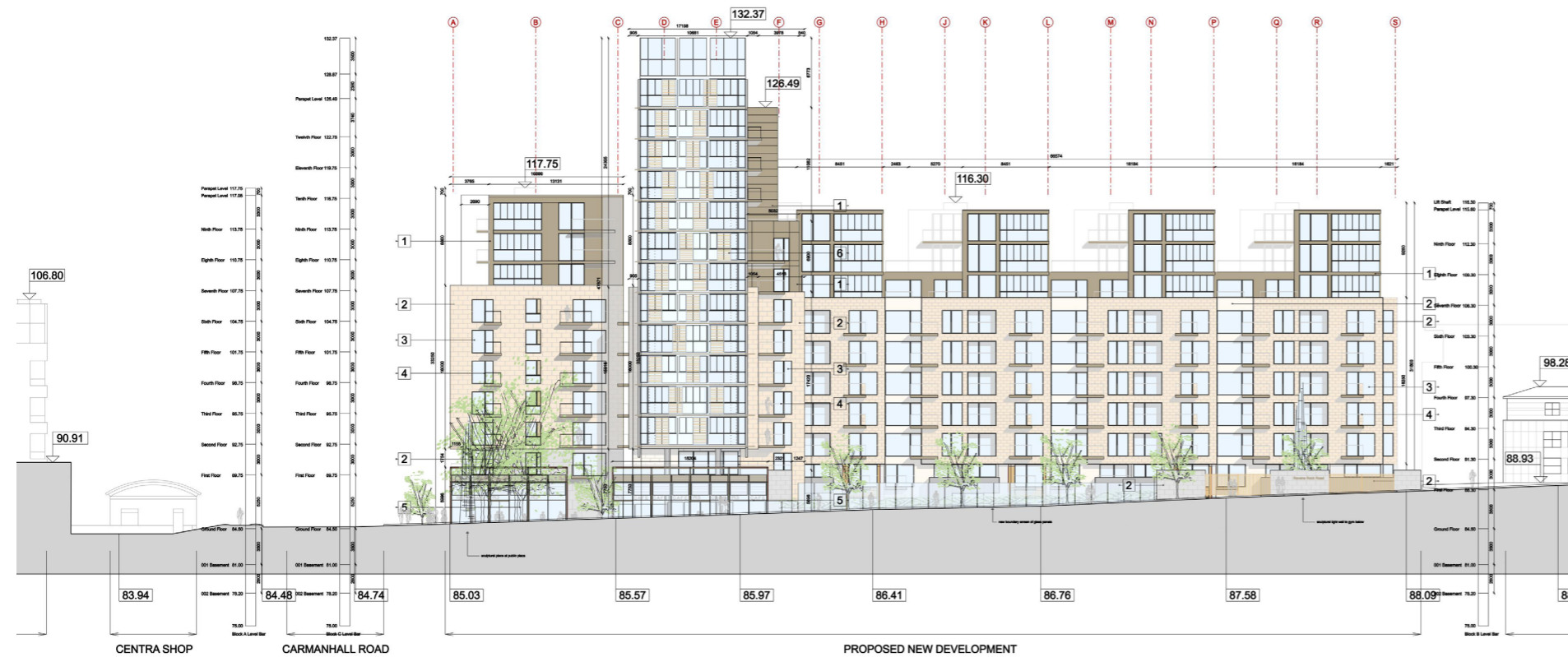
Previous Application PI Ref: D05A/0566



View from Arkle Road



View from Junction of Carmanhall Road and Ravens Rock Road



View from Ravensrock Road

8.2. | PLANNING HISTORY

AVID SITE - PREVIOUSLY APPROVED PLANNING APPLICATION

Application Date: 4/01/2019
 Planning Application: ABP Ref. 303467
 Decision: 30/04/2019

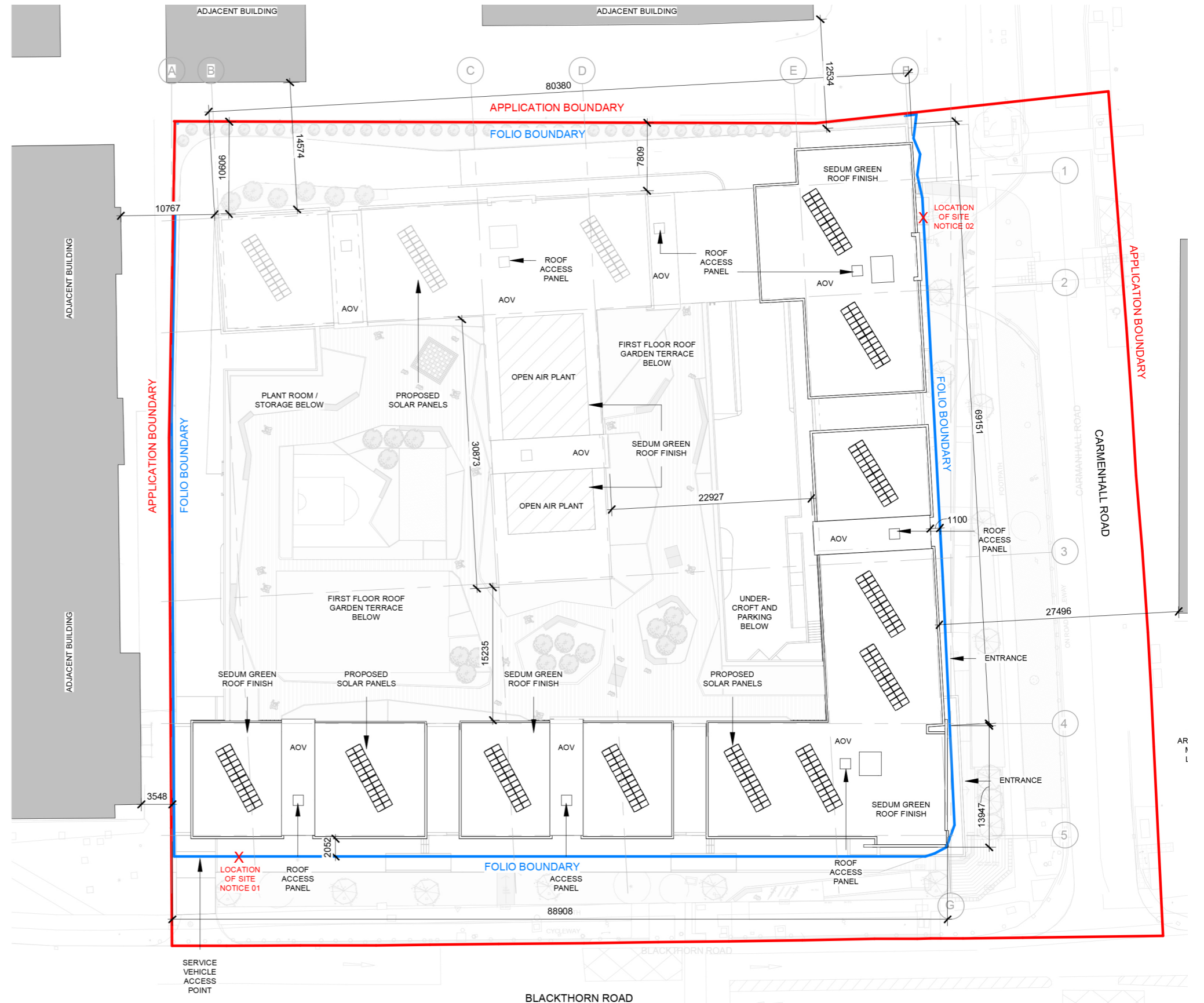
Main Location:
 0.809 hectare site on the southwest corner of the, junction of Carmanhall Road and Blackthorn Road, Sandyford Business District, Dublin 18

Full Description:

(i) Construction of a student accommodation development with an overall gross floor area of 25,459 square metres in one number seven to nine number storey block. The development will include:

- 17 number two-bed units; • one number three-bed unit; • eight number four-bed units; • 42 number five-bed units; • 21 number six-bed units; • 35 number seven-bed units; and • seven number eight-bed units providing a total of 817 number bed spaces. Ancillary student support facilities are also proposed, including: an entrance/reception (101 square metres); management office (55 square metres); and gym (297 square metres) located at ground floor level, and 21 number communal spaces (internal), including movie room, study and hang-out spaces (comprising a total of 842 square metres) across all levels of the building;
- (ii) The provision of two number commercial units fronting Blackthorn Road - a café/lounge (119 square metres) and a laundrette (85 square metres) at ground floor level fronting Blackthorn Road;
- (iii) The provision of 57 number car-parking spaces (three number of which are disabled car-parking spaces), 586 number bicycle parking spaces (560 number provided within the ground floor parking area and 26 number provided along the Carmanhall Road and Blackthorn Road frontages), five number motorcycle parking spaces; bin stores, plant rooms, switch room and Electricity Supply Board sub-station at ground floor level; alterations to the existing vehicular entrance from Carmanhall Road; creation of a new vehicular entrance from the Blackthorn Road which will serve as an entrance for bin collection and emergency services only; and creation of a new cycle path along the Carmanhall Road and Blackthorn Road frontages;
- (iv) All ancillary works, including landscaped areas, comprising an internal courtyard and public open space along the Carmanhall Road and Blackthorn Road frontages; boundary treatments, all ancillary drainage works, including sustainable drainage system, lighting; public footpath works; and all other associated site services, site infrastructure and site development works.

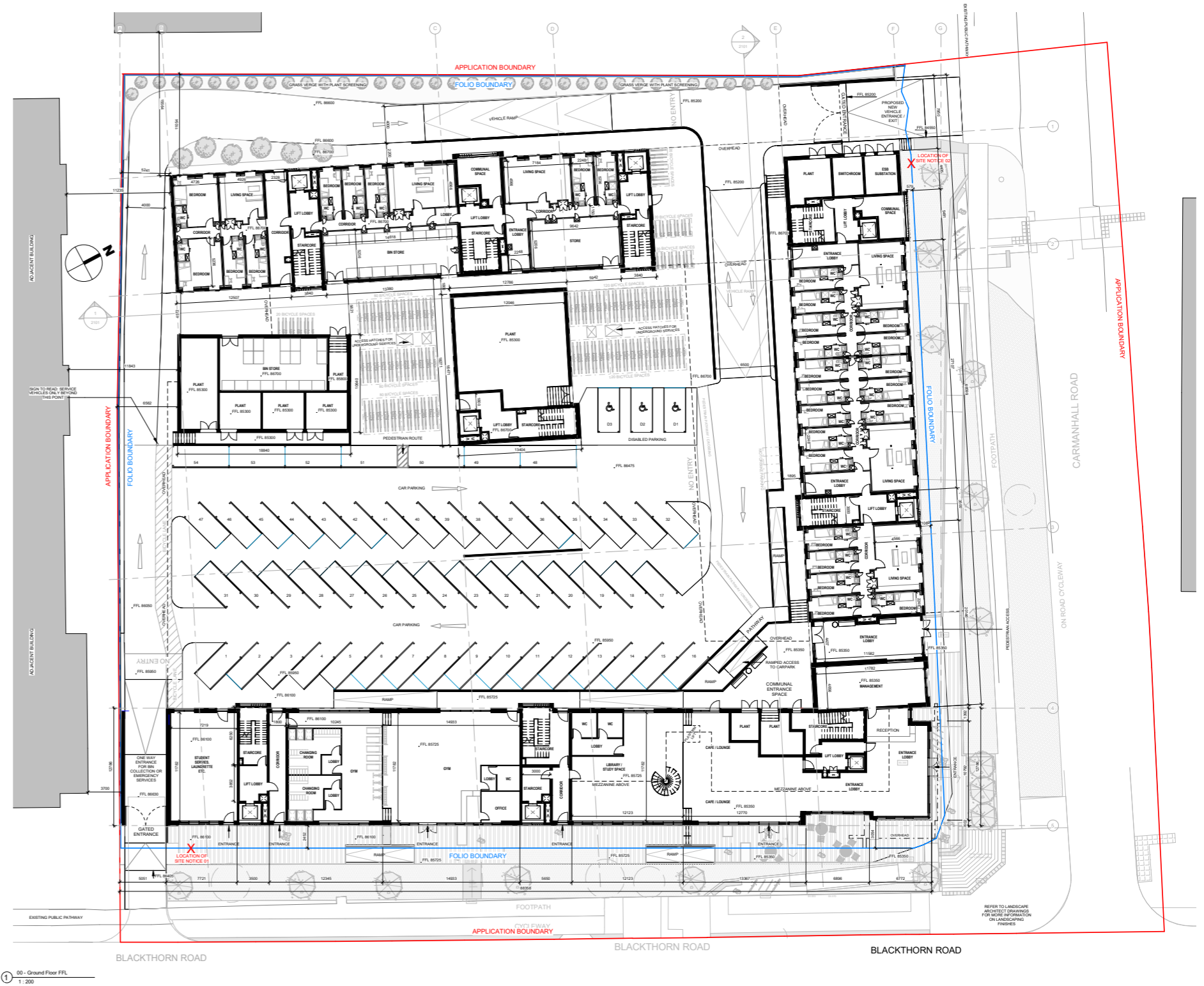
Decision: GRANT PERMISSION w Conditions



8.2. | PLANNING HISTORY

AVID SITE - PREVIOUSLY APPROVED PLANNING APPLICATION

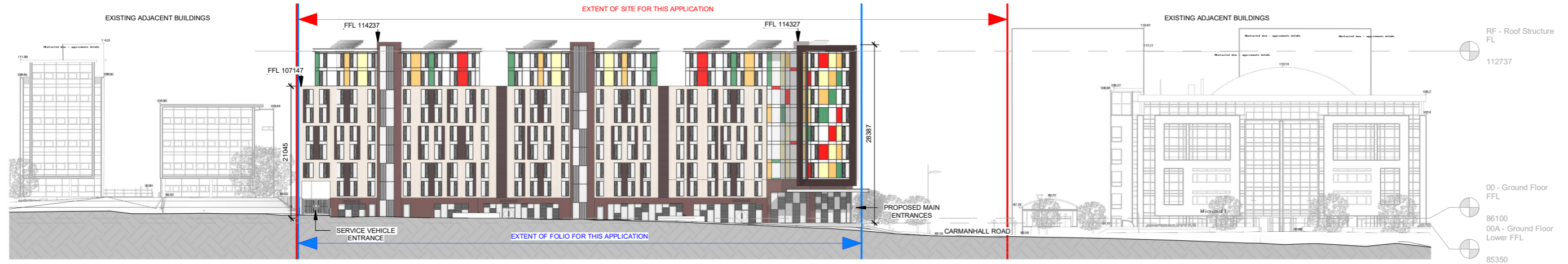
Planning Application: ABP Ref. 303467



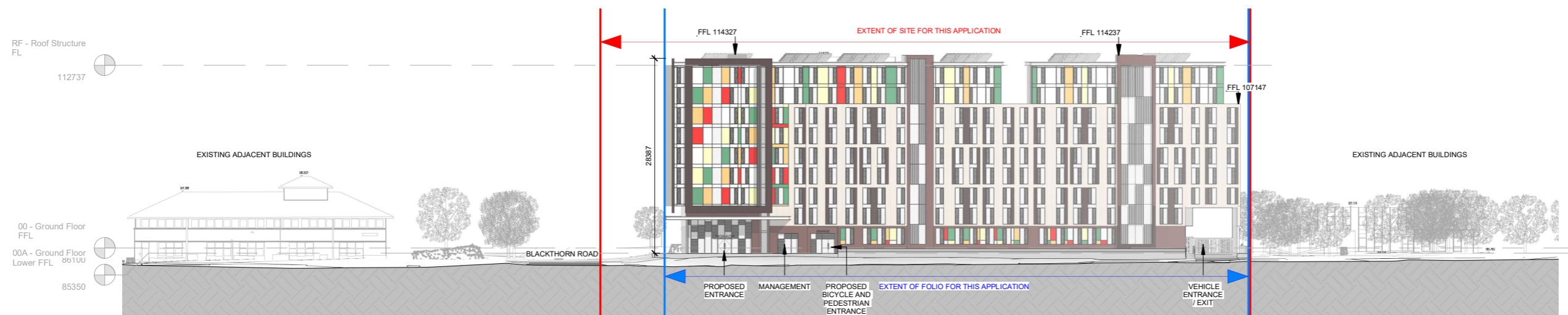
8.2. | PLANNING HISTORY

AVID SITE - PREVIOUSLY APPROVED PLANNING APPLICATION

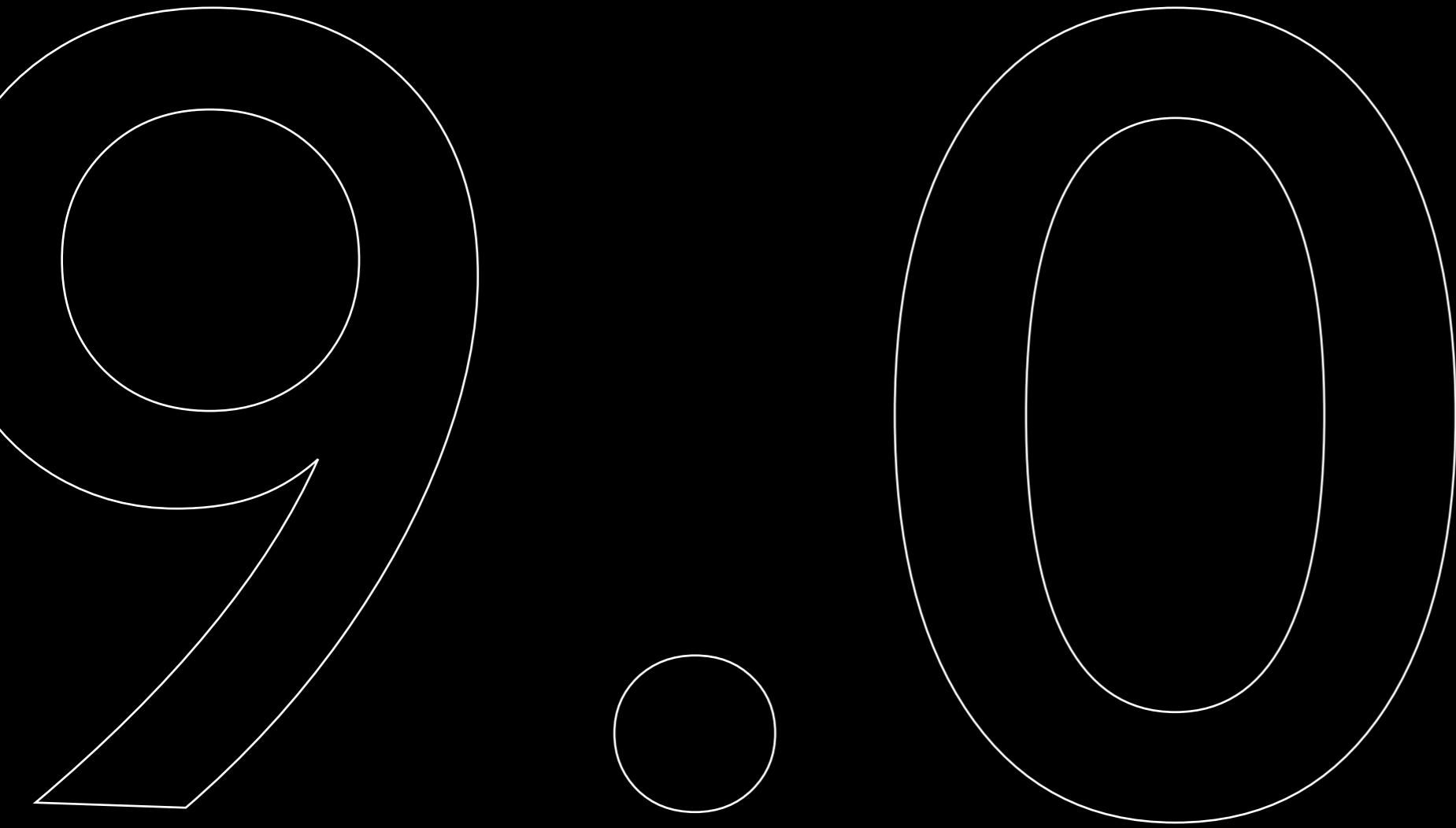
Planning Application: ABP Ref. 303467



1 Blackthorn Road - Contextual Elevation
1 : 500



2 Carmanhall Road - Contextual Elevation
1 : 500



10.1 PART V DRAWINGS

10.2 SCHEDULE

PART V

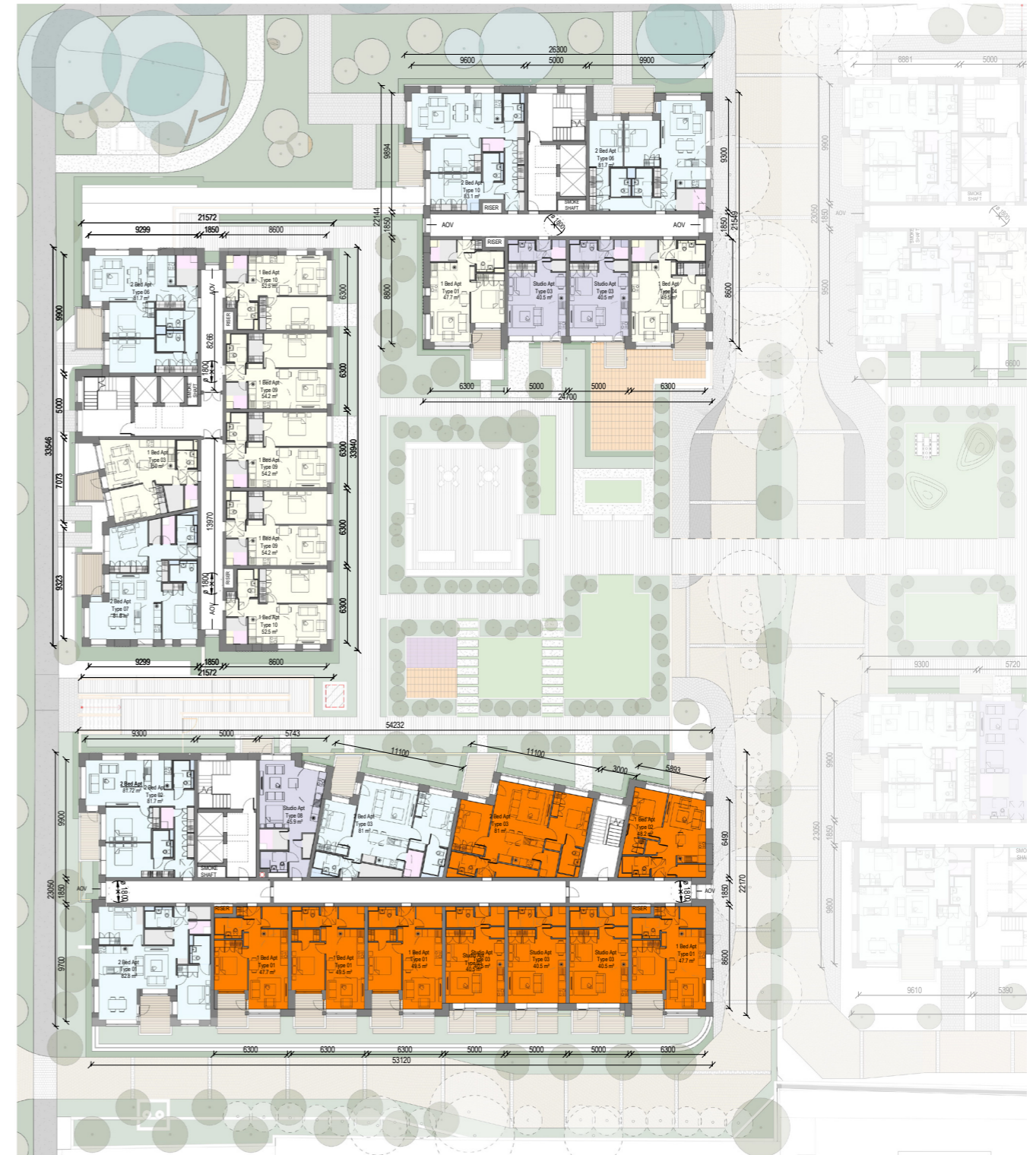
9.1. | PART V - TACK SITE



PROPOSED PART V UNITS - BLOCK A



GROUND FLOOR



FIRST FLOOR

9.1. | PART V - TACK SITE

PROPOSED PART V UNITS - BLOCK A



NORTH-WEST ELEVATION



SOUTH-EAST ELEVATION

9.2. | PART V - TACK SITE - SCHEDULE

Block A - Part V units									
Ref.	Type	Bedrooms	Area	Level	Dual Aspect	Single aspect orientation	Private Amenity	Storage Area	
1	2	2	81.7	Ground Floor	Yes		7.06	6.01	COMPLIANT
2	1	2	52.5	Ground Floor	Yes		7.01	6.10	COMPLIANT
3	10	1	54.2	Ground Floor		S-W	5.03	4.19	COMPLIANT
4	9	1	54.2	Ground Floor		S-W	5.03	4.88	COMPLIANT
5	9	1	40.5	Ground Floor		S-W	5.03	4.88	COMPLIANT
6	3	0	40.5	Ground Floor		S-W	4.06	3.03	COMPLIANT
7	3	0	40.5	Ground Floor		S-W	4.06	3.03	COMPLIANT
8	3	0	40.5	Ground Floor		S-W	4.06	3.03	COMPLIANT
9	10	1	52.5	Ground Floor	Yes		5.03	4.19	COMPLIANT
10	2	1	48.2	Ground Floor	Yes		5.02	3.94	COMPLIANT
11	3A	1	66.0	Ground Floor		E	7.05	5.17	COMPLIANT
12	3	2	81.0	Ground Floor		E	7.05	6.22	COMPLIANT
13	4	1	47.7	First Floor		S-W	5.06	4.35	COMPLIANT
14	1	1	49.5	First Floor		S-W	5.06	3.02	COMPLIANT
15	1	1	49.5	First Floor		S-W	5.06	3.02	COMPLIANT
16	3	0	40.5	First Floor		S-W	4.06	3.03	COMPLIANT
17	3	0	40.5	First Floor		S-W	4.06	3.03	COMPLIANT
18	3	0	40.5	First Floor		S-W	4.06	3.03	COMPLIANT
19	4	1	47.7	First Floor	Yes		5.06	4.35	COMPLIANT
20	2	1	48.2	First Floor	Yes		5.02	3.94	COMPLIANT
21	3	2	81.0	First Floor		E	7.05	6.22	COMPLIANT

21	Total
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1000

CONCLUSION & CGIS

10.1 | CONCLUSION



The proposed scheme will provide an excellent re-use of its prime urban location, in close proximity to numerous amenities, employment opportunities and transportation links.

The residential development will create a high quality, sustainable and attractive new neighborhood within Sandyford Business Park through the provision of 207 residential units across three buildings, shared residential amenities, communal courtyard, associated play area, roof terraces, public Pocket Park and creche. The scheme has been designed to provide two attractive and active frontages onto Ravens Rock Road and Carmanhall Road. The proposed communal courtyard has been located in the heart of the development to ensure passive monitoring. It has been designed to provide a highly useable, landscaped and active outdoor amenity for residents to enjoy with areas for play, exercise, seating and quiet contemplation.

The development is designed to respect and enhance the detailed parameters set out in the Dún Laoghaire-Rathdown County Development Plan 2016-22.

We respectfully submit the proposed development for the consideration of the Planning and Development Authority.



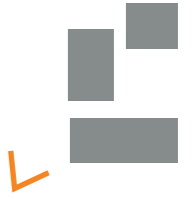
10.2 | TACK SITE CGIS



10.2 | TACK SITE CGIS



10.2 | TACK SITE CGIS



11.00

RESPONSE TO ABP OPINION

12.1 | RESPONSE TO ABP OPINION

Case Reference: ABP-308186-20

Issues:

1. Development Strategy

Further consideration/justification of the documents as they relate to the Dun Laoghaire Rathdown Development Plan 2016-2022, specifically Appendix 15: Sandyford Urban Framework Plan, in relation to the scale, height, and design of the proposed development and the potential impact on the adjoining sites and surrounding environs of Sandyford. The further consideration/ justification should address the proposed design and massing, inter alia the visual impact, and relate specifically to the justification for any material contravention of the density and height strategy in the development plan, issue of legibility, visual impact, and compliance with Section 3.2 of the Urban Development and Building Heights: Guidelines for Planning Authorities (2018). The further consideration of these issues may require an amendment of the documents and/or design proposal submitted.

RESPONSE:

The height of Block C, which faces Carmanhall Road, has been reduced from the previously proposed 14-storey to 8/10-storey with the overall height has been reduced by 16490 mm to minimise the visual impact of the building on the streetscape. The form of the block is also broken down through vertical setbacks and material alteration. The use of carefully chosen lightweight materials on the upper two floors, aid in breaking down the scale and massing of the block. A use of light grey metal above the 8-storey shoulder height clearly defines a roof scape and diminishes the visual impact of these levels when viewed from a distance.

The elevations of the lower floors are vertically divided by alternating the use of two-tone brick, with separations between materials created either through shadow gaps or deeper recesses in the facade, to create a dynamic street frontage. Where the darker brick occurs an external metal frame is introduced to bind all elements of the façade together and strengthen the street frontage.

A similar approach has been taken to Block C in breaking down the bulk and massing of Block B both horizontally and vertically. Block B has been designed to gradually scale the architecture down in volume and height towards west where the height of the neighbouring commercial / industrial buildings along Ravens Rock Road is 2-3 storeys. The overall height has been reduced by 3965 mm.

Similarly, it is proposed for Block B to have a 6-storey shoulder height with the top floor significantly set back. Lower shoulder height and set back were created to minimise the visual impact of the building on the street and on distant views. The use of predominantly light-coloured materials has been chosen to be in keeping with the existing character of the area, with many of the neighboring buildings being white and light grey.

The height of Block A facing Ravens Rock Road has been reduced from the previously proposed 7-storey to 6-storey as prescribed in the Development Plan and the overall height has been reduced by 2150 mm.

2. Residential Amenity

Further consideration and/or justification of the documents as they relate to future residential amenity, having particular regard to the following:

Permeability of the block for pedestrians and movement strategy within and around the blocks, including consideration of interface with and passive surveillance of paths along the eastern and southern boundary, and legibility of the pedestrian entrances to the development.

RESPONSE:

The approach and primary access to Block A and B is provided from Ravens Rock Road and to Block C from Carmanhall Road. A level entry to the communal courtyard has been provided from a gated, passage between Block A & B. A significant change in levels along Ravens Rock Road elevates the courtyard to the first floor around the Pocket Park in the north corner of the site and allows to enjoy the view of well landscaped public open space from residents' only terrace.

A secondary pedestrian access to the site from the Ravens Rock Road and Carmanhall junction, is providing level access to bike parking facilities and various shared amenity spaces overlooking the Pocket Park and creating an active street frontage.

A one-way traffic is proposed on site with the entry of Ravens Rock Road and exit to Carmanhall Road to reduce the size and impact of the proposed junctions but to allow the permeability of the site and vehicular access for fire tender and services as well as to residents only car park.

Additionally, please refer to page 23 of this report.

The quantum and quality of communal open space including the availability of sunlight and daylight to the courtyard, roof gardens, and the functionality of the spaces, including the 'pocket park'.

RESPONSE:

Please refer to the Landscape Design Report produced by NMP for detailed information on the proposed public realm improvements submitted as part of this application.

Sunlight and daylight within the apartments.

RESPONSE:

Please refer to the Daylight & Sunlight Report produced by IN2 Engineering.

12.1 | RESPONSE TO ABP OPINION

Case Reference: ABP-308186-20

The further consideration of dual aspect units having regard to the requirements of the Sustainable Urban Housing Design Standards for New Apartments (2018), SPPR 4. Further justification required in terms of residential amenity, consideration of outlook, and access to daylight/sunlight.

RESPONSE:

45 % of the proposed residential units have dual aspect which complies with the requirements of Design Standards for New Apartments.

It is proposed to provide 414 sqm. of high quality Shared Residential Amenities on the lower ground floor of Block B and C, 2 sqm. / residential unit. These will activate the street frontage onto Ravens Rock Road and Carmanhall Road and provide generous spaces for the residents of all three blocks to meet, relax and exercise together, reinforcing a sense of community. The proposed shared residential amenities include a resident's lounge, co-working spaces, meeting room, children's playroom, a kitchenette, and entertaining space.

Resident support facilities such as designated bin store are provided on the lower ground floor within 50 m of each Block, where they can be easily accessed by residents.

Sustainable modes of transportation are actively encouraged within the proposed development with ample secure and covered short stay and long stay bicycle parking facilities serving residents of the scheme and located on the lower ground floor. There will be on site management of shared residential amenities and facilities with the office being located at the entrance to the communal car park.

For details, please refer to the detailed report produced by Aramark Property.

Access to community and social infrastructure, open space, and amenities, in the wider area.

RESPONSE:

The subject site is ideally situated for development being located in the heart Sandyford just 350 m away from Luas Green Line, Stillorgan and Sandyford stops and a number of bus routes such as the no. 11, 47, 75, 114 and 116. It is also connected to transport links such as the M50 motorway, 1 km away.

The site is in an existing employment center and is within easy walking distance of numerous local facilities and amenities.

12.1 | RESPONSE TO ABP OPINION

Case Reference: ABP-308186-20

Additional information:

- *Further consideration of the interface of ground level apartments with Ravens Rock Road and with the ramp to the basement car park.*

RESPONSE:

The vehicular access from Ravens Rock Road and the ramp to the car park have been offset further south from Block A and to allow for creation of a generous landscaped terrace where the private amenity space for ground floor units is allocated.

- *Details of boundary treatment across the site.*

RESPONSE:

Please refer to the Landscape Design Report produced by NMP for detailed information on the proposed public realm improvements submitted as part of this application.

- *Detailed quantum and design of open space proposals at all levels including consideration of issues related to wind micro-climate, design, and usability of spaces, in particular at the upper levels, and any implications of the blue roof design.*

RESPONSE:

Please refer to the Landscape Design Report produced by NMP and Wind Analysis Report.

- *Identify provision of segregated play space for the proposed childcare facility, interface of such a facility with communal open space, and consideration of access to sunlight/daylight in the childcare facility.*

RESPONSE:

Please refer to the Landscape Design Report produced by NMP.

- *Rationale in relation to the mezzanine levels proposed in the design of the apartments and childcare facility.*

RESPONSE:

Due to significant drop in levels across the site and to avoid stepping in the elevation, the changes in topography were mitigated internally and the units were provided with an additional mezzanine floor. The higher ground floor units provide elegant street frontage and mainly accommodate shared amenity spaces for the residents. Both, high ceiling, and large glazing add quality to these areas. The introduction of the mezzanine floor in creche allows to keep the design principle of street frontage

across the development, large openings create bright indoor space for young children and provide street entry along with a connectivity with the elevated podium and play area.

There are two residential units in Block B with a mezzanine floor. These are own door units extending an active street frontage further south. A lofty character of the units and own door make them unique, feature like apartments.

- *A Materials Strategy that details all materials proposed for buildings, open spaces, paved areas and boundaries. This strategy shall include details of the colour, tone and texture of materials and the modelling and profiling of the materials on each block. The documents should also have regard to the durability of materials and the long-term management and maintenance of the proposed development.*

RESPONSE:

The durability of the proposed development has been considered in the careful selection of high-quality materials such as brick and metal panel. The variation in material use breaks down the massing of the buildings whilst providing visual interest.

Brick, a material that requires little maintenance will be the predominant material used in the development. It is proposed to use a mix of off white and grey brick on the lower floors, up to the shoulder height defined in the Development Plan. Alternating the colours of brick allows to break down the volume of the buildings and create a visually interesting frontage. The upper two floors of each block and setbacks are proposed to be finished in a lightweight material to further reduce the scale and visual impact of the development by blending into the existing skyline.

A feature is made of the recesses that allow to avoid north facing apartments by an introduction of the external metal frame, flush with the brick finish, tying the elevation together as a whole.

- *A Housing Quality Assessment that provides details in respect of the proposed apartments set out as a schedule of accommodation, with the calculations and tables required to demonstrate compliance of the various requirements of the 2018 Guidelines on Design Standards for New Apartments.*

RESPONSE:

Please refer to the detailed Residential Quality Audit prepared by McCauley Daye O'Connell Architects.

For the remaining queries, please refer to the consultant's reports submitted as part of this application.

12.00

APPENDIX

13.1. | DAYLIGHT

MITIGATION MEASURES

A strategy has been carefully developed to ensure the provision of adequate daylight into the small, single aspect units located on the lower levels of the development as follows:

- On the ground floor all units will be own door with direct access to an external private, outdoor terrace.
- On the first floor all units will be provided with large floor to ceiling glazing that will open onto Juliet balconies that are flush in design to the façade. The private open space area requirements, as stated in Design Standards for New Apartments will be incorporated into the internal area of each unit as a compensatory measure for the provision of private outdoor space. This approach will increase daylight into the ground floor apartments below by minimising the overshadowing effects of a full external balcony.
- All upper floor units will be provided with external balconies that meet the minimum requirements as set out in Design Standards for New Apartments.



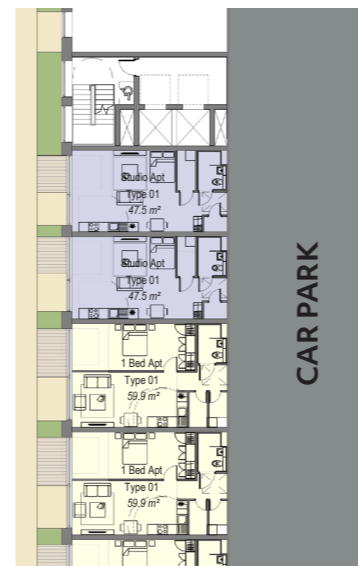
BALCONIES



JULIET BALCONIES



OWN-DOOR GROUND FLOOR UNITS



LOWER GROUND FLOOR LEVEL



GROUND FLOOR LEVEL



FIRST FLOOR LEVEL



STUDIO

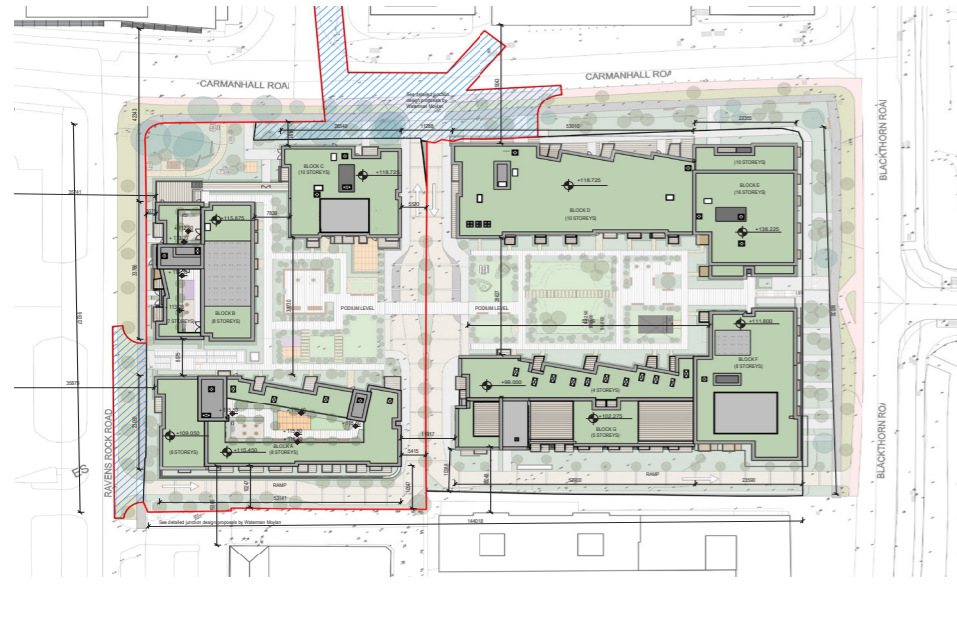
STUDIO

1-BED

1-BED

13.2. | ROOFS

GREEN AND BLUE ROOFS



BLUE ROOFS EXPLAINED

Many Cities now have Sustainable Urban Drainage Schemes (SuDS), which form a framework for the management of rainwater run-off performance required of our urban spaces. Through careful design of Moy Blue Roofs, it is now possible to create a roof space which will store excess rainwater and discharge that water slowly and at a pace acceptable to the Local Authority. Blue roofs provide a number of environmental and engineering benefits, from enhanced aesthetics to reduced energy consumption. Moy offer a range of Bluroof finishes suitable to both extensive and intensive applications and combine the planting scheme and its component parts with our range of waterproofing system solutions, offering total peace of mind from the deck up

BENEFITS OF BLUE ROOFS

Moy Blue Roofs offer the designer a number of Environmental and Engineering Benefits, including:

- Reduced consumption of electrical energy in summer time cooling.
- Enhanced Life Cycle of the Moy Waterproofing System, now in excess of forty years.
- Availability of stored water for Irrigation and other applications.
- Creation of usable recreational space.

REFERENCE IMAGES

THE DIFFERENCES...

INTENSIVE

If the Blue Roof area is to be used as a recreational space, intended to receive pedestrian traffic, then this will be categorised as an "Intensive Blue Roof". The Paralox Total Green Roof System holds BBA Certification giving designers the assurance that they are selecting a system which has been carefully scrutinised and will stand the test of time. In delivering "Blue Roof" functionality to your project, Moy Materials will carefully select the optimal reservoir and drainage layers for your project, coupled with the careful selection of the growing medium, which will be selected to support both your planting scheme and your bio diversity challenges, such as providing safe havens for creatures such as Mining Bees.

EXTENSIVE

Extensive Green Roofs will typically be planted with low maintenance planting species such as Sedums. Moy have developed a range of Pre Cultivated Sedum Blankets which are populated with a range of species native to Ireland and the British Isles, in doing so we can provide the designer with a system which meets the LEED and BREEAM requirements for promotion of Biodiversity. Our vegetation blanket may also include native wild flower, ornamental grasses and culinary herbs to add a scent to your roof garden.

The creation of a "Blue Roof" means that your living roof has the capability of storing a larger quantity of rainwater and for a longer period. That stored water will be allowed to escape more slowly through specially designed roof drains which meet your local authority run off requirements.



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