

Architectural | Design Statement

Proposed SHD Development
at Dolcain House, Monastery Rd.,
Clondalkin, Dublin 22



January 2022

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This Design Statement

has been prepared by:

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On behalf of the Applicant

Randelswood Holdings Ltd.

Lands at Monastery Rd.,

Clondalkin, Dublin 22

January 2022

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01 | Introduction

PURPOSE OF ARCHITECTURAL DESIGN STATEMENT

The purpose of the architectural design statement is to support planning applications, demonstrating how a proposal contributes to the creation of place, responds to its context, contributes towards the development of a legible and permeable urban form which is focused on public and sustainable transport and strengthens existing communities and neighbourhoods. An urban design-led approach to the development management process ensures that higher standards of design and layouts are fully integrated into proposed developments. This design statement considers the twelve themes which have informed the design process and which have influenced the final proposed layout of the development. The 12 criteria established in the Urban Design Manual: A Best Practice Guide will be considered throughout this document, where applicable and relevant. This approach will demonstrate how the proposal has been considered at a range of different levels, where an urban design-led approach has formed an integral part of the design process.

DESIGN TEAM

The statement was compiled in conjunction with the following design team members:

- Client/ Applicant – **Randelswood Holdings Ltd.**
- Architectural Drawings – **ha** DESIGN STUDIO
- Planning Consultants – **Hughes Planning and Development Consultants**
- Engineering Services Report and Engineering Drawings – **Lohan & Donnelly Consulting Engineers**
- Stage 1/2 Flood Risk Assessment Report – **Lohan & Donnelly Consulting Engineers**
- Outline Construction Management Plan Report /Outline Construction and Demolition Waste Management Plan – **Lohan & Donnelly Consulting Engineers**
- DMURS Compliance Statement – **Lohan & Donnelly Consulting Engineers**
- Traffic and Transportation Assessment – **Martin Rodgers Consulting Ltd. & Lohan & Donnelly Consulting Engineers**
- Parking and Mobility Management Plan – **Martin Rodgers Consulting Ltd. & Lohan Donnelly Consulting Engineers**
- Arboricultural Report and Associated Drawings – **Charles McCorkell, Arboricultural Consultancy**
- CGIs/ Visualisation – **Digital Dimensions**
- Preliminary Daylight/Sunlight/Overshadowing Report– **Digital Dimensions**
- Landscape - **Jane McCorkell_Landscape Architect**
- Screening Report for Appropriate Assessment – **Altamar Environmental Consultant**

THE 12 CRITERIA

- 1- CONTEXT
- 2- CONNECTIONS
- 3- INCLUSIVITY
- 4- VARIETY
- 5- EFFICIENCY
- 6- DISTINCTIVENESS
- 7- LAYOUT
- 8- PUBLIC REALM
- 9- ADAPTABILITY
- 10- PRIVACY AND AMENITY
- 11- PARKING
- 12- DETAILED DESIGN

INTRODUCTION AND GENERAL DESCRIPTION

The proposed site of approximately 0.81 ha, is located in Monastery Road, Clondalkin, Dublin 22. The site is currently occupied by an office building and is bounded by a residential area.

The proposed development will consist of the change of use of the existing Blocks A, B and C at Dolcain House, from office use to residential use, which range in height from 4-5 storeys over basement, together with modifications to the existing blocks; alterations to the existing Blocks A, B and C will include the removal of the existing fourth floor level and replacement with a new fourth floor level at Block A only, the provision of an additional floor level to all blocks with 2 no. setback floors proposed to the atrium to now provide for a height of 4-5-6 storeys to Blocks A, B and C and upgrading of the existing external fabric of the building as well as internal modifications to layouts to accommodate the proposed residential apartments.

Alterations to Block A to include a 5 storey extension to northern elevation; alterations to Block B include the demolition of the existing single storey element on the eastern façade (73.2sq.m) which comprises a kitchen area, office and storage space, the demolition of the existing three-storey connection between Blocks B and C and the relocation of the existing telecommunications mast equipment at roof level; construction of a new 6-storey Block D to the east of Block B to accommodate 29 no. apartment units. The proposed alterations and modifications to the existing Blocks A, B and C and the proposed Block D will accommodate a total of 130 no. apartment units (comprising 61 no. one-bedroom apartments, 59 no. two-bedroom apartments and 10 no. three-bedroom apartments).



PROJECT SUMMARY

NO. OF UNITS	130
BUILDING HEIGHT	4-5-6 STOREYS
TOTAL SITE AREA	0.81 (HA)

CAR PARKING	78 spaces
CYCLE PARKING	310 spaces
DUAL ASPECT	61%

02 | Context

HISTORICAL CONTEXT

According to the Ordnance Survey Map, 1837-1842 and 1888-1913 there were no buildings on this area during this period.

After 1995 it is registered the presence of the commercial buildings blocks A-B-C.

* SITE



ORDNANCE SURVEY MAP

1837-1842



ORDNANCE SURVEY MAP

1888-1913



ORDNANCE SURVEY MAP

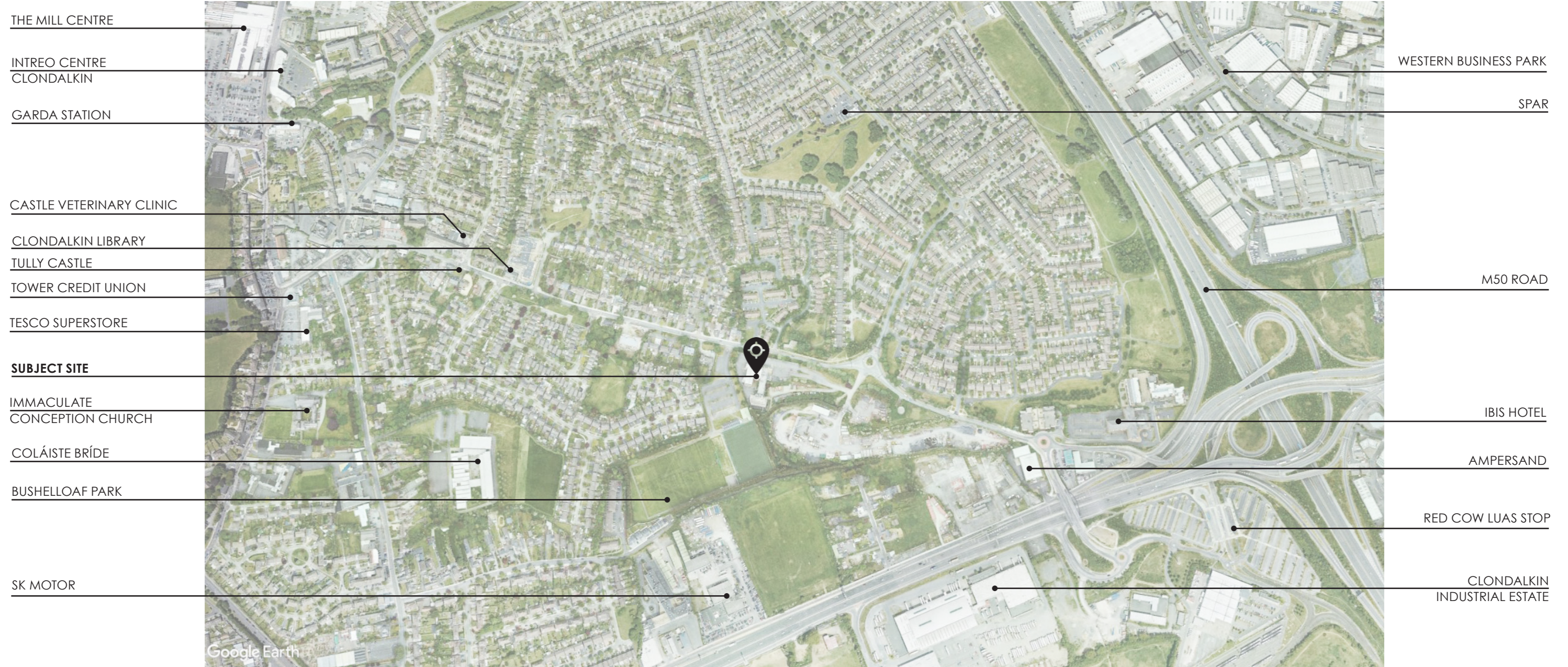
1995



ORDNANCE SURVEY MAP

2005-2012

SITE CONTEXT



PLANNING CONTEXT

Project Ireland 2040 – National Planning Framework (2018)

The Project Ireland 2040 - National Planning Framework (2018) seeks more balanced and concentrated growth, particularly within the five major cities in Ireland. The following target is outlined in relation to national growth:

We have five cities in Ireland today in terms of population size (>50,000 people): Dublin, Cork, Limerick, Galway and Waterford. In our plan we are targeting these five cities for 50% of overall national growth between them, with Ireland's large and smaller towns, villages and rural areas accommodating the other 50% of growth.

More specifically, strategies are included in Chapter 2.2 of the Planning Framework which seek to target a greater proportion (40%) of future housing development to be within and close to the existing 'footprint' of built-up areas. This target is to be achieved by 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.

The proposed development is representative of the form of development which is sought as per the provisions of the national planning framework. Moreover, we would note the following national policy objectives as per Project Ireland 2040:

National Policy Obj. 3a Deliver at least 40% of all new homes nationally, within the built-up footprint of existing settlements.

National Policy Obj. 3b Deliver at least half (50%) of all new homes that are targeted in the five Cities and suburbs of Dublin, Cork, Limerick, Galway and Waterford, within their existing built-up footprints.

National Policy Obj. 13 In urban areas, planning and related standards, including in particular building height and car parking will be based on performance criteria that seek to achieve well-designed high-quality outcomes in order to achieve targeted

growth. These standards will be subject to a range of tolerance that enables alternative solutions to be proposed to achieve stated outcomes, provided public safety is not compromised and the environment is suitably protected.

National Policy Obj. 35 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.

In addition to the above, the National Planning Framework also outlines that:

'a new major policy emphasis on renewing and developing existing settlements will be required, rather than continual expansion and sprawl of cities and towns out into the countryside, at the expense of town centres and smaller villages.'

The proposed development is appropriately located within the existing suburban town of Clondalkin, and does not constitute urban sprawl. The National Planning Framework also encourages the growth in population and jobs in the counties surrounding Dublin. The proposed location of the site will ensure that growth is contained within the metropolitan boundary and will offer 'improved housing choice, transport mobility and quality of life'. The proposed development is consistent with the above as it involves the re-development of underutilised land which is in close proximity to existing facilities and public transport. The proposed development complies with the relevant National Policy Objectives identified in the National Planning Framework.

National Development Plan 2018—2027

The National Development Plan 2018—2027 sets out the investment priorities that will underpin the successful implementation of the National Planning Framework, including the development of the necessary housing stock set out therein. The National Development Plan demonstrates the Government's commitment to meeting Ireland's infrastructure and investment needs over the next ten years, through a total investment estimated at €116 billion over the period. This includes investment in high quality integrated public and sustainable transport systems as well as health and education.

The subject development at Dolcain House, is considered to aid in meeting the targets and objectives of the National Development Plan through the more efficient use of an underutilised site within an existing built-up area, whilst providing the critical mass required to sustain and support public transport services. The proposed development is considered to reflect the type of sustainable development which is sought throughout National Policy with regards to the appropriate development of under-utilised sites.

Urban Development and Building Heights - Guidelines for Planning Authorities, December 2018

These guidelines are intended to set out national planning policy guidelines on building heights in relation to urban areas, as defined by the census, building from the strategic policy framework set out in Project Ireland 2040 and the National Planning Framework.

The increased height and density proposed for the subject site is consistent with the above due to the subject site's proximity to the Luas and bus network serving the Clondalkin area. Further to this, the proposed development scores highly when assessed against the development management criteria set out in the consultation draft guidelines as, aside from being well served by public transport, it:

- Enhances the character, built environment and public realm of the area, featuring well considered high quality materials and appropriately responds to the lower scale residential development in the surrounding area;
- Makes a positive contribution to the legibility of the wider suburban area as it provides a new public pedestrian footpath which connects the subject site with the

surrounding public footpath network in turn allowing for a greater degree of connectivity and permeability;

- Maximises access to natural daylight, ventilation and views due to the positioning of the blocks within the site and the internal configurations adopted; and
- Has limited impact in relation to overshadowing and loss of light due to its separation from existing residential developments in the surrounding area. The massing of the residential blocks has been carefully considered with appropriate set-backs adopted at upper floor levels.

It is considered that the proposed development would make a positive contribution to the urban neighbourhood and streetscape. The design approach adopted, which incorporates an appropriate transition in heights throughout the site from 4/5 to 6 storeys, and the mix of materials and finishes proposed breaks up the massing of the development and creates an added sense of visual interest. The proposed scheme is designed to a high architectural standards and would create a place of interest within the neighbourhood locality. The proposed scheme also addresses the Monastery Road Frontage in a positive manner, introducing increased activation at street level.

South Dublin County Development Plan 2016-2022

Set out in Chapter 1 of the South Dublin County Development Plan 2016-2022 is the 'Core Strategy', which outlines the medium to long term strategy for the spatial development for the county by way of policies and objectives, translating the strategic planning framework set out at national and regional levels.

The objective of the 'Core Strategy' is to focus residential-led development to areas with capacity to absorb more intensified forms of development that support the long-term growth of the Metropolitan Consolidation Towns of which Clondalkin has been identified as. The 'Core Strategy' makes particular reference to higher residential densities being supported at appropriate locations in close proximity to town centres or high-capacity public transport nodes, noting underutilised lands, adjacent to LUAS and Rail services as priority sites.

The proposed development will provide for the intensification of an otherwise underutilised office-use site that is zoned as 'RES' – Residential in the Development Plan and is well served by high-capacity public transport services, in terms of the Red Cow LUAS stop, which is south-east of the of the site, and is less than 1 kilometre west of the town centre of the Metropolitan Consolidation Town of Clondalkin. It is submitted that the proposed development is therefore in accordance with the objectives of the 'Core Strategy' as set out in the South Dublin County Development Plan 2016-2022.

Zoning

Under the South Dublin County Development Plan 2016-2022, the subject site is zoned 'RES', the objective of which is 'To protect and/or improve residential amenity' (refer to map in Figure 15 below). Land uses permitted in principle in this zoning consist of the following:

'Housing for Older People, Nursing Home, Open Space, Public Services, Residential, Residential Institution, Retirement Home, Shop-Local, Traveller Accommodation'

The 'RES' zone as part of the South Dublin County Development Plan 2016-2022, aims to increase housing units in established areas through sustainable intensification by providing quality housing to the growing South Dublin population and on the basis of the above, a residential development providing housing, both private and social, would be permissible.



* SITE

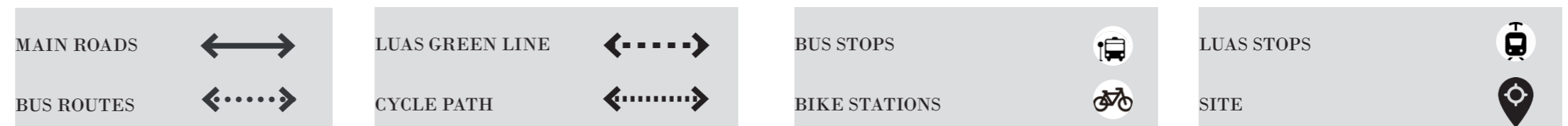
EXTRACT FROM SOUTH DUBLIN COUNTY DEVELOPMENT PLAN 2016-2022 ZONING MAP NO. 5
SHOWING THE APPLICATION SITE (OUTLINED IN RED) WITHIN LANDS WITH ZONING OBJECTIVE 'RES'

Section 2.0 'Housing' in the South Dublin County Development Plan 2016-2022 outlines how the Council aims to deliver new housing through sustainable intensification, focussing expansion at locations that can make the best use of existing infrastructure such as high-quality public transport and social infrastructure. Section 2.1.0 'Housing Strategy' recognises that based on projections in population and housing, South Dublin County will require an additional 32,132 housing units between the year 2015-2022. Of the 8,303 social housing units that will be required by the county, 2,000 of these will need to be delivered through Part V.

03 | Site analysis

GENERAL CONNECTIONS

The subject site is situated on the southern site of Monastery Road, approximately 780 metres to the west of junction 9 of the M50 and c. 400 metres to the north of the N7, and comprises a parcel of land located at Dolcain House, Monastery Road, Clondalkin, Dublin 22. The Red Cow LUAS Park and Ride facility is situated 820 metres south-east of the site, the Red Cow LUAS stop is accessible by foot offering a high frequency service with links to Tallaght Hospital, Citywest, and Dublin City Centre.



PEDESTRIAN AND CYCLE CONNECTIONS

A strong feature of the site is its transport connectivity both private and public. Clondalkin town centre is located about 780 metres to the west of the site and several Dublin Bus routes: 51X, 13, 68 and 69 have stops immediately at the northern corner of the site.

WALKING DISTANCES



01 min	Bus Stop
13 mins	Luas Stop
16 mins	The Mill Centre
16 mins	Supermarket
20 mins	Bushelloaf Park
23 mins	Leisure Centre
30 mins	Ballymount
35 mins	Dart Station

EXISTING FOOTPATH	
PROPOSED FOOTPATH	
PEDESTRIAN & CYCLE MOVEMENT	
VEHICULAR ACCESS	
BUS STOPS	
PROPOSED BUILDING ENTRANCE	
EXISTING ENTRANCES	

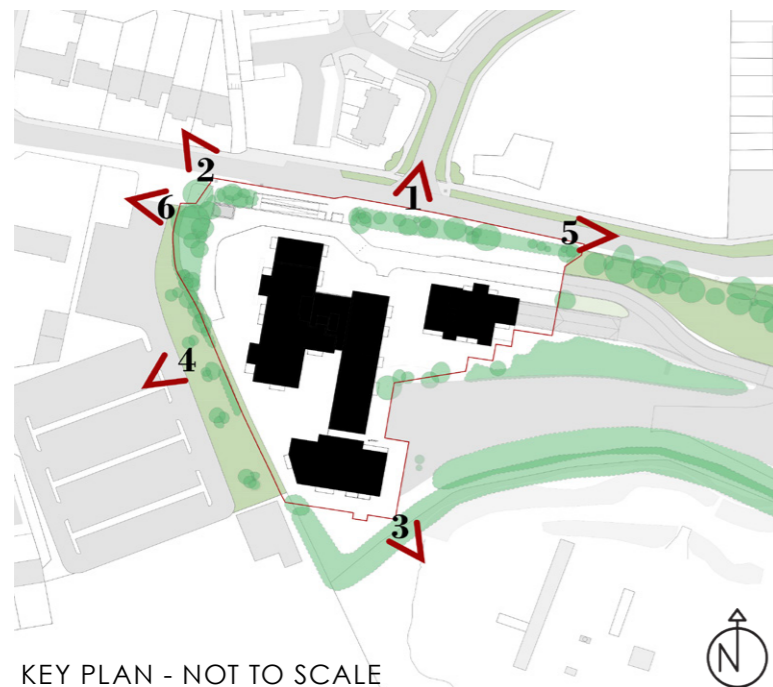


PROPOSED SITE LAYOUT PLAN-NTS

THE NEIGHBOURHOOD

The following visual assessment illustrates the nature of the surrounding area.

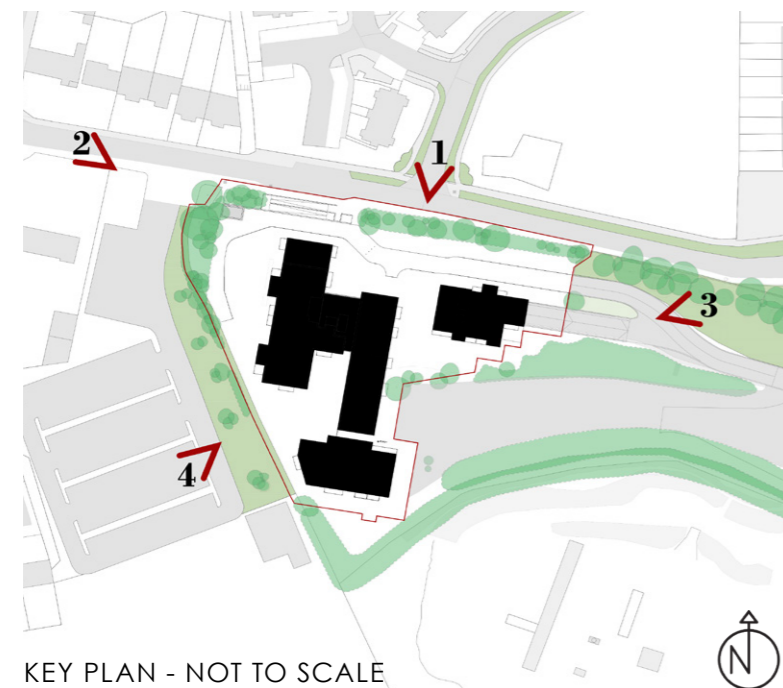
Adjacent to the north of the site there is a 'Protected Structure 427', known as Mount St. Joseph's Graveyard which consists of a graveyard and remains of a monastery. The Round Tower GAA Club pitches to the south-west and an asphalt production company to the south-east also border the site. The site is located within an area comprising mostly of residential which lies to the north and west of the site, and some industrial activities immediately south-east of the site.



THE SITE

The following visual assessment focuses specifically on the site, illustrating current uses, access and boundary condition.

The site is currently occupied by existing commercial blocks on-site, Blocks A, B and C currently range in height from 4-5 storeys over basement.



BUILDING HEIGHTS

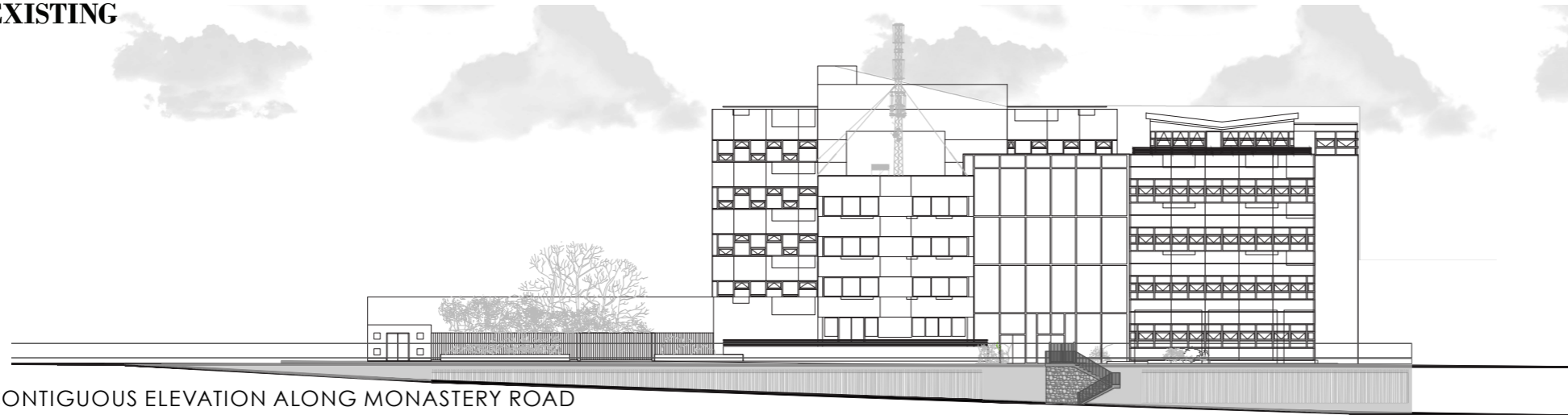
CONTEXTUAL BUILDING HEIGHTS

The overall area can be characterised as predominantly residential, with dwellings over 2 storey, although, it's important to note the presence of a number of taller buildings in a range of 3-7 storeys located in the surrounding area of the proposed development.



04 | Planning History

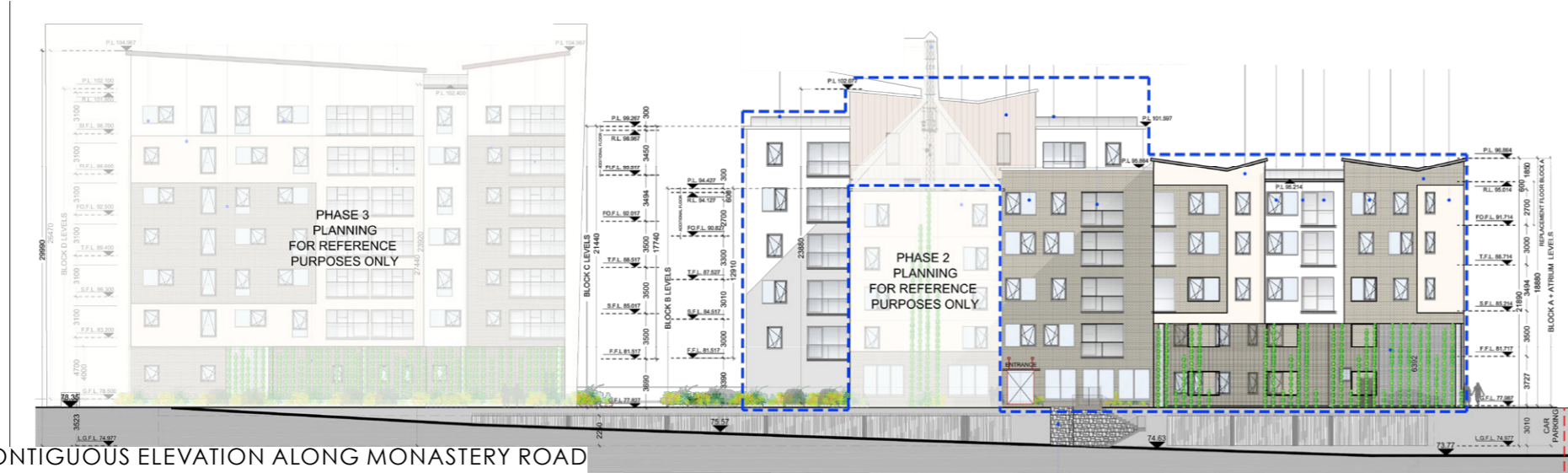
EXISTING



CONTIGUOUS ELEVATION ALONG MONASTERY ROAD

Currently, the site comprises an area of approximately 0.81 ha and includes 3 no. office buildings (referred to as blocks A,B and C), an atrium, surface parking and a basement car park. The existing building located on site range in height from 4 to 5 storeys.

PREVIOUSLY REFUSED



CONTIGUOUS ELEVATION ALONG MONASTERY ROAD

Permission refused by South Dublin County Council for the change of use from office to residential, together with extensions and modifications of the existing blocks A & C (Ref. SD19A/0324) Block B (Ref. SD19A/0327) and construction of new building know as Block D (Reg. Ref. SD19A/0328).

No. 181 TOTAL UNITS PROPOSED

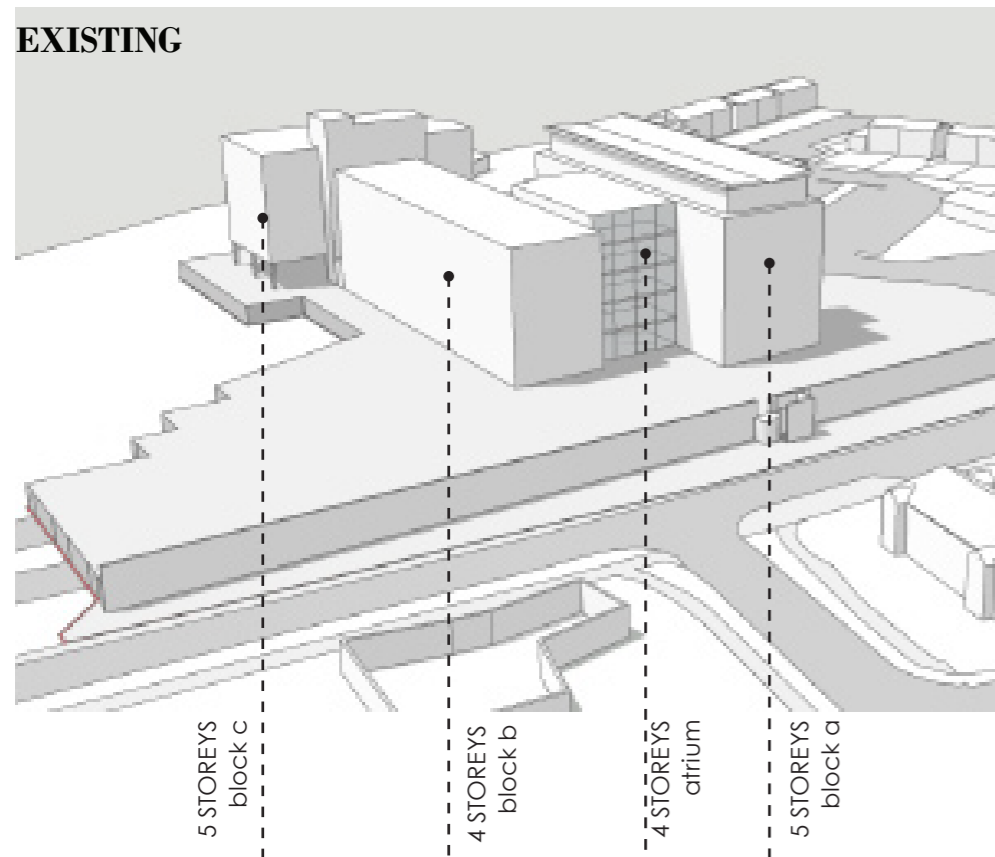
PROPOSED



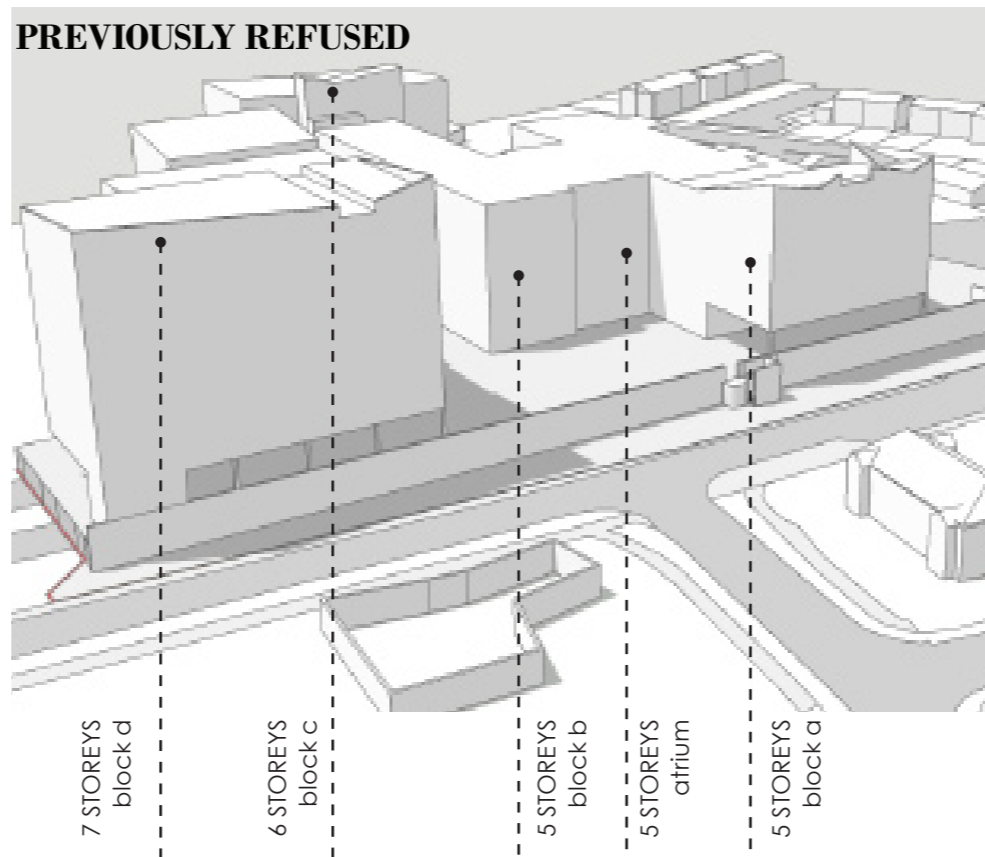
CONTIGUOUS ELEVATION ALONG MONASTERY ROAD

The proposed development will consist of change of use of the existing Blocks A, B and C from office use to residential use together with modifications to the existing blocks and the construction of a new block D.

No. 130 TOTAL UNITS PROPOSED

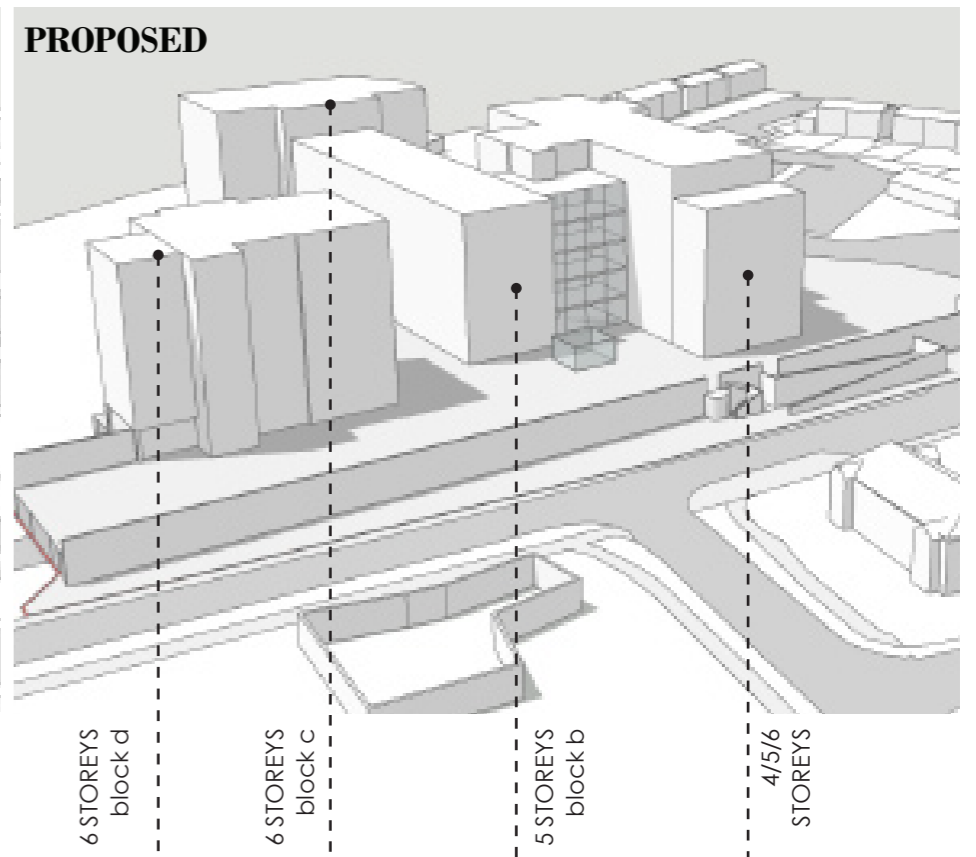


The office buildings (referred to as blocks A,B and C) and an atrium, range in height from 4 to 5 storeys and have been underutilised for some time.



The refusal development was ranged in height from 5/7 storeys. Main reasons for refusal were:

- Poor design and excessive height, bulk, scale and massing
- Not adequate standard of accommodation, access to daylight/sunlight, air quality, lack of privacy, noise disturbance and poor quality and quality of shared open space.
- Overprovision of one bed units without adequate justification
- No appropriate landscape area
- Intensification of vehicular traffic
- Absence of an overall masterplan or framework for the 'RES' zoned lands.
- Did not include dedicated pedestrian and cycling infrastructure to serve future occupants of the residential scheme.



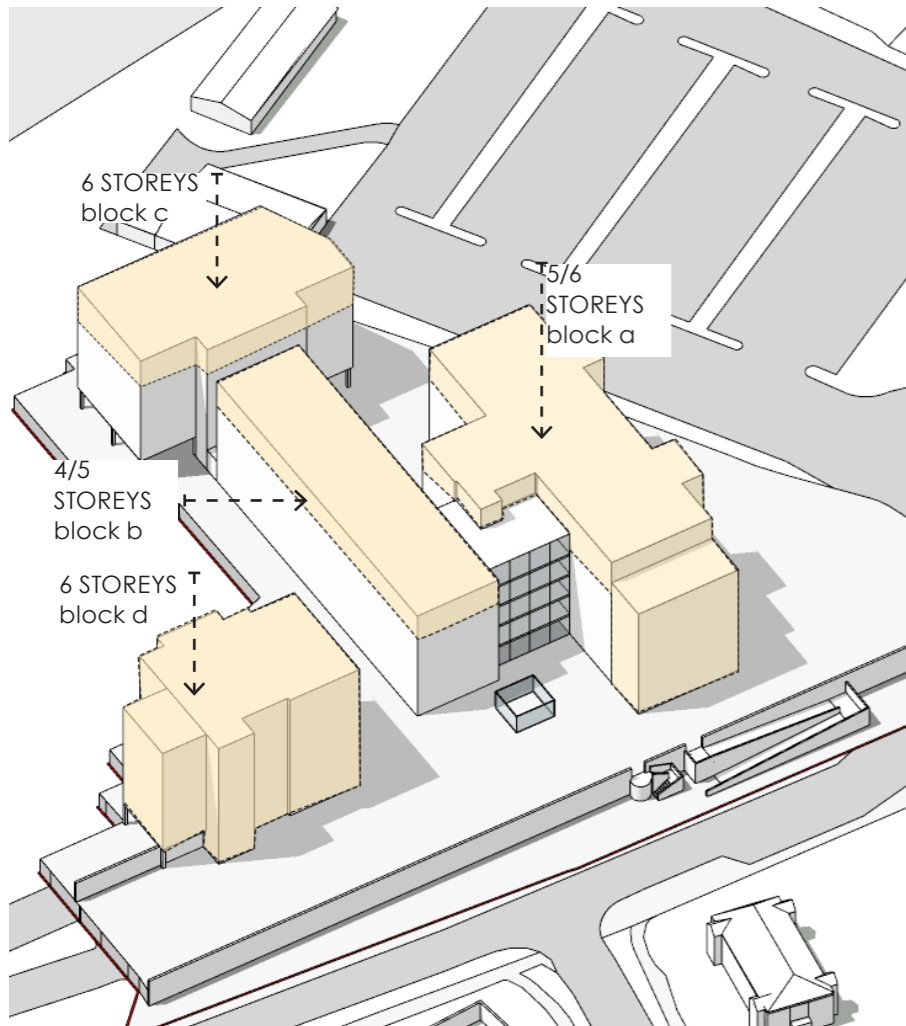
The Proposed development will range in height from 5/6 storeys and has considered all the reasons for refusal and provided an appropriate design/solutions to them through a revised scheme.

- Height and mass revised to ensure a quality design.
- Unit mix is fully compliant with the stated requirements of the 2020 Apartment Guidelines (47 % one bedroom apt).
- Well in excess of minimum dual aspect requirements(61 %).
- Creation of high-quality residential environment, with innovative communal open space areas, each of which possesses its own distinct character, provision of a high level of residential amenity within the overall scheme.
- Designated bicycle and pedestrian access ramp adjacent to the north-western site boundary.
- Submission of Masterplan demonstrates how the proposed development will integrate and interact with the adjacent previously approved scheme.

05 | Design Strategy

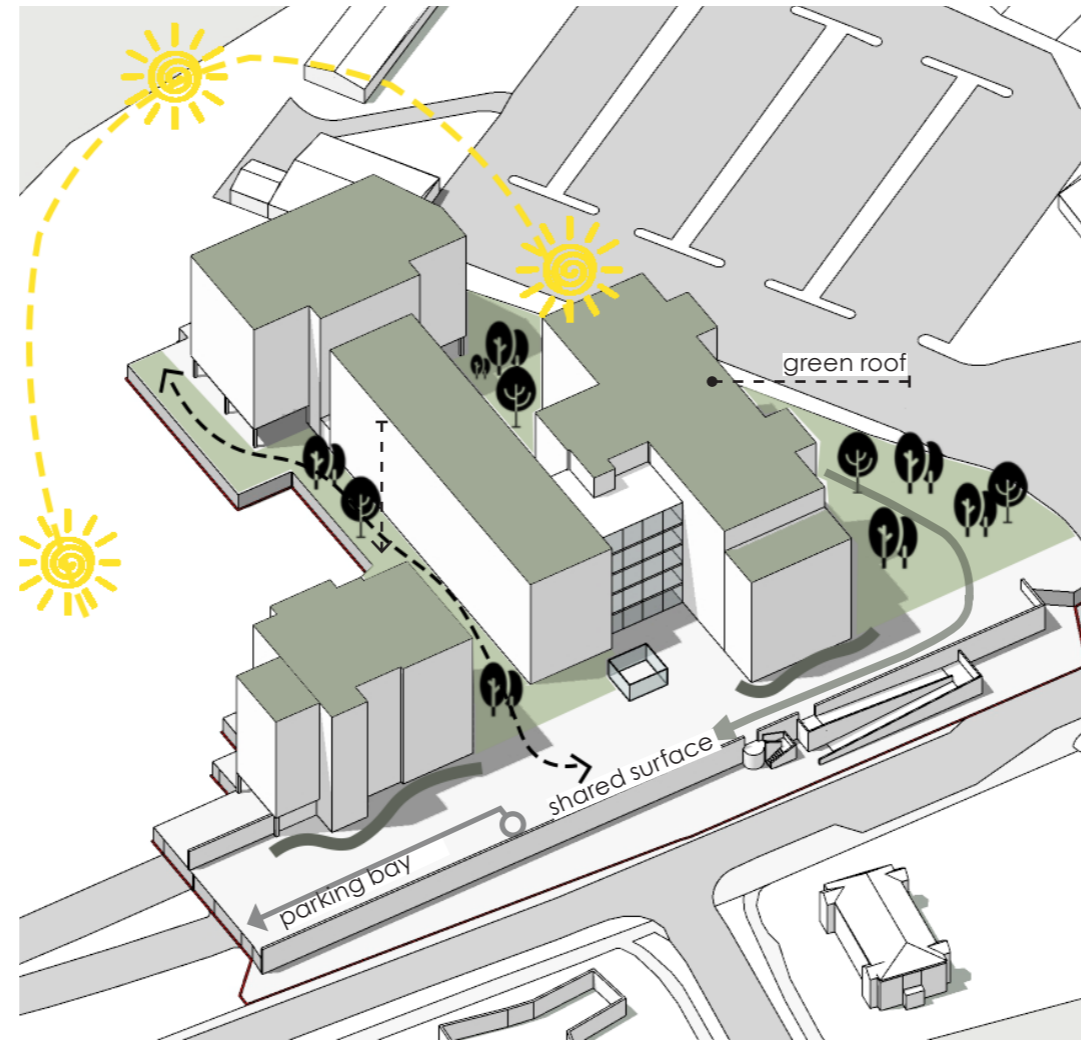
KEY DESIGN STRATEGY

ADDITIONAL MASS



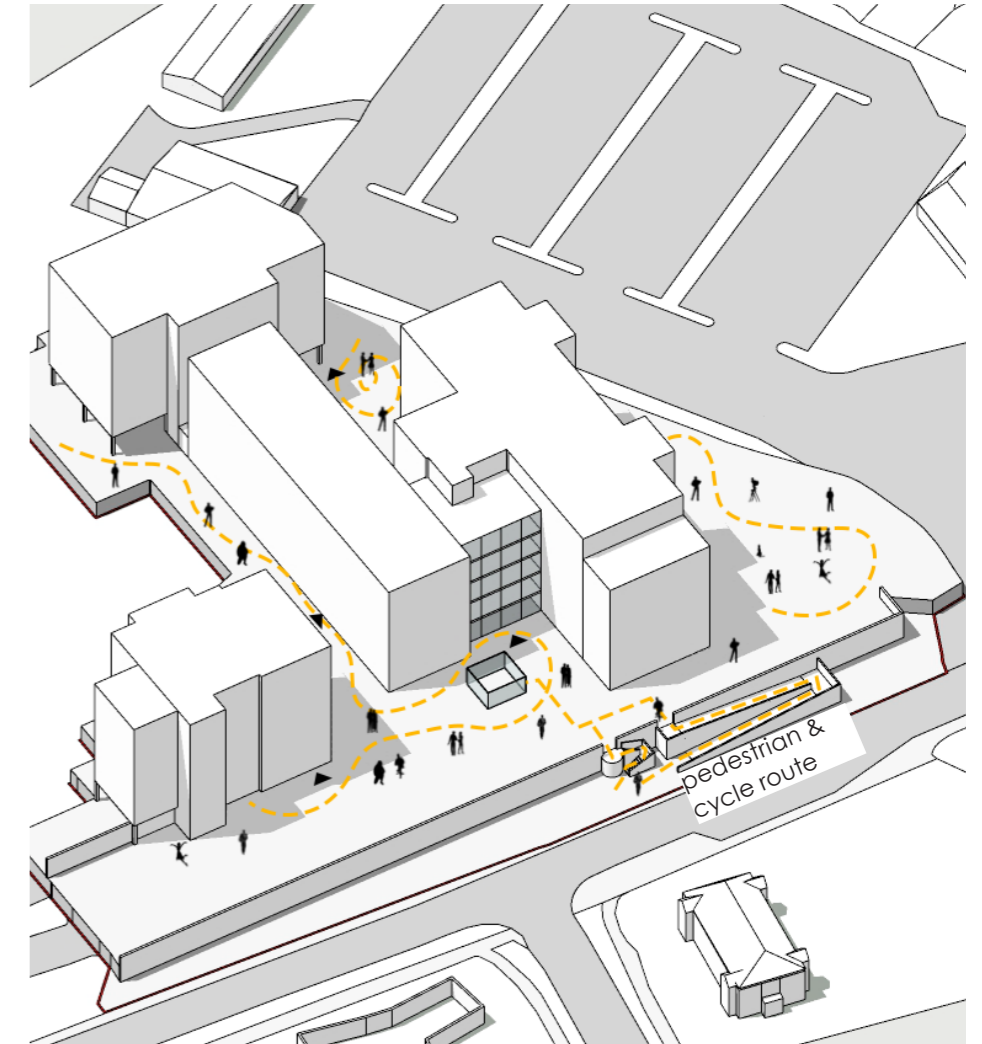
Proposed Mass and Height of the development are carefully considered, in order to reduce the overall perceived massing. In fact, the buildings will now range in height from 5 to 6 storeys respecting the form and scale of existing built fabric on-site and within the surrounding area.

GREEN AREAS



The reduction in number of the car park will give the possibility of creating more usable and landscaped areas. This choice will add a sustainable value to the site, in particular, the southwest and southeast positions of open spaces will ensure passive solar gain, energy efficiency sunlight access.

PERMEABILITY



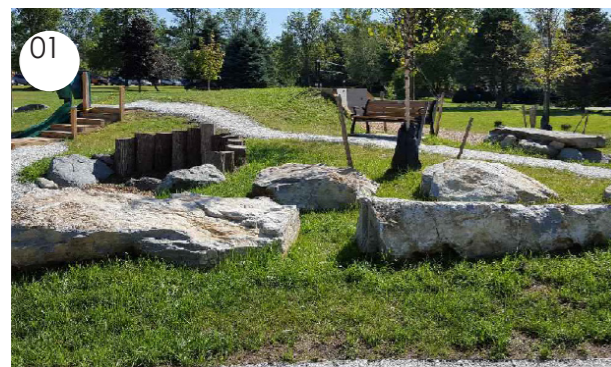
The development has been designed with attention to connections and inclusivity, this will be achieved thanks to the new pedestrian and cyclist link onto adjacent Monastery Road. The sense of permeability through all the site also increases the quality of the semi-private amenities while interconnecting them.

06 | Masterplan



The aim of the masterplan is to show how the proposed layout will be fully integrated and will provide future connectivity opportunities with the surrounding lands. The images below are sample of:

- 1 Natural Playground _ 2 Courtyard**
- 3 Cycle lane _ 4 Open Space**
- 5 Access to the development**



07 | Detailed design

LAYOUT

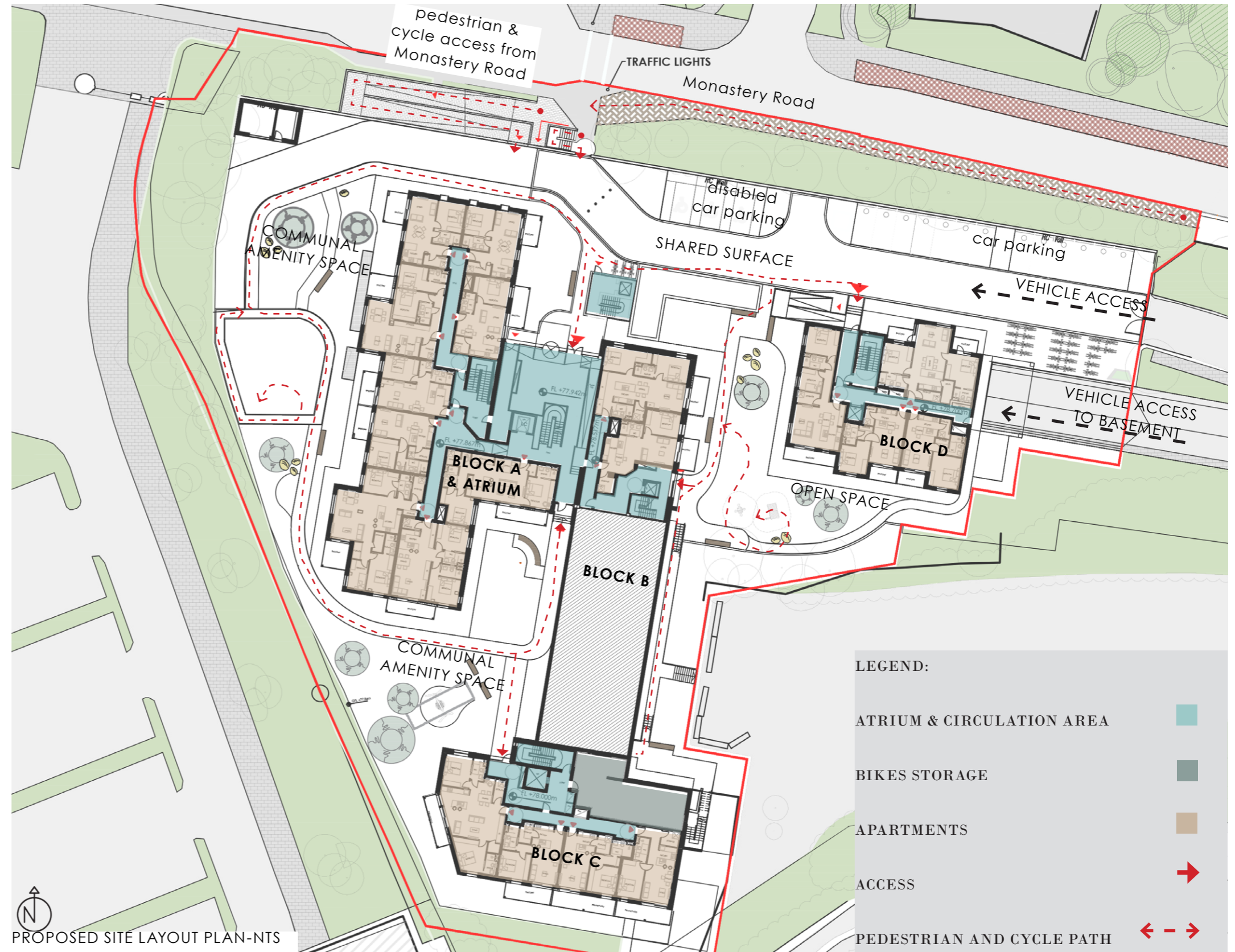
The proposed development subject to this SHD application provides for a total of 130 no. apartment units, allocated between block A,B,C and D.

The buildings will be served by a landscaped communal open space and outdoor areas at surface level.

The access to the site from the adjacent Monastery Road will be enhanced thanks to the new pedestrian and cyclist ramp and to the provision of a new public footpath along the southern site of Monastery Road.

The proposed residential schedule is set out below:

- **Block A** will comprise 50 no apartments (5 to 6 storeys over basement level);
- **Block B** will comprise 22 no. (4 to 5 storeys over basement level);
- **Block C** will comprise 29 no. apartments (6 storeys in height);
- **Block D** will comprise 29 no. apartments (6 storeys in height).



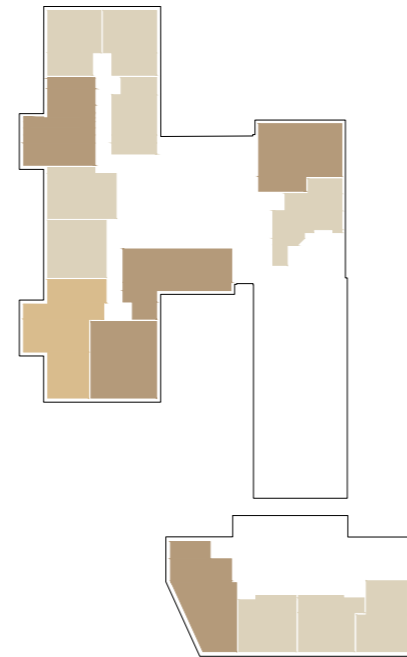
DWELLING MIX

The proposed development comprises of 130 no. apartment units and proposes a mix of one, two and three-bedroom units meeting a variety of housing needs for a range of households.

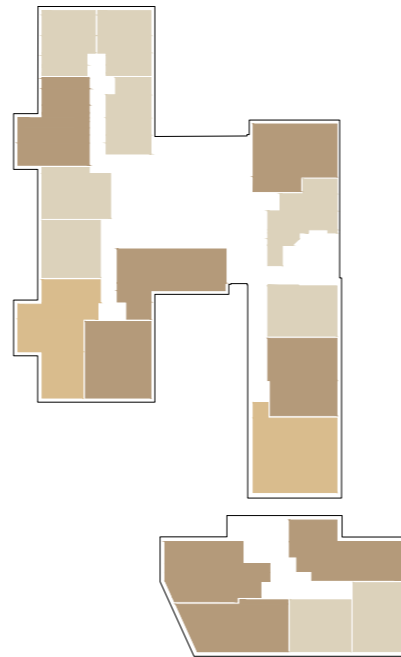
LEGEND:

1 BED APARTMENT	No 61	47%
2 BEDS APARTMENTS	No 59	45%
3 BEDS APARTMENTS	No 10	8%

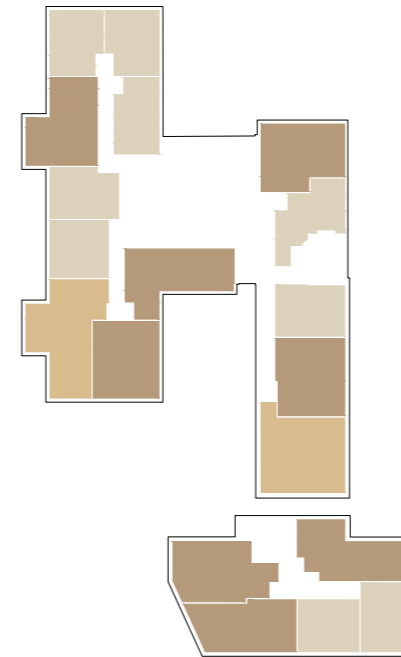
BLOCKS A-B-C



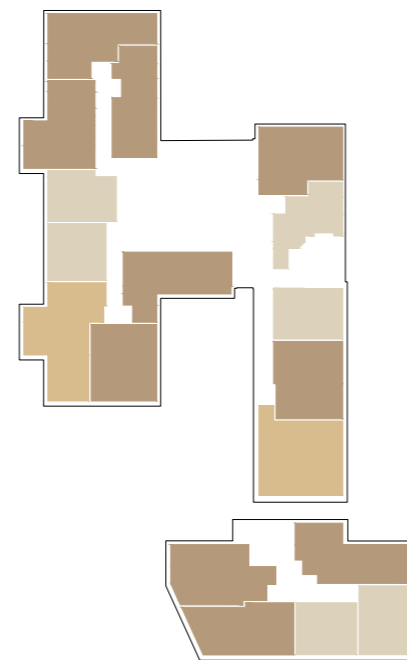
GROUND FLOOR PLAN



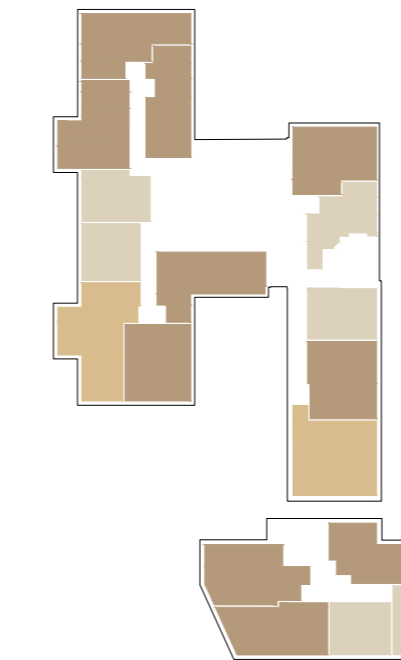
FIRST FLOOR PLAN



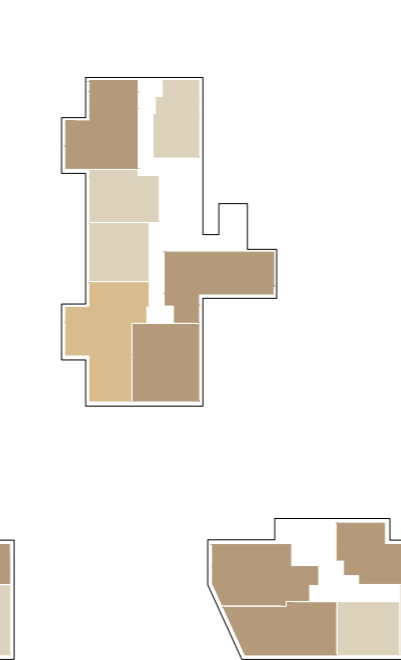
SECOND FLOOR PLAN



THIRD FLOOR PLAN

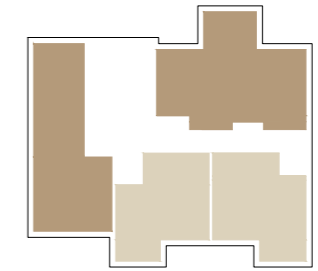


FOURTH FLOOR PLAN

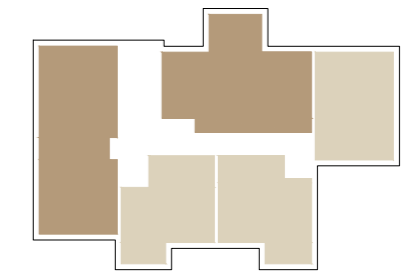


FIFTH FLOOR PLAN

BLOCKS D



GROUND FLOOR PLAN



FIRST/SECOND FLOOR PLAN



FOURTH/FIFTH FLOOR PLAN

DUAL ASPECT MIX

The proposals have been designed to maximise opportunities for dual aspect units. The number of dual aspect units are in line with standard requirement. Units that have single aspect are west, east and south facing. There are no north facing single aspect apartments proposed.

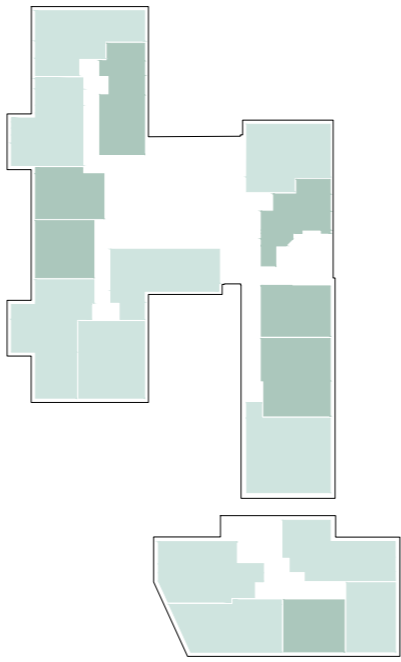
BLOCKS A-B-C



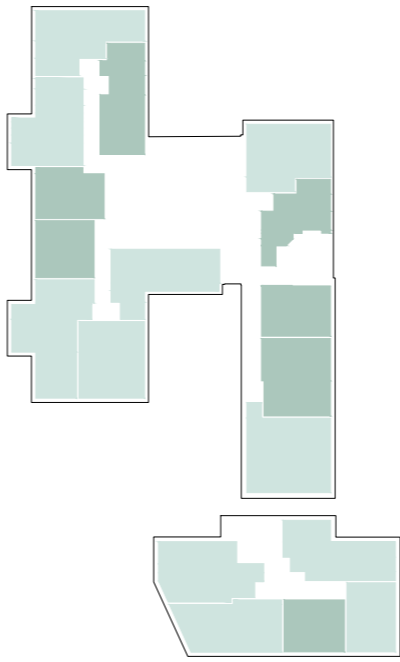
GROUND FLOOR PLAN

FIRST FLOOR PLAN

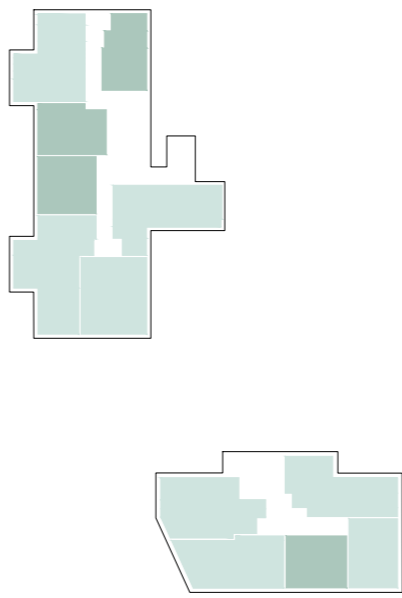
SECOND FLOOR PLAN



THIRD FLOOR PLAN

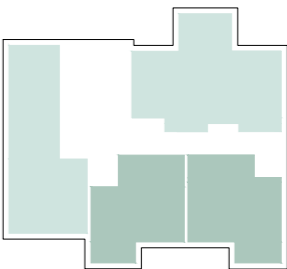


FOURTH FLOOR PLAN

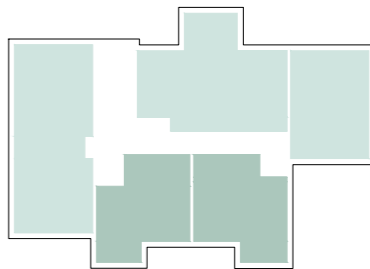


FIFTH FLOOR PLAN

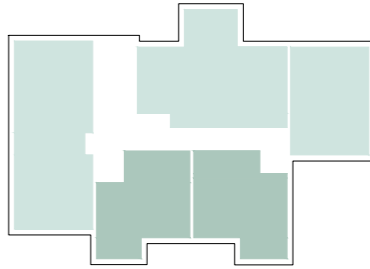
BLOCKS D



GROUND FLOOR PLAN



FIRST/SECOND FLOOR PLAN



FOURTH/FIFTH FLOOR PLAN

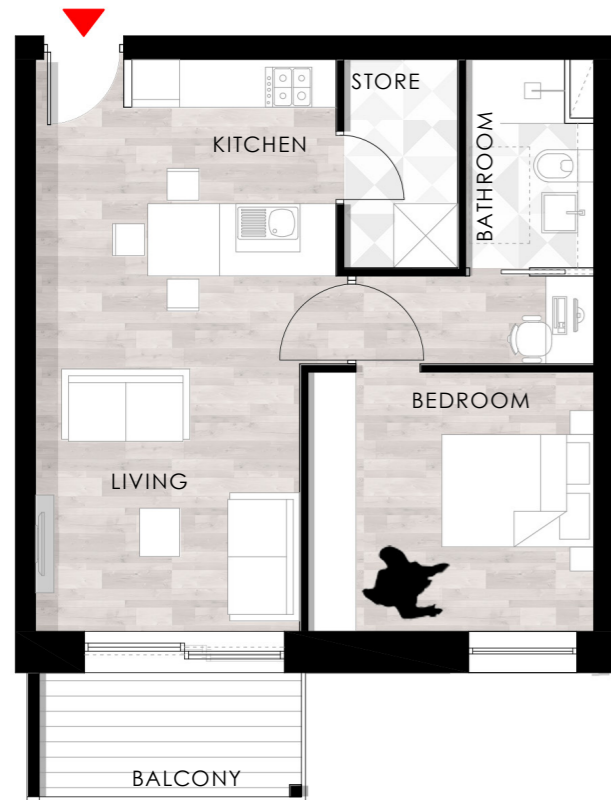
LEGEND:

SINGLE ASPECT	No 51		39%
DUAL ASPECT	No.79		61%
TOTAL	No. 130		61%
GUIDELINES REQUIREMENT			50%

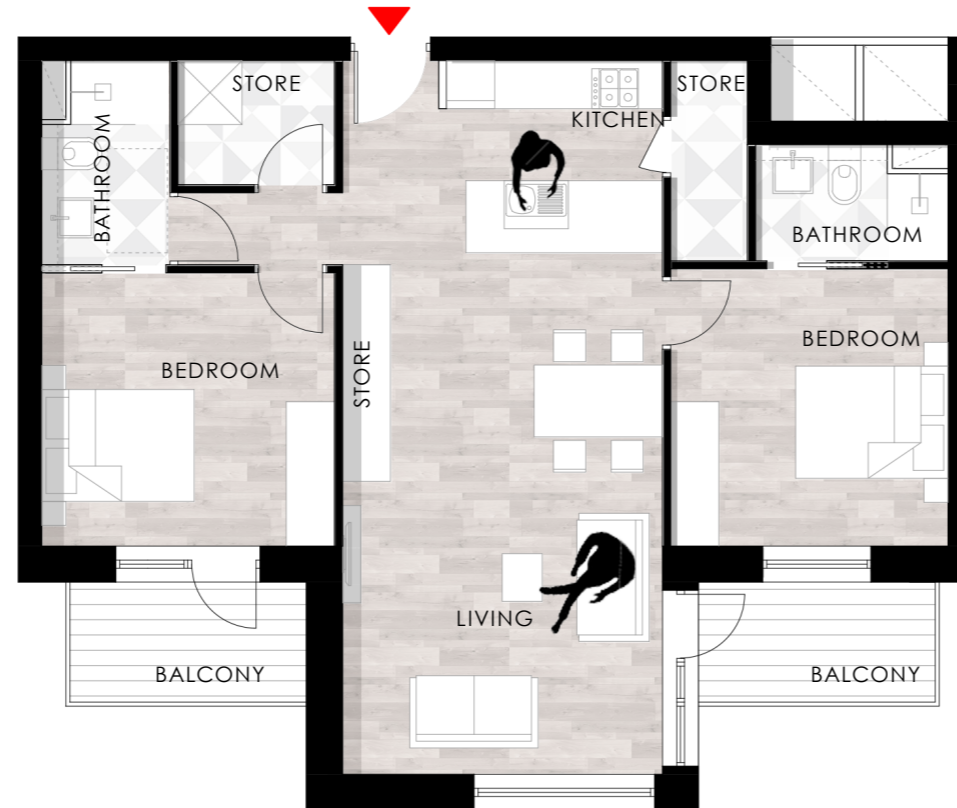
UNIT TYPE - MINIMUM FLOOR AREAS AND STANDARDS

All apartments have been designed in accordance with South Dublin County Council's development plan and Sustainable Urban Housing. The majority of apartments in the proposed scheme exceed the minimum standards by a minimum of 10% as per the Sustainable Urban Housing guidelines guaranteeing a mixture of different types and sizes. All the apartment layouts are planned to provide adequate levels of daylight and sunlight into interiors, a high-quality space of distribution and to be flexible, adaptable and accessible.

ONE BED APARTMENT
(2 persons)-Not to scale



TWO BEDS APARTMENT
(4 persons)-Not to scale



THREE BEDS APARTMENT
(5 persons)-Not to scale



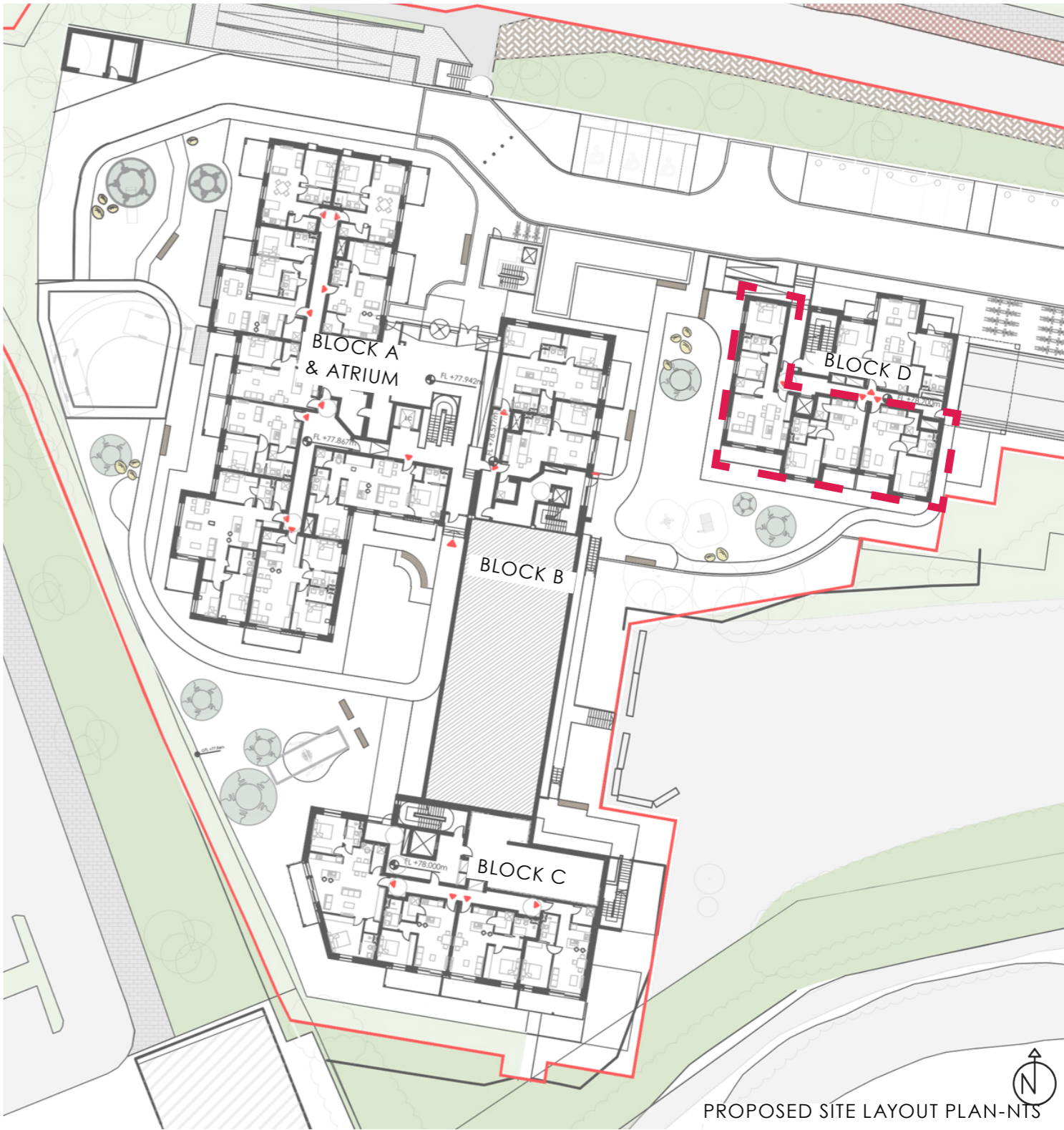
SOCIAL AND AFFORDABLE HOUSING

Part V of the Planning and Development Act 2000 (as amended – including the Urban Regeneration and Housing Act, 2015) stipulates a 10% social housing requirement will be applied to planning permissions for housing on all lands zoned solely for residential use or for a mixture of residential and other uses. The units designed for Part V, are all located on the ground floor of Block C, for a total of 3 units: 1 two bedroom and 2 one bed.



BLOCK D GROUND FLOOR NTS

PART V ALLOCATION	---
UNITS 01-D (TYPE A)	2BEDS 66 sqm
UNITS 02-D (TYPE B)	1BEDS 47 sqm
UNITS 03-D (TYPE C)	1BEDS 48 sqm



PROPOSED SITE LAYOUT PLAN-NTS

PRIVACY AND AMENITY SPACES

Apartments have all been provided with private balconies and Juliet balconies in accordance with Sustainable Urban Housing: Design Standards for New Apartments. (December 2020).

128 no. apartment units are provided with private balconies/terraces and 2 no. apartment units provided with Juliet balconies.

Mitigating measures such as planted buffer zones and screening panels, are considered along with the design process to help promote the privacy of the occupants and create a safe environment for residents and visitors. Thanks to the location of the site there is no direct overlooking of any other residential properties, with a considerable separation distance existing between the subject site and the housing estates to the north.

LEGEND:

PRIVATE AMENITIES

BUFFER ZONE

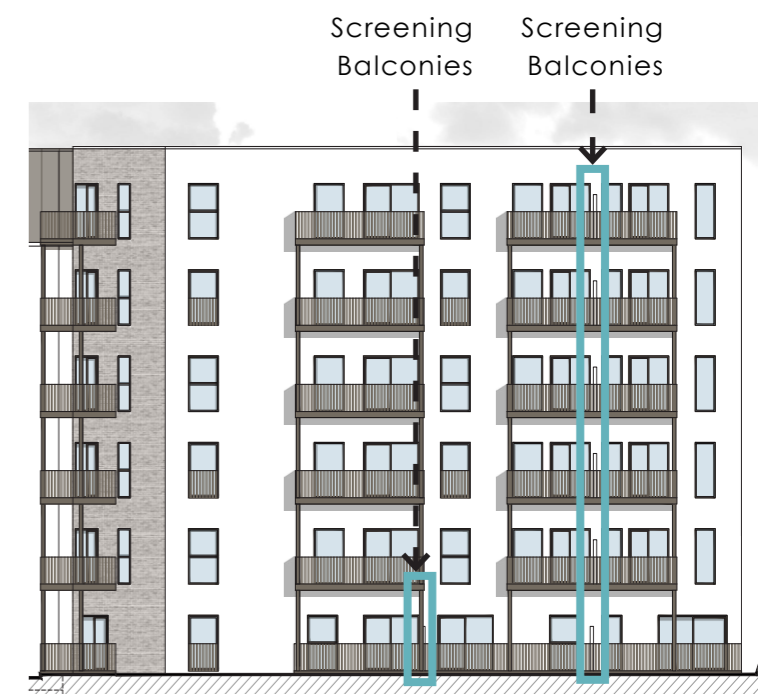
SCREENING PANELS



PROPOSED SITE LAYOUT PLAN-NTS

25 | detailed design

1 BED UNITS TYPE



architectural | design statement

MATERIALS PALETTE

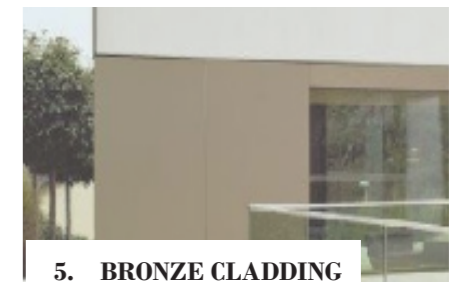
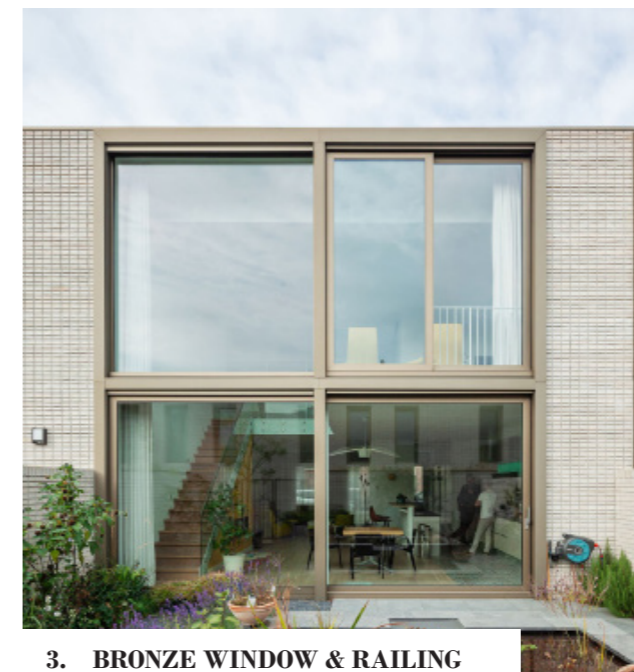
High-quality durable materials will be used throughout this development to provide coherence, distinctiveness, and make a positive contribution to the locality.

A selected brick combined with white render and stone are being used throughout the facade in order to blend into the nearby residential neighbourhood. Bronze metal will be adopted for balconies railing and windows.

PROPOSED CONTIGUOUS ELEVATION



MATERIALS REFERENCES



08 | Landscape

LANDSCAPE STRATEGY

The aim of this layout is to create a high-quality landscape that will protect and enhance the biodiversity, value, and ecological function of the green infrastructure network whilst creating an attractive landscape for residents to engage with and enjoy. The design approach will repair habitat fragment and provide for regeneration of flora and fauna where existing landscape lacks, and has become overmature. Incorporating appropriate elements of green infrastructure, new tree planting, woodland augmentation planting, and mixed ornamental planting in areas of hard landscape, thus reducing the amount of hardscape.

Each open space has its own individual character creating a high level of residential amenity within the overall scheme. Open spaces are designed to be multifunctional providing passive recreation.

(The following landscape design has been prepared by Jane McCorkell Landscape)



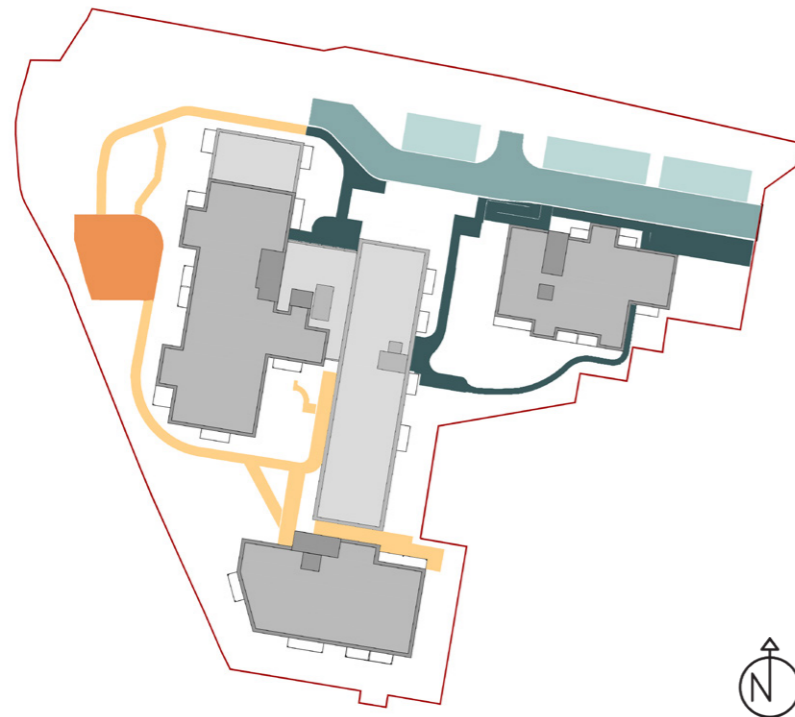
SOFT LANDSCAPE PALETTE



LEGEND:

LAWN AREAS	
MIXED ORNAMENTAL PLANTING	
PROPOSED TREES	
EXISTING VEGETATION	
SEDUM ROOF GARDENS	

HARD LANDSCAPE PALETTE



LEGEND:

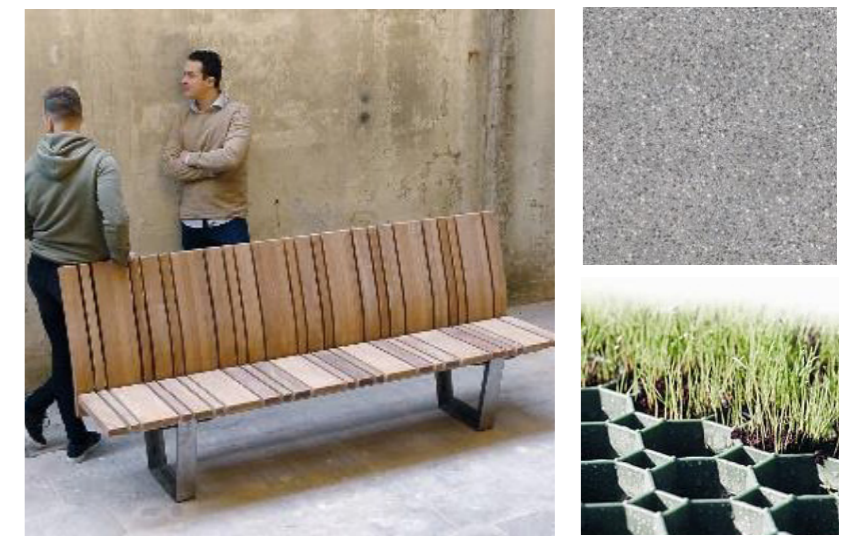
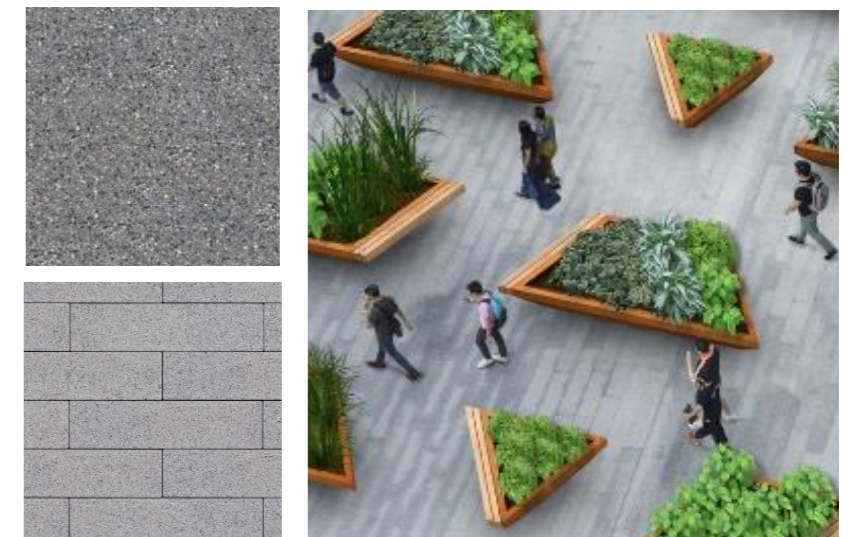
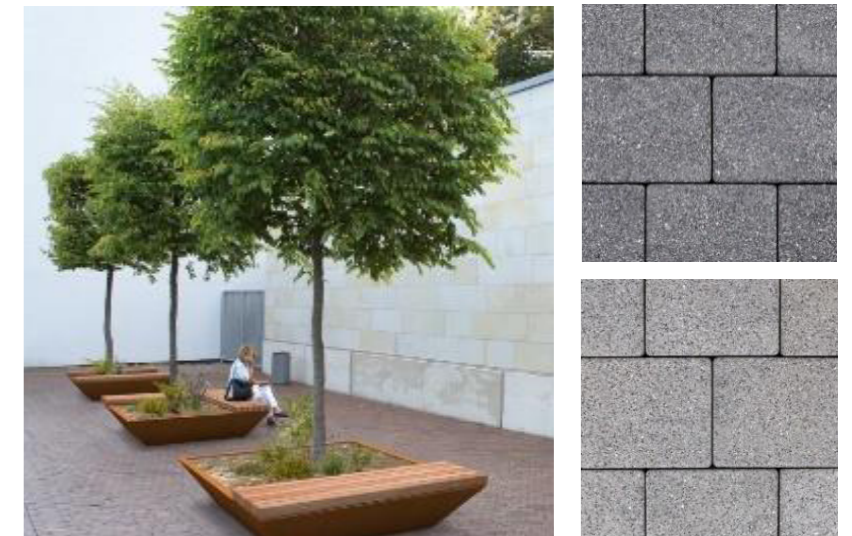
MAIN ENTRANCE PLAZA	
PROPOSED COMMUNAL PATH	
PAVED COMMUNAL AREA	
SHARED SURFACE	
PARKING BAY	

LANDSCAPE ELEMENTS & MATERIALS

The aim is to provide an attractive visual amenity environment for the proposed new development and create an ecological friendly zone. The selection includes the following characteristics: deciduous and evergreen shrubs, herbaceous, native & non-native trees, with seasonal interest.

Medium trees have been selected to be used within the private gardens and along the property boundary and courtyard space. Planted areas shall include a mixture of Shrubs, Perennials and Ornamental grasses.

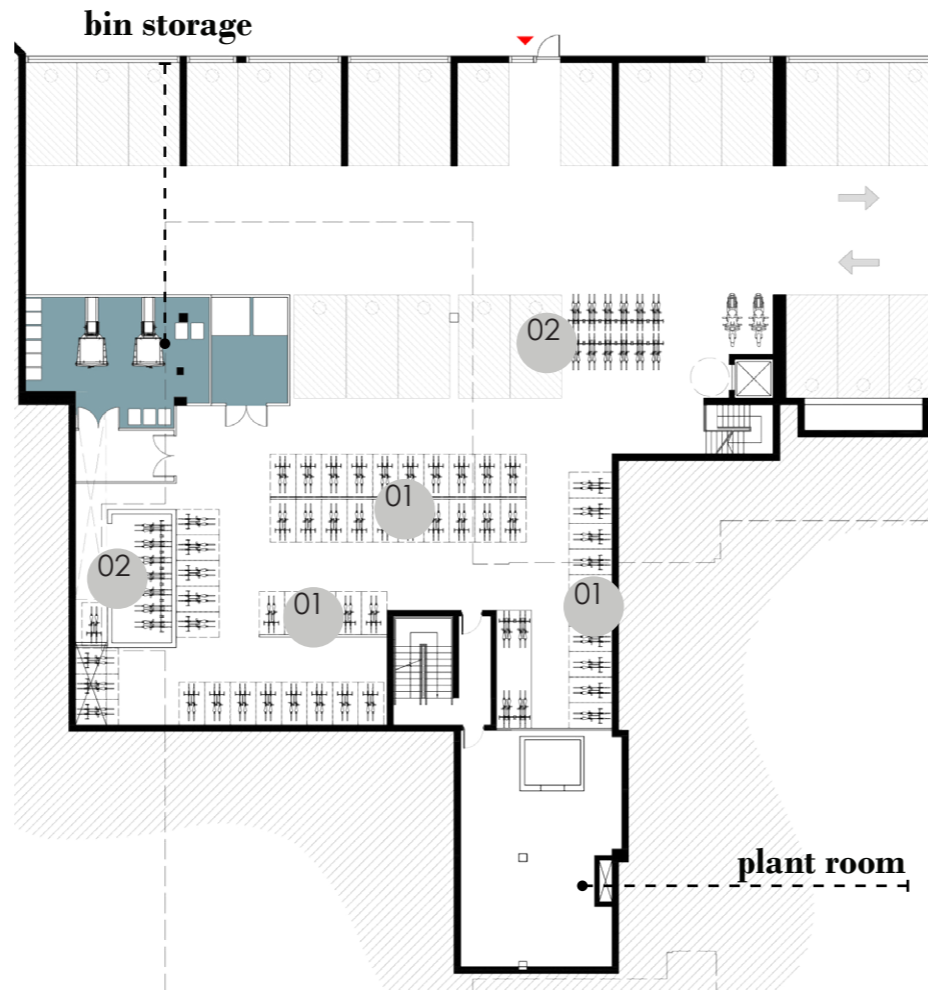
The hard materials have been selected to provide a high-quality environment that is attractive, durable and conducive to SUDS where practically possible. Consideration has been given to the appearance to the material in years hence. Those chosen will withstand the weathering effects of the external environment and/or develop characterful patination. The hard landscape palette consists of muted grey tones and shall compliment the proposed dwellings.



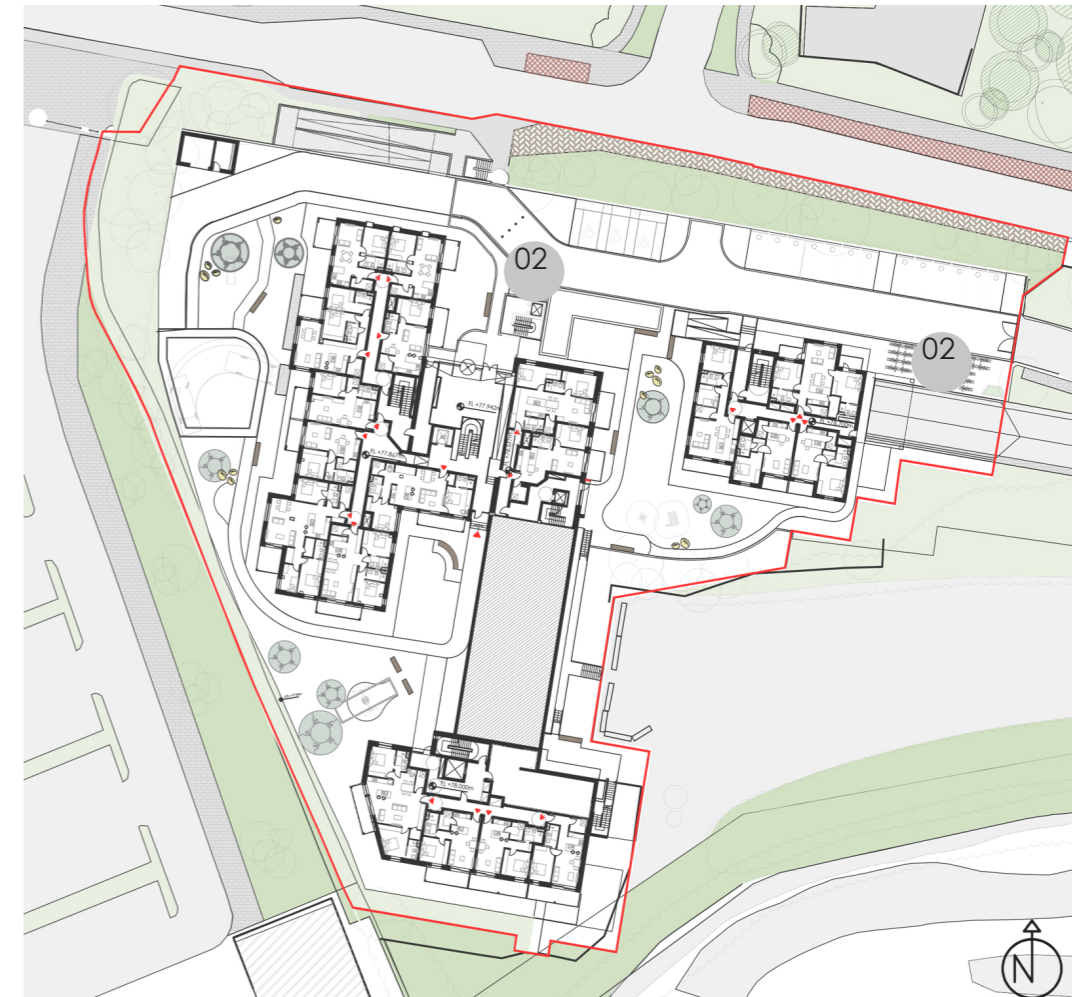
09 | Residential Facilities

BINS STORAGE

Secure Bin storage with 64 sqm is provided at basement level, accessible from all the blocks through an external stair and lift.



BASEMENT NTS

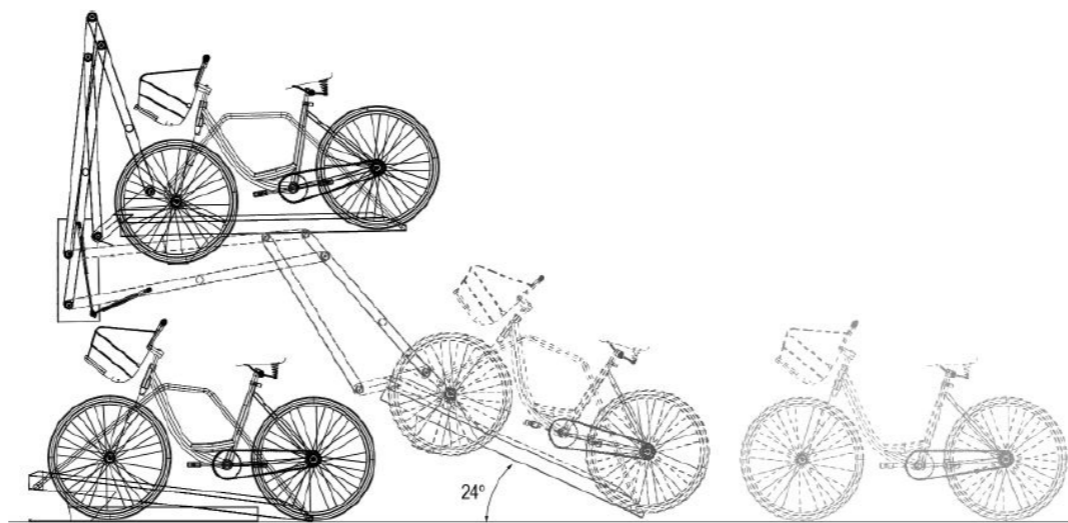


SITE LAYOUT NTS

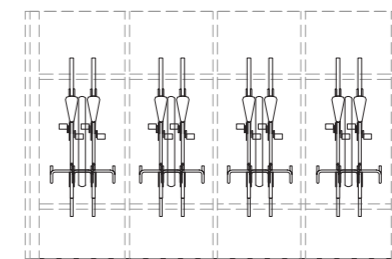
BICYCLE PARKING

A total of 310 bike parking spaces will be proposed:

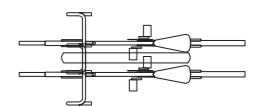
- 254 at the basement level
- 56 at the surface level



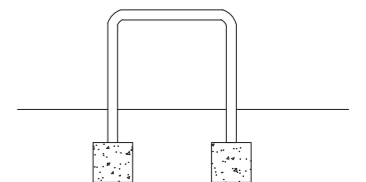
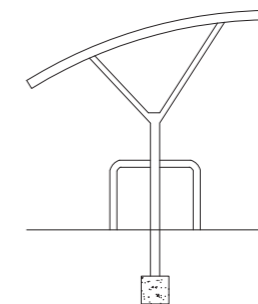
BIKE RACKS SYSTEM_01



BIKE RACKS SYSTEM_02



BIKE RACKS SYSTEM_03

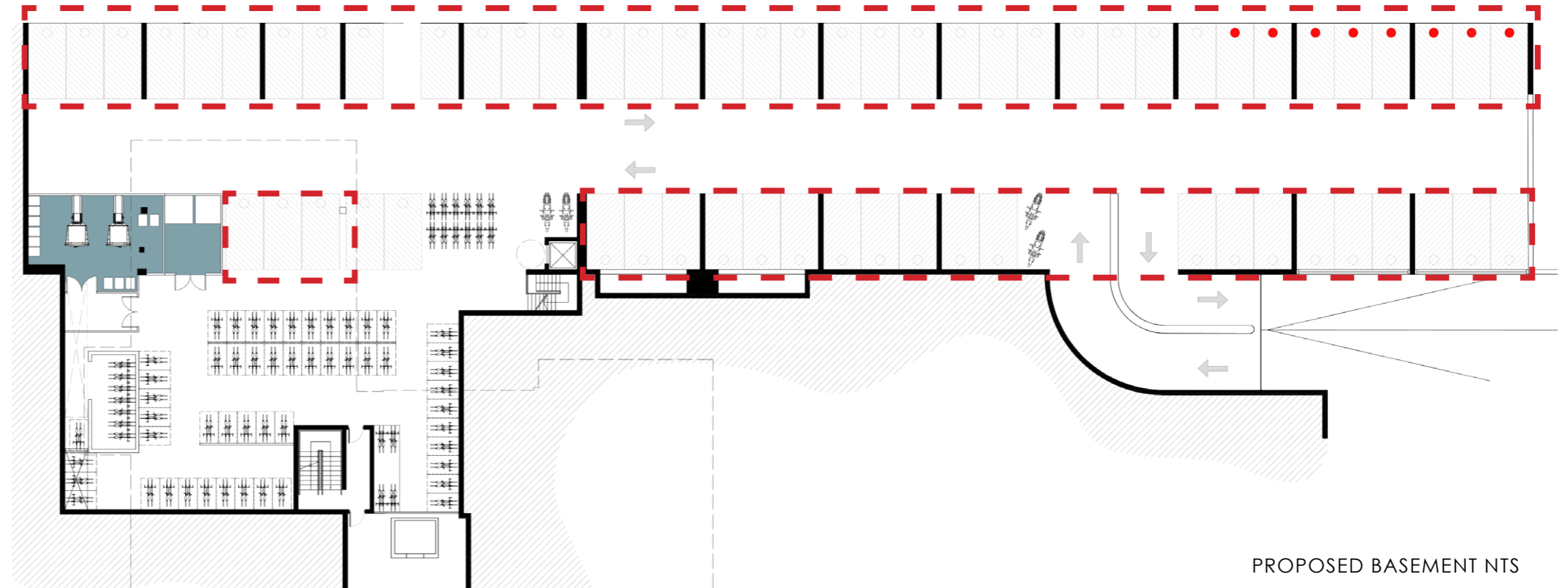


CAR PARKING

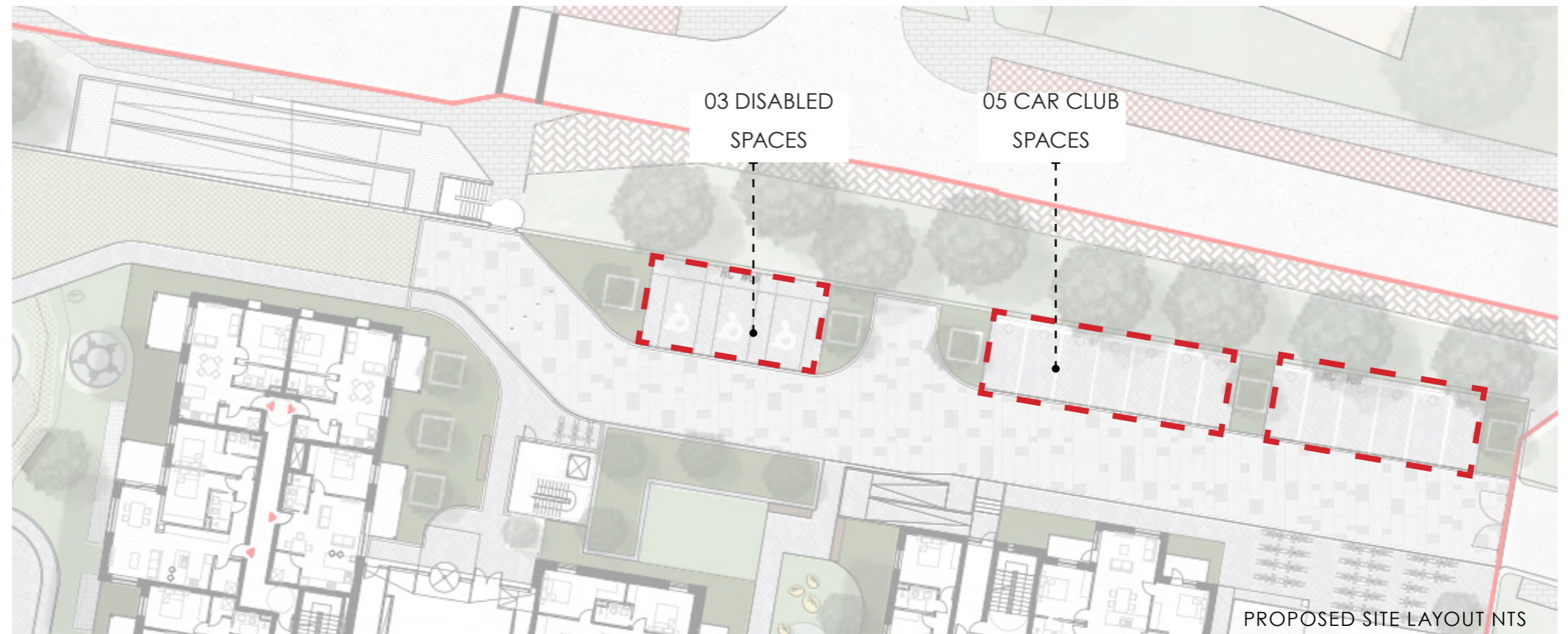
The majority of the car parking will be located at existing underground car parking accessed via a vehicle ramp to the eastern corner of the development.

A total of 78 car parking space (62 at the basement level and 16 at the surface level) will be provided including: 05 car-club spaces, 08 electric vehicle charging point and 03 disabled parking space, all capable of accommodating future electric charging points.

All the surface parking spaces are located at the immediate vicinity of the basement ramp to ensure that the development is relatively car-free and pedestrian and bicycle-friendly.



PROPOSED BASEMENT NTS



PROPOSED SITE LAYOUT NTS

10 | Conclusion

CGI VIEW

This Architectural and Urban Design Statement has been prepared to support the proposed development demonstrating how it will contribute to the creation of place, how it responds to its context and how it contributes towards the development of a legible and permeable urban form.

The communal areas and apartment layouts, in addition to the detailed design of materials and finishes, as illustrated in this document, demonstrate how the

proposed scheme has incorporated best practice urban design principles into the proposal now presented for consideration.

The principals of a Universal Design Approach contained in the booklets of Building for Everyone: A Universal Design Approach was applied in the process of design of the development. The development design was done to encourage access and use of the development regardless of age, size, ability or disability.



11 | Appendix A

RESPONSE TO ABP OPINION & SOUTH DUBLIN CITY COUNCIL ISSUES ITEM No.01

1. Pedestrian and Cycle Access

Further consideration of the documents as they relate to pedestrian and cycle access to/from the proposed development is required, in particular how the nature of this access/movement may alter as a result of the change of use from 'employment' to residential use. Consideration should include recognition of desire lines to public transport connections, particularly the Red Cow Luas stop to the east. As part of this, a pedestrian/cycle movement safety audit which would provide details of the scale of pedestrian movement associated with the existing office use, compared to that anticipated with the proposed residential use; along with a description of pedestrian and cycle routes from the site to surrounding areas; as well as any mitigation measures to ensure safe access and egress to the site for pedestrians and cyclists would assist, and demonstrate that these issues have been integrated in to the design of the scheme. Further consideration may require an amendment to the documents and/or design proposals submitted.

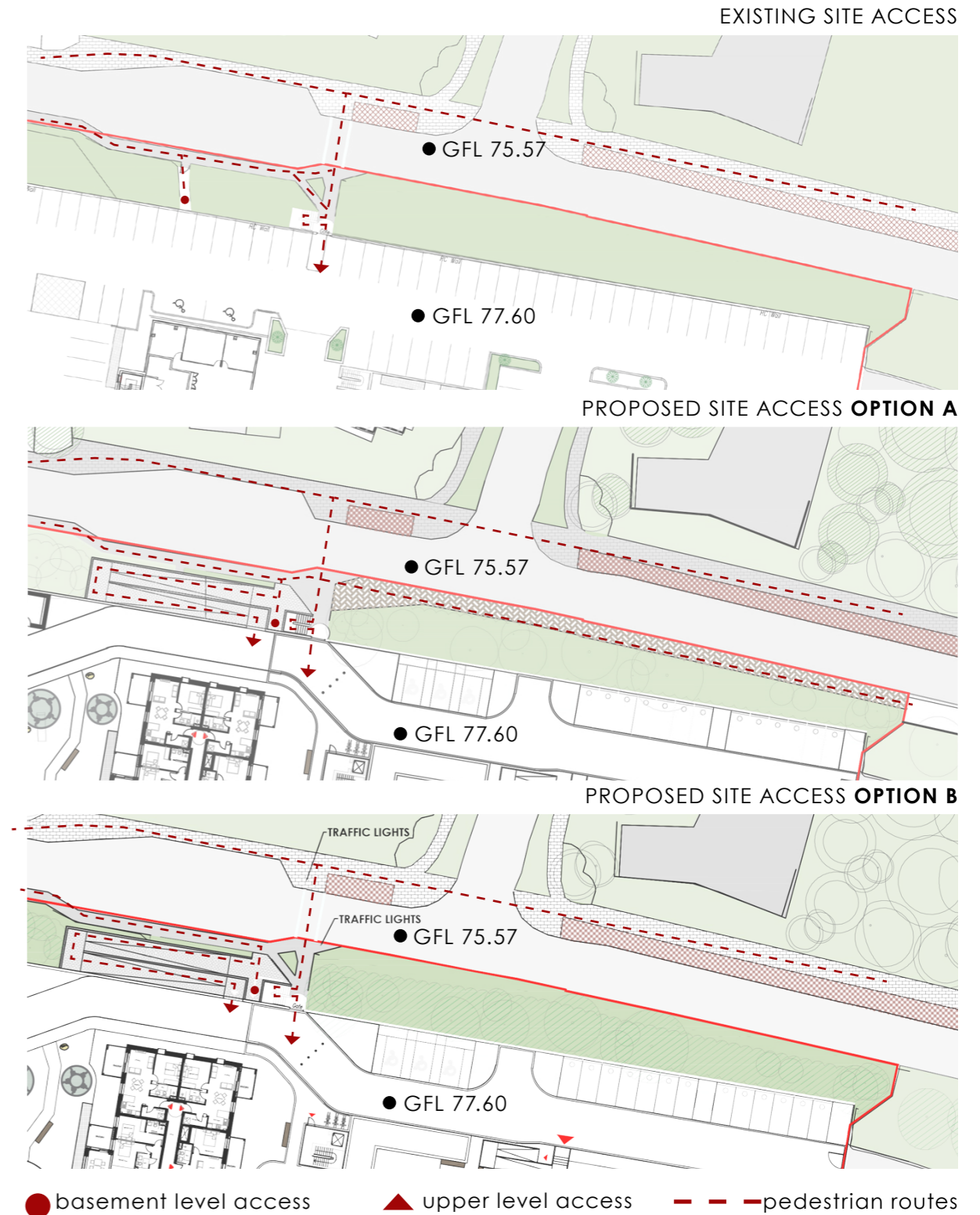
APPLICANT RESPONSE ITEM No.01

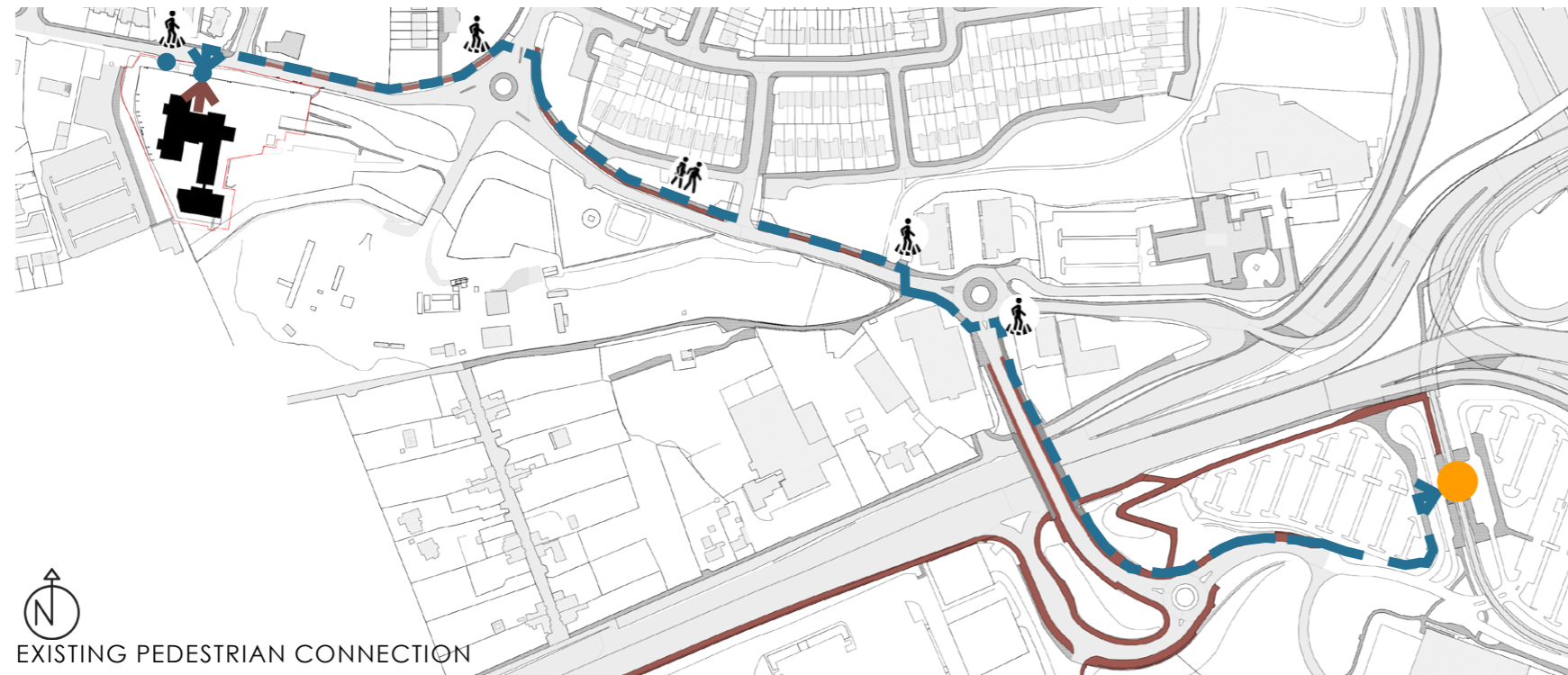
1. Pedestrian and Cycle Access

The proposed development being submitted to the Board will provide 2 no. options:

- **Option A** will provide for a footpath along the southern side of Monastery Road on the lands within the control of the applicant
- **Option B** will provide for the omission of the footpath at this stage.

Both options will include a new dedicated pedestrian and cyclist entrance ramp to the north of the subject site along Monastery Road which provides access for future residents to the west to Clondalkin and access to the existing pedestrian traffic light crossing which provides access to the east along Monastery Road which comprises footpath and cycle lane to the Red Cow Luas Line. Pedestrian access to the basement will also be provided along Monastery Road and also the access point through the existing stairs will be kept to overcome the difference in level.

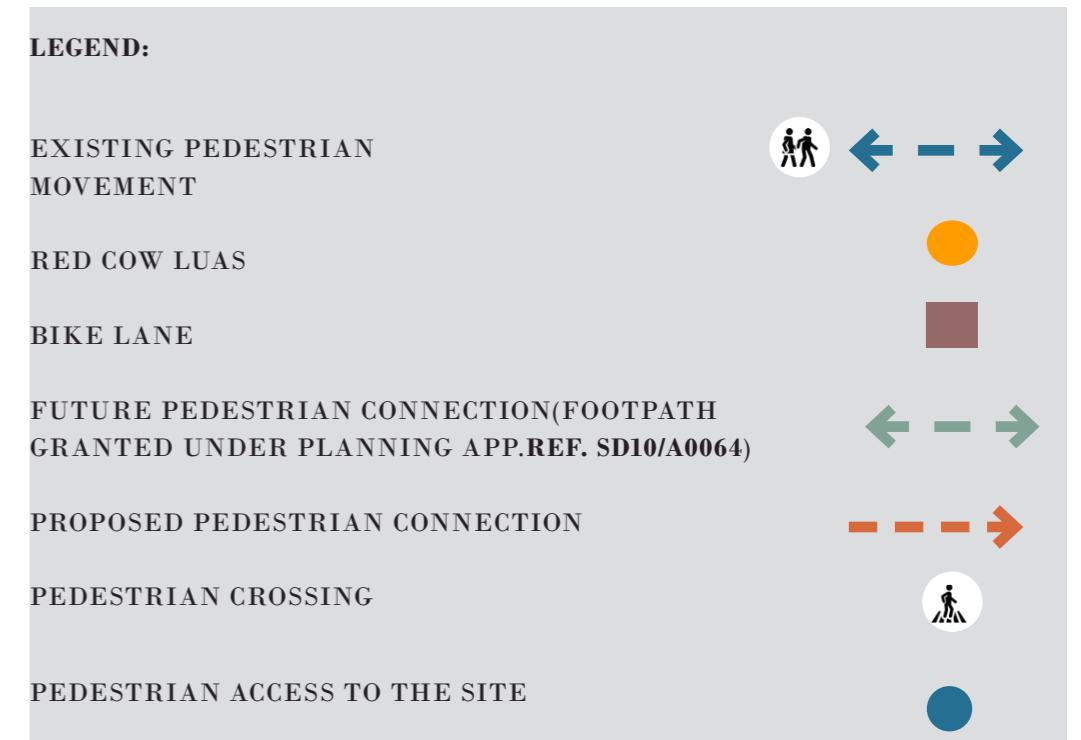
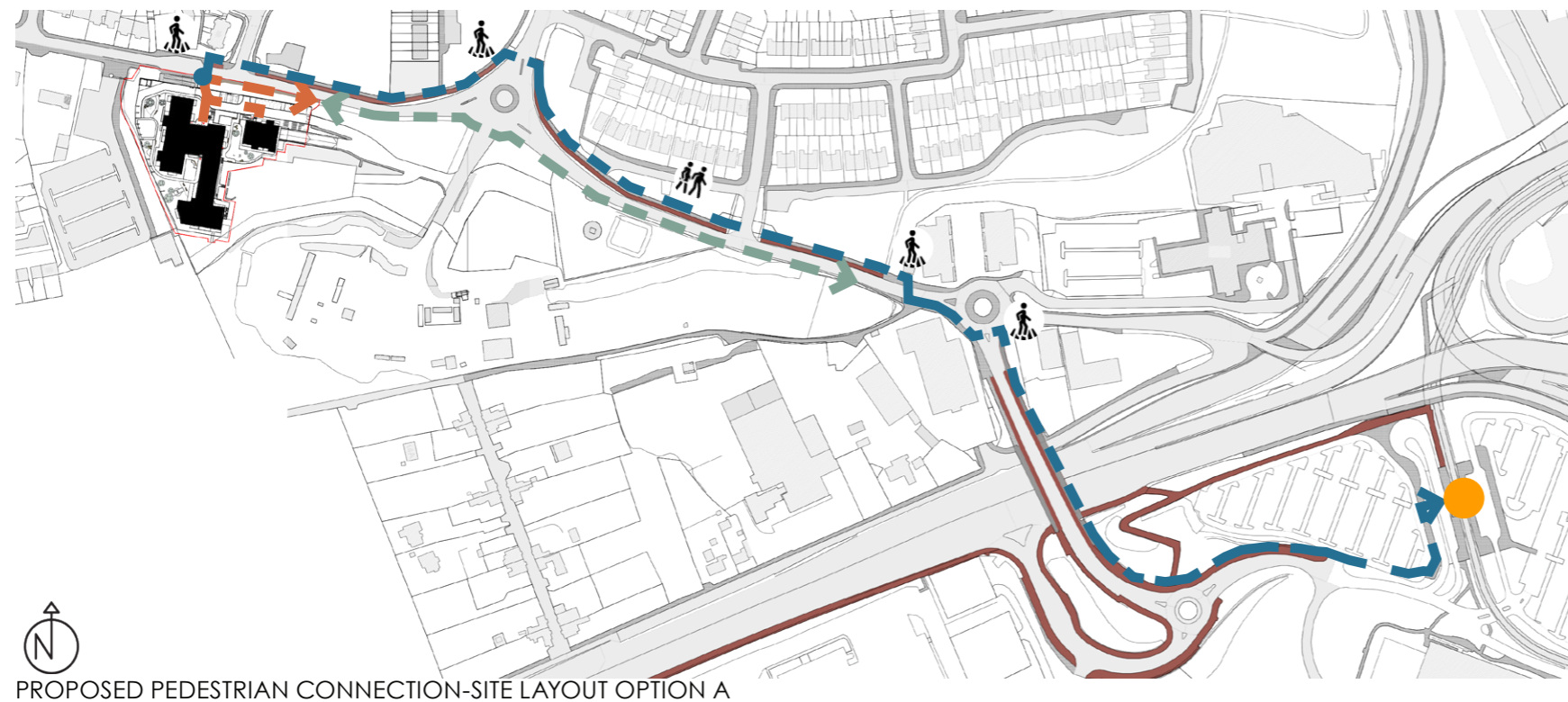




The Pedestrian Desire Lines report, based on survey county data, shows the importance of locating an access point at the northern extremity of the site, constituting the most direct route onto the section of Monastery Road with the strongest desire line.

In fact, up until today, there are no footpaths or cycle lines to the south of Monastery Road to the east of the subject lands. There is a dedicated footpath and cycle lane to the north of Monastery Road with dedicated crossing facilities at the Woodford Hill and Monastery Road roundabout that continues to L1019 and on to the Red Cow Luas Stop.

As per site layout option A, the applicant will propose a 2m wide footpath on lands within their ownership to the south of Monastery Road, This footpath will also connect into the footpath permitted under Reg. Ref. SD10A/0064.



PROPOSED SITE PLAN-STAGE 2



A different arrangement of landscaped layout will be created in the vicinity of the main entrance, thanks to the reconfiguration of the main access road. The reduction of the paved areas will lead to the creation of more green, high quality and usable spaces.

The design of the scheme is such that pedestrians are safely directed to the dedicated footpaths and the existing access road will be designated for vehicles only, with electric fob gate. A new location of bike parking will also be provided.

PROPOSED SITE PLAN-OPTION A STAGE 3



SOFT LANDSCAPE PALETTE-STAGE 2



LEGEND:

LAWN AREAS	
MIXED ORNAMENTAL PLANTING	
PROPOSED TREES	
EXISTING VEGETATION	
SEDUM ROOF GARDENS	

HARD LANDSCAPE PALETTE- STAGE 2



LEGEND:

MAIN AND PUBLIC PATH	
PROPOSED COMMUNAL PATH	
PAVED COMMUNAL AREA	
SHARED SURFACE	
PARKING BAY	

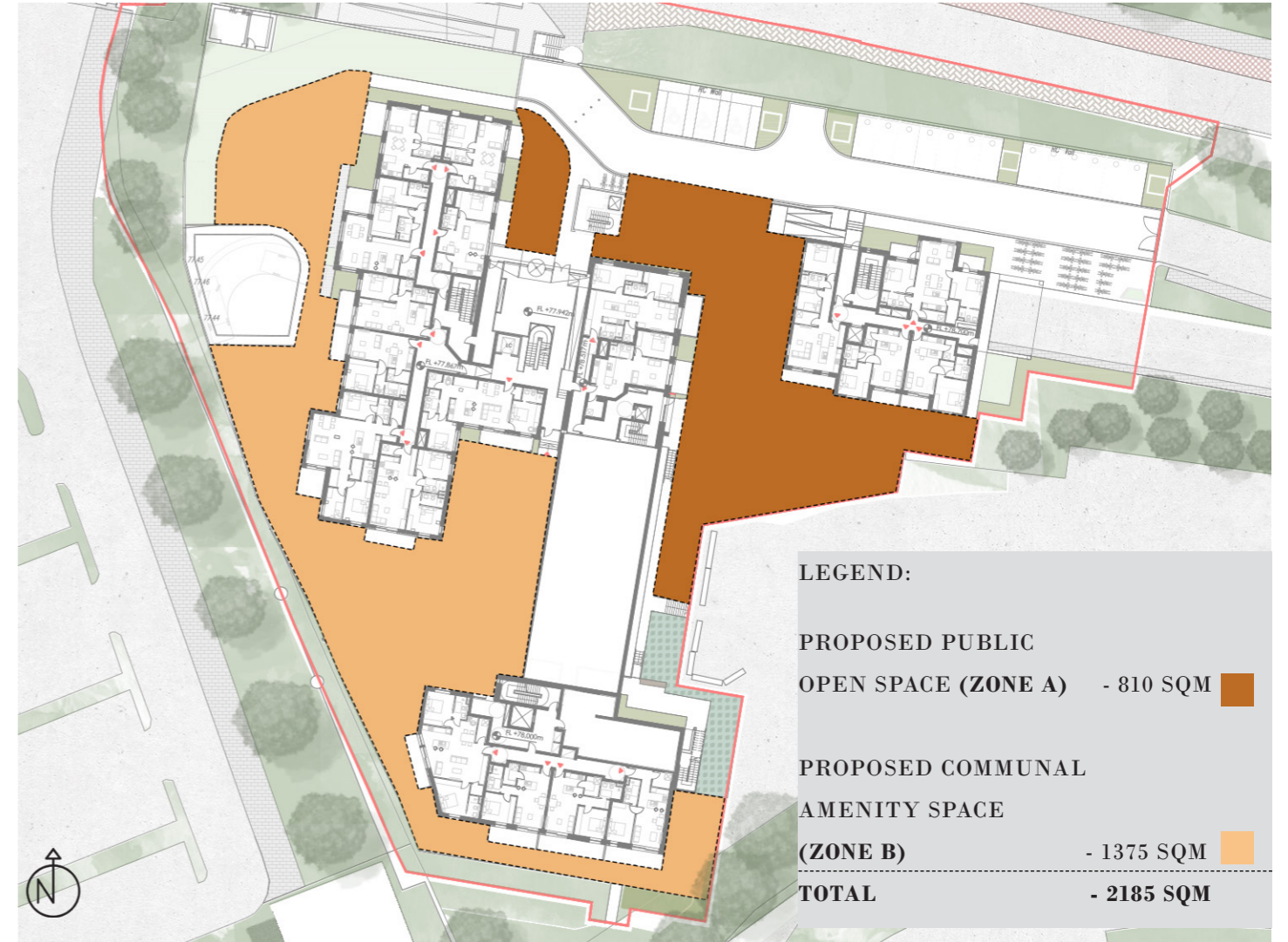
SOFT LANDSCAPE PALETTE-STAGE 3



HARD LANDSCAPE PALETTE- STAGE 3



LANDSCAPE- RATIONALE



The submitted proposal aims to provide a multifunctional, durable landscape and public realm which integrates the proposed development within its existing landscape context. The landscape is structured to provide a diverse range of spaces and uses, that animate the space and create visual interest at the human scale.

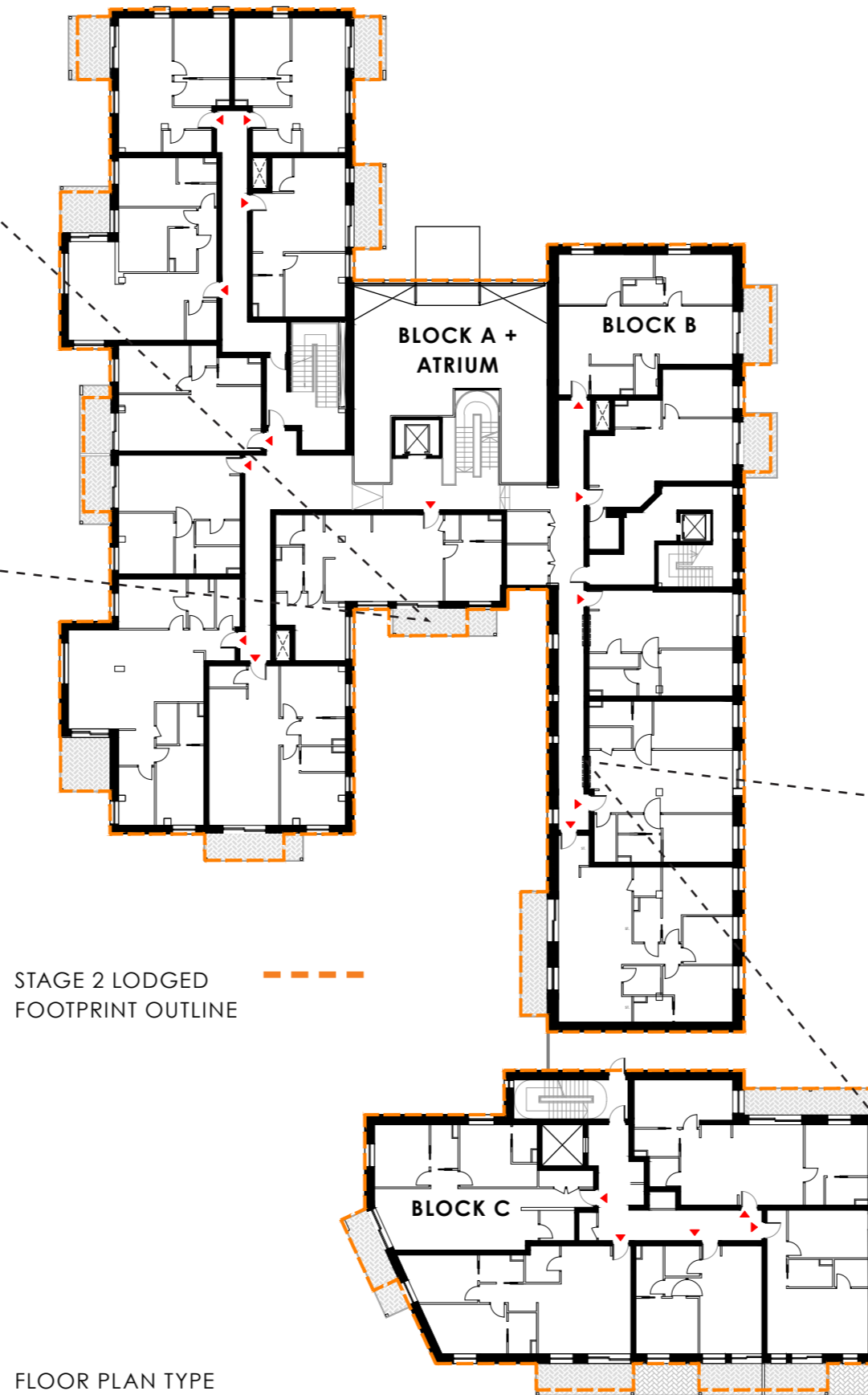
These spaces can be organized into 2 separate zones, each with a distinctive character:

- 'Zone A' Proposed Open Space - characterized by the entrance landscape, natural play elements, seating, and planting.
- 'Zone B' Proposed Communal Amenity Space – characterised by the informal playful landscape, communal seating areas, Specimen tree planting and an area tranquillity.



TABLE 1

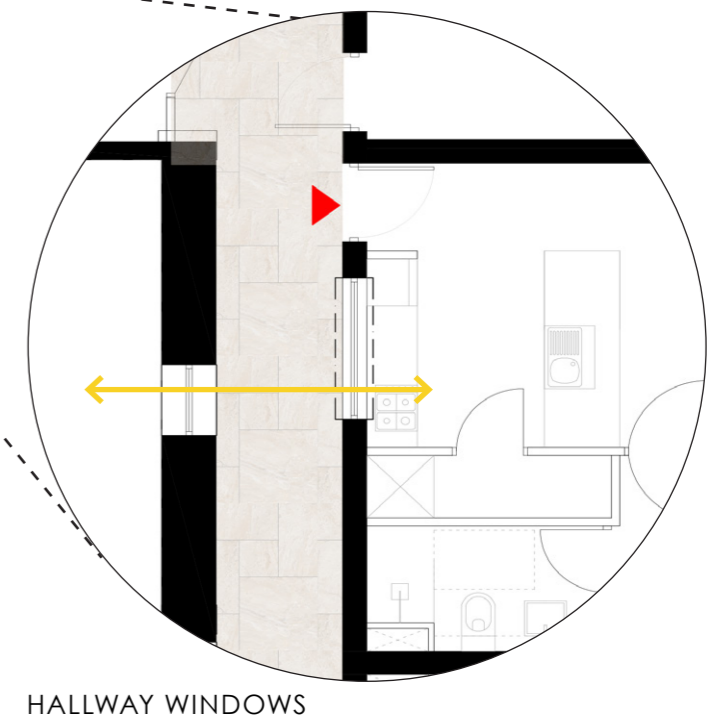
UNITS TYPE	DESCRIPTION	PRIVATE SPACE REQUIRED	PRIVATE SPACE PROVIDED
TYPE A	1 BED	5 sqm	9 sqm
TYPE B	2 BEDS	7 sqm	8 sqm
TYPE C	1 BED	5 sqm	9 sqm
TYPE D	1 BED	5 sqm	7 sqm
TYPE E	2 BED	7 sqm	9 sqm
TYPE F	1 BED	5 sqm	7 sqm
TYPE G	2 BED	7 sqm	9 sqm
TYPE H	2 BED	7 sqm	9 sqm
TYPE H	2 BED	7 sqm	9 sqm
TYPE J	1 BED	5 sqm	7 sqm
TYPE K	2 BED	7 sqm	9 sqm
TYPE L	1 BED	5 sqm	10 sqm
TYPE M	1 BED	5 sqm	14 sqm
TYPE N	1 BED	5 sqm	12 sqm
TYPE O	1 BED	5 sqm	9 sqm
TYPE P	1 BED	5 sqm	6 sqm
TYPE Q	2 BED	6 sqm	7 sqm
TYPE R	3 BED	9 sqm	11 sqm
TYPE S	2 BED	7 sqm	9 sqm
TYPE T	2 BED	7 sqm	10 sqm
TYPE U	1 BED	5 sqm	7 sqm
TYPE V	1 BED	5 sqm	7 sqm
TYPE W	2 BED	7 sqm	12 sqm
TYPE X	2 BED	7 sqm	9 sqm
TYPE Y	1 BED	5 sqm	9 sqm
TYPE Y	1 BED	5 sqm	9 sqm



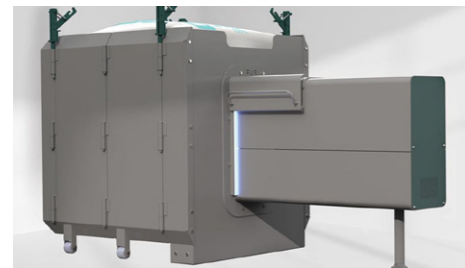
In accordance with the Planning Authority request, most of the private balconies will be increased by 2-4 sqm as per table 1.

The graphic beside is showing how the increased balcony ensures the creation of more habitable and spacious private amenities.

Also, some of the units located on block B will be provided with internal windows facing the gallery on the western elevation. This will increase the quantity of light in the main living area.



CAR PARKING-REFUSE STORAGE DETAILS



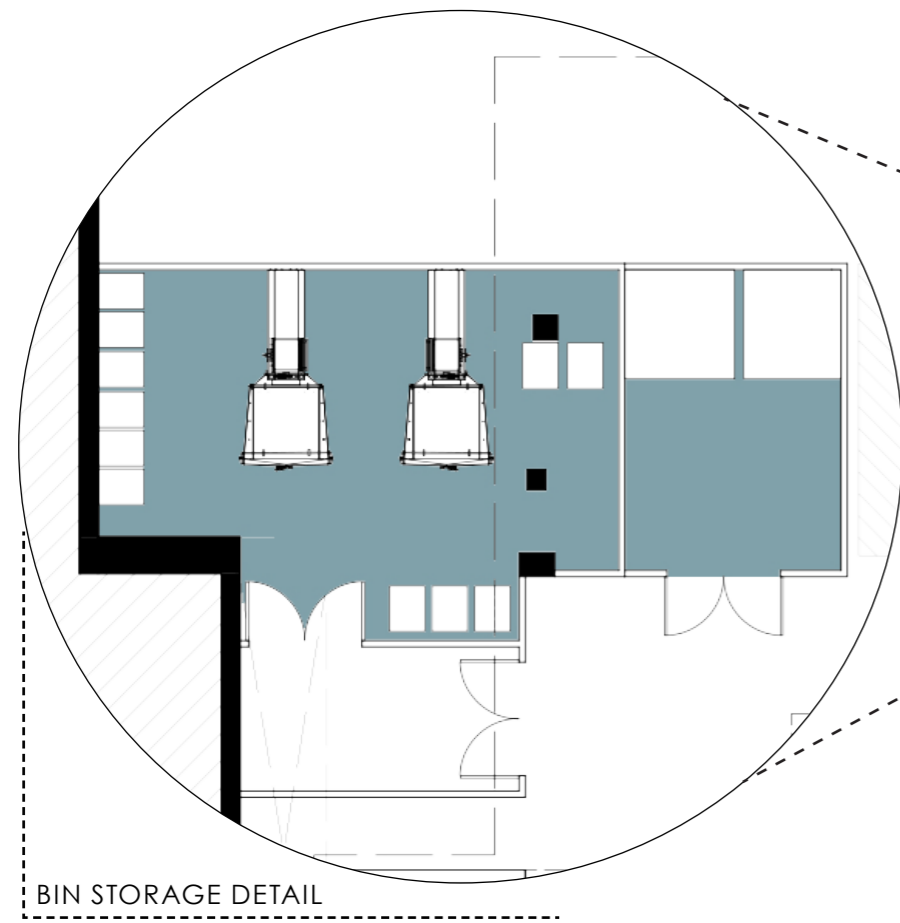
EPAC MINI COMPACTOR



TYPICAL WASTE RECEPTACLES

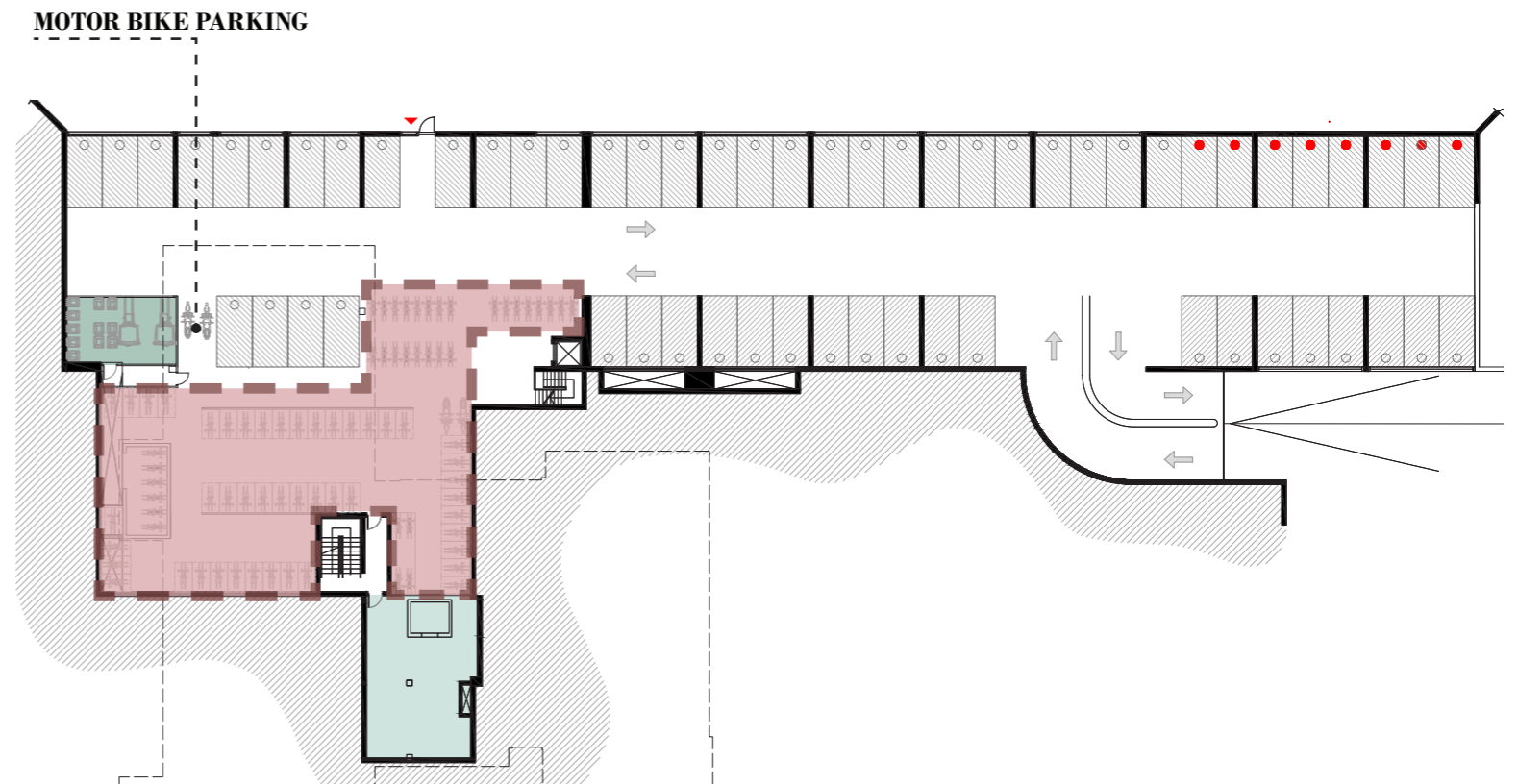
A new layout for bicycle and car parking, at the basement level, will be proposed, due to the increased bins storage area.

An Operational Waste Management plan prepared by Awn Consulting will demonstrate the waste strategy proposed, appropriate storage areas together with a high level of recycling, reuse and recovery will be incorporated into the design of the development.

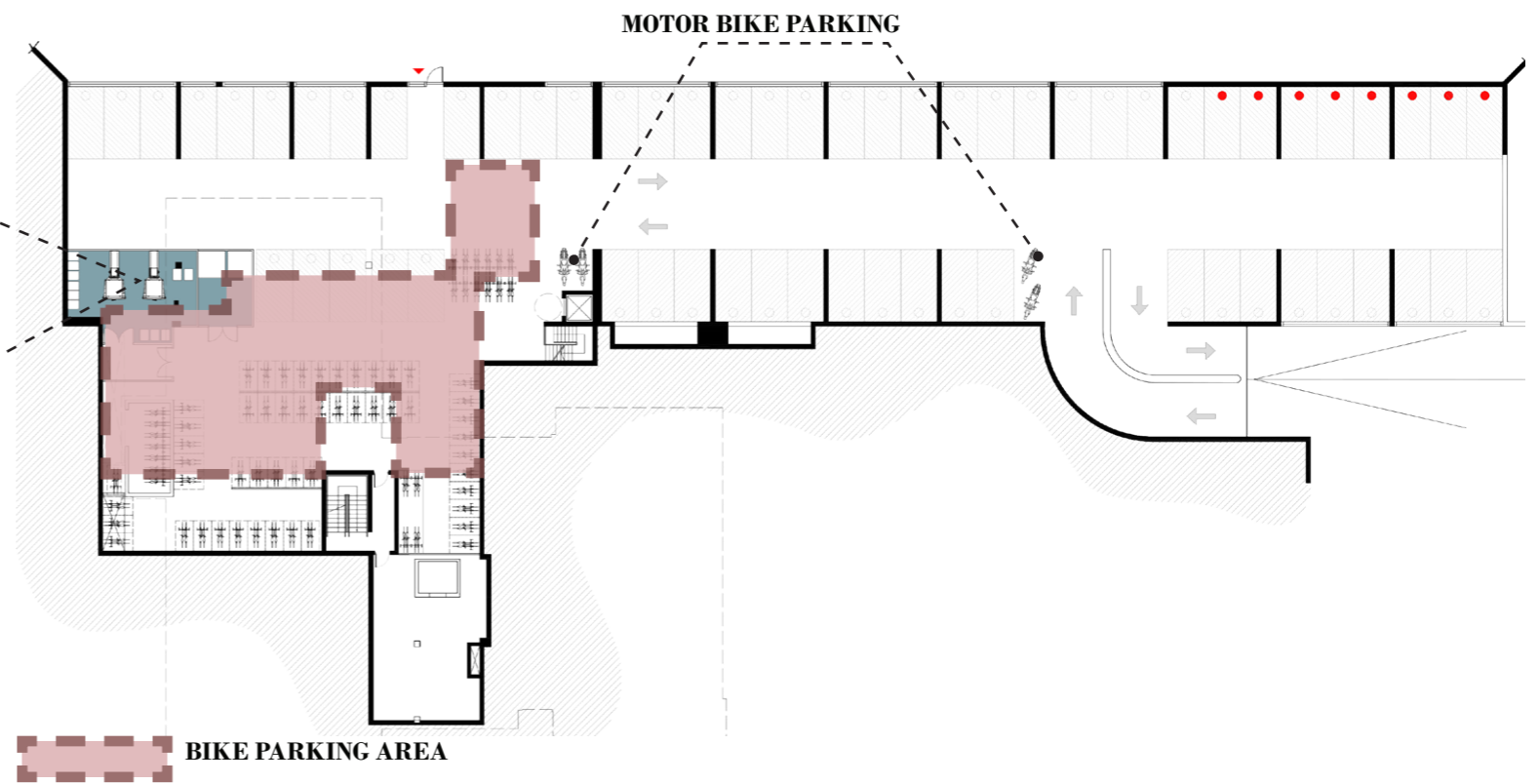


BIN STORAGE DETAIL

BASEMENT FLOOR PLAN-STAGE 2

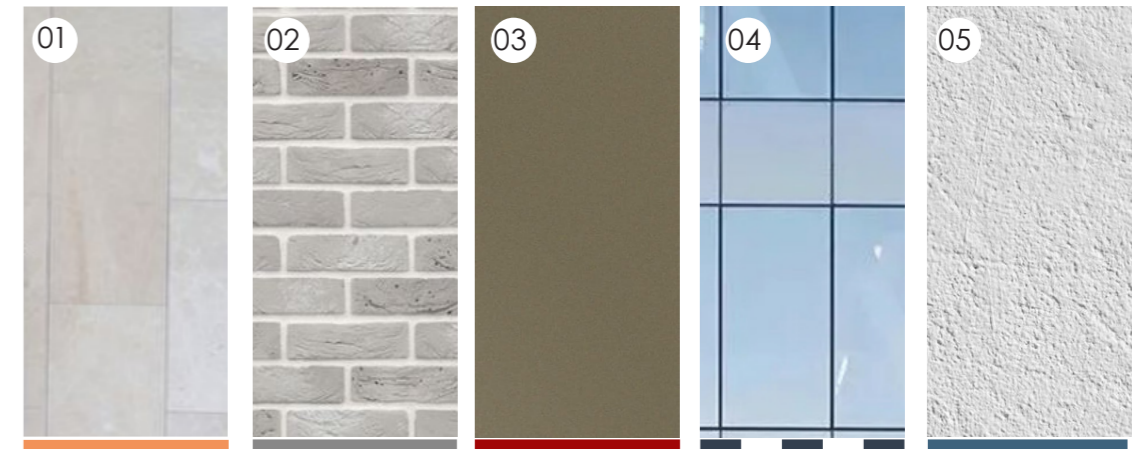
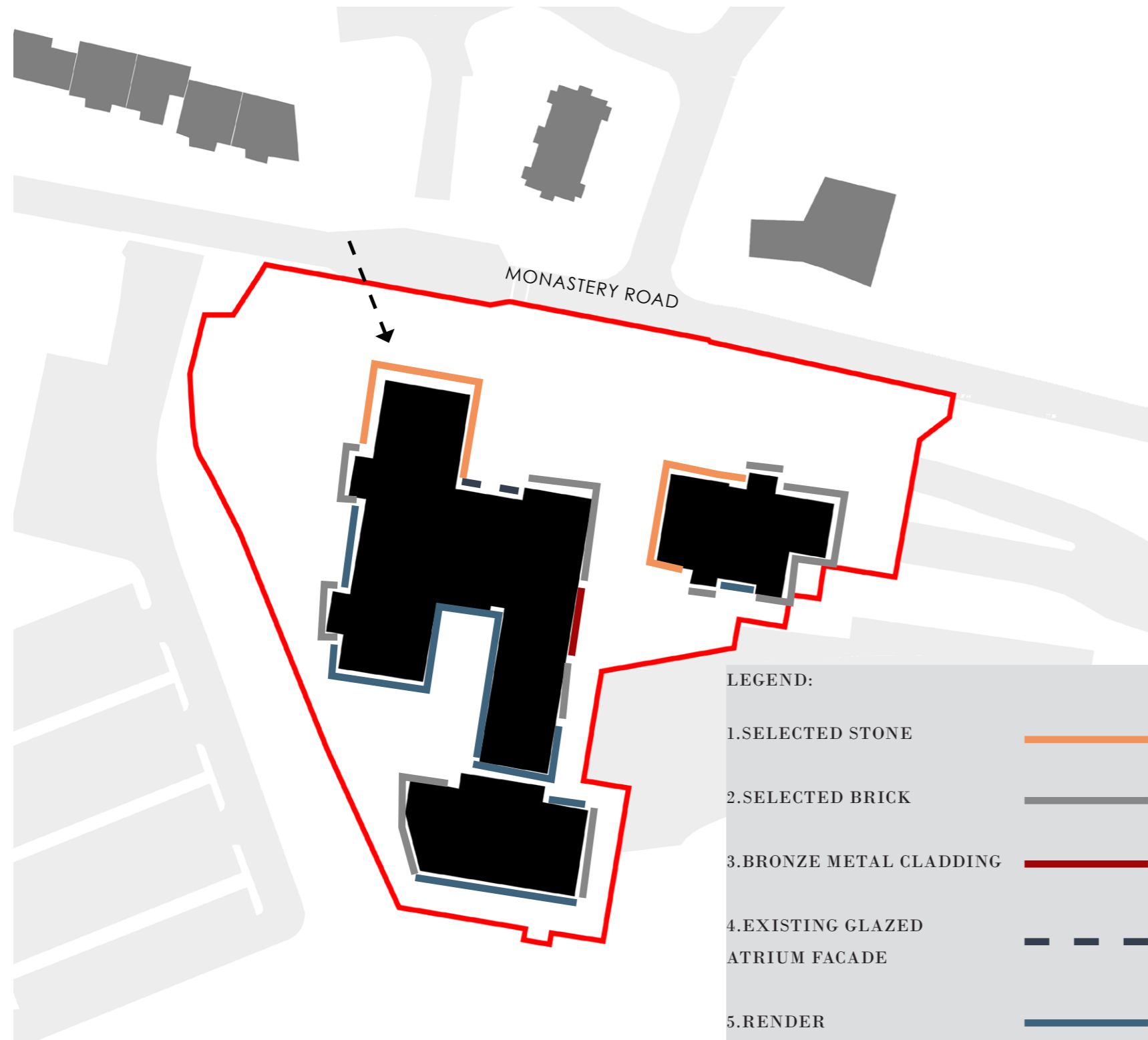


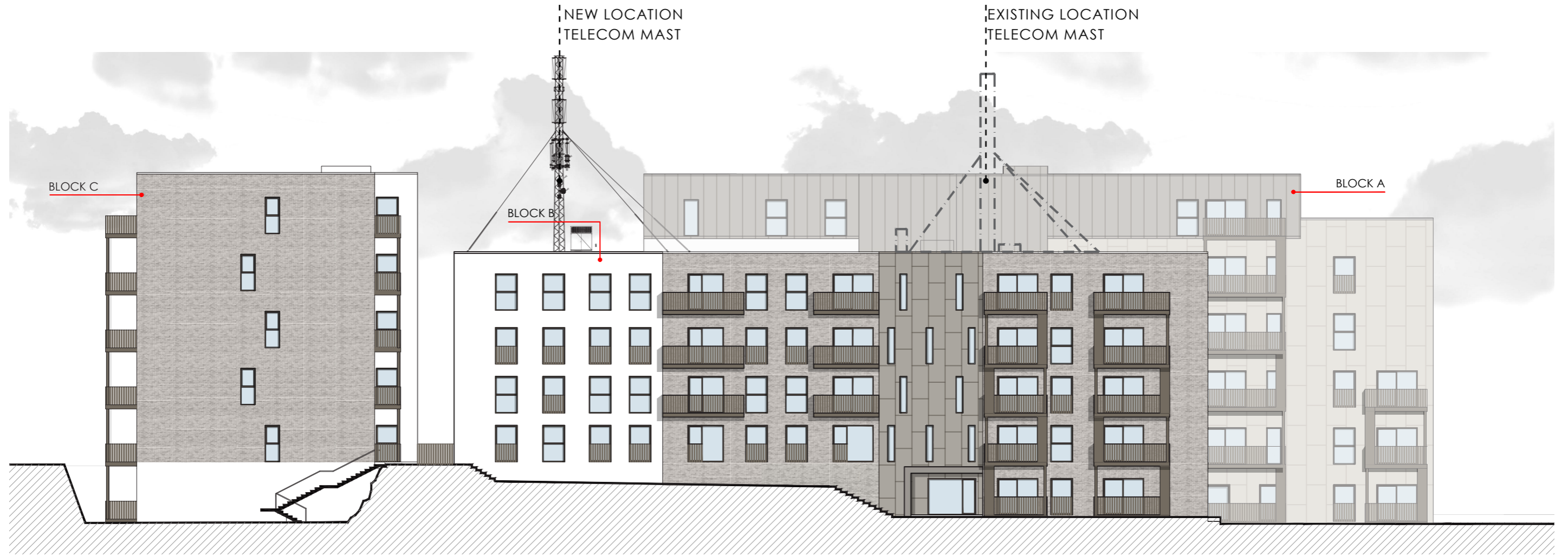
BASEMENT FLOOR PLAN-STAGE 3



12 | Appendix B

PROPOSED PALETTE OF MATERIALS





WINDOWS FRAME PROFILE

BRONZE WINDOWS

BRONZE METAL BALCONIES

BRONZE WINDOWS

WHITE RENDER AND BRONZE WINDOWS



13 | Appendix C

12 POINTS

NEIGHBOURHOOD



- **CONTEXT**

The proposed development makes efficient use of existing offices blocks that have been underutilised for some time. With the construction of an additional 6 no. storey block (Block D), the development will respond to the subject site in a manner that is consistent and considered. As for the surrounding area, the proposed development consisting of 130 no. units comprising of a variety of one, two and three-bedroom units will add additional housing to an area currently zoned as 'RES' – Residential in the South Dublin County Development Plan 2016-2022.

- **CONNECTIONS**

The proposed development scheme has been designed to facilitate quality all-round access, for pedestrian, cyclist and vehicular movement throughout the development and is accessible by Monastery Road to the north of the site. It is considered that the proposed residential density is appropriate to the site location in transport terms and will help support efficient public transport.

- **INCLUSIVITY**

The proposed development includes a variety of apartment types of varying sizes and configurations. All units in the development are accessible for disabled access. The development proposes a mix of one, two and three-bedroom units meeting a variety of housing needs for a range of households. It will be accessible along Monastery Road to the north of the site by steps or ramp, this ensure that cyclists of those with mobility issues can access the site easily. The open space provided can be used by all ages, with specific play areas for younger and older children. The communal open spaces have been designed with everyone in mind, with footpaths widths connection each open space that can be used by everyone. Public seating and play areas mean that the open spaces are a place for everyone. All floors in the building are served by lift, as well as by stairs meaning that moving around the development will be accessible to all.

- **VARIETY**

The range of uses available within the development is limited by the residential zoning objective of the site however communal open spaces can facilitate a range of passive and active open space uses.

SITE



- **EFFICIENCY**

The re-use of the 4-5 storeys blocks, currently on site, along with the construction of a new block, will bring about a significant improvement to the site conditions, bringing the land back into a beneficial use. The redevelopment of this site for residential accommodation will significantly improve the physical environment and provide high-density accommodation on an underutilised site. The proposed open spaces and sedum roofs are designed with Sustainable Urban Drainage Solutions (SuDS) in mind ensuring that water run-off from rainfall which can lead to pluvial flooding is mitigated. 61% of units in the development are proposed to be dual-aspect and includes no units that are north-facing and single-aspect. This ensures that all units receive adequate daylight.

- **DISTINCTIVENESS**

The proposed development, through contemporary design will create a positive addition to the identity of the locality, which will serve as a high-quality distinct development of moderate scale on a brownfield site which is presently underutilised. The development has the potential to be used as a landmark due to its scale at present. Coupled with an improved façade and building finishes, the site will help to contribute positively to the identity of the area on a site that is currently underutilised, transforming the site from a

SITE



space to a place.

- **LAYOUT**

The development prioritises pedestrians and cyclists. Car parking is provided at surface and basement levels with the quantum of spaces provided being purposely restricted. The proposed parking area at surface level is to the east of the site boundary, away from the residential blocks. Ensuring that cars have a minimal presence is vital for creating places that are enjoyable by people, enforcing a sense of security. The provided open spaces are connected and accessible by footpath creating spaces that are void of cars and are people-centric. The development proposes an additional c. 70 metres of public footpath at the northern boundary of the site along Monastery Road.

- **PUBLIC REALM**

The open spaces of the proposed development ensure that both active and passive uses can be enjoyed wherein passive refers to sitting and relaxing and active referring to a space being used for play. As mentioned, the ground-floor parking has been placed to the north-east of the site and so is away from the open space areas, to be enjoyed by people. Residents of the development can enjoy the safety of passive surveillance as the blocks overlook the public open greenspace, all combining to ensure safe, secure and enjoyable public areas.

- **ADAPTABILITY**

Adaptability of the design has been considered and it is proposed that all internal walls be constructed in a non-masonry system, thereby allowing future modifications to layouts to be readily implemented. The proposed buildings will be thermally efficient, and it is proposed to use a centralised adaptable plant.

- **PRIVACY AND AMENITY**

The proposed accommodation and the shared amenity spaces are designed to meet current design standards, as set out in the Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities (2020). In many areas, the minimum standards are exceeded such as the space requirements in units. Appropriate acoustic insulation will be designed to prevent sound transmission from one unit to another and from areas of non-residential uses to residential uses. All apartments have access to open space at each block which features a mix of hard and soft landscaping and amenity spaces, including children's play areas. Every unit may access the communal open-space areas, the semi-privacy of these spaces create secure and overlook spaces.

- **PARKING**

The development is provided with 78 no. on-site car parking spaces, including 5 no. car club spaces, which is considered appropriate given the site's proximity to the Luas and numerous bus/cycle routes. These car parking spaces, as well as the 310 no. bicycle spaces proposed, will be mostly accommodated at basement level. Vehicular and parking access will be via basement access to the east of the site. It is noted that a separate pedestrian and bicycle access to the basement is provided to along the north-western boundary of the subject site, off Monastery Road.

- **DETAILED DESIGN**

The materials and external design of the proposed development make a positive contribution to the locality. Design of the buildings will facilitate easy and regular maintenance.

HOME

