

## **Development Standards Compliance Report**

**SOUTH DUBLIN COUNTY COUNCIL DEVELOPMENT PLAN 2022 – 2028**

### **Architectural Design Report**

for

The change of use of the existing single storey double bay garage and store building to be used as a 1 bedroom dwelling with modifications to the front of the building to include new solar panels, windows and doors, communal pedestrian access and shared parking with the existing dwelling and all associated site works.

At

7 Rochfort Grove, Lucan, Co Dublin

Completed by

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## Introduction:

This report was prepared by DW Design Studio Ltd to accompany the planning application to South Dublin County Council for the adaptive reuse of the existing large double garage / storage building to be converted and be used as a single bedroom single storey 2-person dwelling.

The report is an Architectural Design Statement to assist in explaining the design process and intent of the design team in their approach to the design considerations to this proposed change of use.

The Architects have adhered closely to all relevant legislation and guidance documentation. Including the following publications.

- Quality Housing for Sustainable Communities – Urban Design Manual - A Best Practice Guide (2007)
- Sustainable Urban Housing - Design Standards for New Apartments. Guidelines for Planning Authorities (2018)
- Design Manual for Urban Roads and Streets (DMURS)
- Universal Design Standards Centre for excellence In Universal Design (2015)
- South Dublin County Council Development Plan 2022-2028

The various planning drawings that accompany this report have been prepared at a number of scales, so as to best describe both the finer detail and the wider context of the proposal. To assist with their view of the drawings, we have set out how they may be read and referenced below:

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- Site location plan presented at 1/1000, together with outlined details and images of a precedent similar Granted planning submission in the area.
- The proposed site layout plan has been presented at 1/100 scale and Includes landscaping proposals. This shows access to the site for all purposes (general residential needs, including access to cycle and car parking) from Rochfort Grove.
- Existing building General floor plan layouts, elevations and sections have been presented at 1/ 50. This shows the existing building on site proposed for change of use.
- Proposed General floor plan layouts, elevations and sections have been presented at 1/ 50.
- Proposed Site sections have been presented at 1/ 100.
- Photomontage showing existing and proposed view from Rochfort Grove (N.T.S)



### 1.1 Brief

Our brief for the building was to adapt and repurpose an existing building to allow for occupation by the applicant son. There is a severe shortage of affordable accommodation in the country currently to purchase or rent, the applicant would like to help their child get onto the property ladder and enable them to become self-sufficient.

The existing double entrance garage / storage building is severely underutilized currently. The car associated with the property presently park, off street in front of the garage building.

This type of development has limited precedent in the local area, it is not without precedent. A similar development was granted planning permission by South Dublin County Council in 2010 planning register reference SD10A/0194 for a single storey 2-bedroom dwelling.

### 1.2 The Site

The site is located at number 7 Rochfort Grove, Lucan Co Dublin enjoying generous access from a quiet cul-de-sac road, Rochfort Grove to the south. The existing buildings on site include an existing 3 bedroom semi detached dwelling set back 30m from Rochford Road and heavily screened with mature trees and hedges.

The most prominent building on the site is the extensive 2 door garage and storage building, single storey. This building was constructed as part of the original housing estate and forms part of the original fabric of the local built environment, the finishes and roof style true to local vernacular. This building although screened by large hedging and trees forms the original streetscape of the buildings on Rochfort Grove since the construction of the housing estate in.

### 1.3 Plot ratio, Density and site coverage.

The requirements for plot ratio is identified in the South Dublin County Development Plan (2022-2028). The site is zoned Z1 *'To protect, provide and improve residential amenities'*.

Density requirements are noted in the Design Standards for New Dwellings (2018), with density for Accessible Urban locations to be of 'higher density'.

- Development plan site coverage guidelines = 70%.
- Existing total site coverage for total building on site = 34%.
- Proposed total site coverage for total building on site = 34%.

The following is an outline of the relevant sections of South Dublin County Council Development Plan 2022 – 2028 and standards document, Quality Housing for Sustainable Communities (2007) demonstrating that the proposed development outlined above meets and exceeds the minimum standards required for good quality development of this this nature.

#### 1.4 Appropriate Building Heights / Scale

The site is located in a cul de sac 'Rochfort Grove' with predominantly residential two storey buildings either side. The existing double garage building that is subject to this change of use application is a single storey building, this building had been constructed at the time of the existing housing estate in 1995.

The proposal to change the buildings use to residential will not seek to change the building height. This is an established building scale, hidden in the rear of the cul de sac and does not form part of a typical continuous terrace of buildings and seen from the public roads. This is a low impact change of use to an existing building.

There is precedent for varying house types and scales in the area, with planning permission granted for a single storey dwelling at 19a Oldbridge Walk, Lucan, Co Dublin under planning register reference SD10A/0194.

## 2.0 The Development Proposal

### 2.1 Summary of Proposal

The following are key design aspirations that have underpinned the design process of the proposal to date:

- Creation of a high-quality living environment for residents in the existing dwelling and the proposed dwellings.
- Design of the layout to provide a dwelling for all potential users, disabled, elderly
- Provision of housing type that is severely under supplied in the area.



## 2.2 Dwelling Type:

The predominant house type provided for in the local area is a mix of three and four bedroom semi detached dwellings. This would cater for families but does nothing to cater for young first time buyers trying to buy into the market. Nor does this house type provide for the housing needs of disable or aging population.

H1 Objective 3 states that the council *'that adequate and appropriate housing is available to meet the needs of people of all incomes and needs including....., older persons, people with disabilities, .....through an appropriate mix of unit types and tenures provided in appropriate locations and in a manner appropriate to their specific needs.'*

The proposed development aims to help meet those needs by increasing the mix of housing type provided in the area. This is at a time when population growth in the local area, by an additional 45,002 persons (in South Dublin) equating to almost 15,500 new homes by 2028.

To help meet these targets the South Dublin Development plan Policy H2: Supply of Housing outlines various strategies to aid in the supplied of the right type of dwelling types. H2 Objective 6: notes the lack of 1 bedroom units which is in deficit of supply.

Should the council approved this proposal, this will contribute to the units mix in the local area, allow elderly person to downsize, first time buyer get on the property ladder, or provide appropriate housing for a mobility impaired person as outlined in:

*H3 Objective 6: To promote 'aging in place' and opportunities for right sizing within communities ....*

## 2.3 Quality of Development:

*Promote high quality design and layout in new residential developments to ensure a high-quality living environment for residents, in terms of the standard of individual dwelling units and the overall layout and appearance of the development.*

The proposed dwelling has been designed to exceed the minimum requirements set out in the Quality Housing for Sustainable Communities-Best Practice Guidelines (doehlg 2007) for a one bedroom residential unit.

The minimum private amenity space requirement for a 1 bedroom house is 30msq, we note the private amenity space provided is 65msq, this space contains mature trees and hedgerows which will be retained and has a predominantly Southern aspect located to the side of the proposed dwelling.

Located within the cul de sac of Roachfort Grove, set back from the building line ending 6 Rochfort Grove. This is an existing building which we propose to change use to dwelling, it been in place in its current scale / form since the development of the housing estate in 1995. The building is part of the original built fabric of the estate and streetscape. The proposed change of use does not seek to alter the building in terms of its scale, extent of envelope with alterations to the elevational treatments proposed will further tie in with existing and neighbouring building finishes.

Quality Housing for Sustainable Communities (2007)

Table 5.1: Space provision and room sizes for typical dwellings

- Dwelling Type: 1BED/2P House (1 storey)  
 Target Gross Floor Area (M2): 44 Msq  
 Proposed Dwelling Gross Floor Area = 54.9 Msq
- Aggregate Living Area (M2): 23 Msq  
 Proposed Dwelling Aggregate Living Area = 31.5 Msq
- Aggregate Bedroom Area (M2): 11 Msq  
 Proposed Dwelling Aggregate Bedroom Area = 13.5 Msq
- Storage Area (M2): 2 Msq  
 Proposed Dwelling Aggregate Bedroom Area = 19.8 Msq (1 Msq At Ground Level, Balance In Attic Storage)
- SDCOCO Dev Plan 2022-28 - Table 11.20: Minimum Space Standards For Houses  
 Type Of Unit – One Bedroom House – Gross Floor Are Required - 50 Sqm  
 Proposed Dwelling Gross Floor Area = 54.9 Msq
- Private Open Space Required - 48 Msq  
 Proposed Dwelling Private Open Space = 65 Msq



## 2.4 Residential Consolidation – Infill, Backland, Subdivision & Corner Sites

The proposed works would be considered subdivision / corner site, the intensification of such site is supported by the development plan and should actively be promoted by the council in order to achieve stated aim, of intensification on existing developed lands, provide for variety of dwelling types and scales for different types of users as outlined in objectives H17 1-3 below.

### HOUSING (H) Policy 17 Residential Consolidation

#### H17 Objective 1:

To support residential consolidation and sustainable intensification at appropriate locations and to encourage consultation with existing communities and other stakeholders.

#### H17 Objective 2:

To maintain and consolidate the County's existing housing stock through the consideration of applications for housing subdivision, backland development and infill development on large sites in established areas, subject to appropriate safeguards and standards identified in Chapter 11 Implementation.

#### H17 Objective 3:

To favourably consider proposals for the development of corner or wide garden sites within the curtilage of existing houses in established residential areas, subject to appropriate safeguards and standards identified in Chapter 11 Implementation.

## 2.5 RESIDENTIAL CONSOLIDATION

Infill residential development can take many forms, including development on infill sites, corner or side garden sites, backland sites and institutional lands.

### Corner/Side Garden Sites

The proposed development on side / Front garden sites should meet the criteria for infill development in addition to the following criteria:

*The site should be of sufficient size to accommodate an additional dwelling(s) and an appropriate set back should be maintained from adjacent dwellings.*

The existing buildings in this instance are built in place. Part of the original developments this proposal can be accommodated in terms of sites ability to carry the sq meter areas both internally and externally.

*The dwelling(s) should generally be designed and sited to match the building line and respond to the roof profile of adjoining dwellings,*

The proposed building interns of the roof form, building envelope materials currently matches adjacent dwellings, alterations to the proposed elevation with the infill of the garage doors with brick finishes would further tie the palette of finishes used in with those of adjacent buildings.

*The architectural language of the development (including boundary treatments) should respond to the character of adjacent dwellings and create a sense of harmony. Contemporary and innovative proposals that respond to the local context are encouraged, particularly on larger sites which can accommodate multiple dwellings,*

The architectural language of the proposed dwelling building will be in harmony in both profile and finishes palette proposed to be used.

*Where proposed buildings project forward of the prevailing building line or height, transitional elements should be incorporated into the design to promote a sense of integration with adjoining buildings, and*

This existing garage building position proposed to be used as a dwelling was part of the original estate master plan and constructed in a position outside of a traditional building line. Due to its position in the front garden of the existing dwelling Number 7, the building has been built at an appropriate scale, single storey for its location. The building although single storey provides a continuum of building form from number 6 to number 7 within the cul de sac estate.



## 2.6 Car Parking Requirements

Table 12.26: Maximum Parking Rates (Residential Development)

DWELLING TYPE: PROPOSED One Bedroom House

ZONE 1 - 1 space

DWELLING TYPE: EXISTING 3 Bedroom House

ZONE 1 – 2 spaces

The maximum requirement for parking in this development would be 3 car parking spaces. The proposal is to provide 2 spaces, 1 for each dwelling. The proposal is catered for under the development plan where the number of spaces provided for any particular development should not exceed the maximum provision. The maximum provision should not be viewed as a target and a lower rate of parking may be acceptable subject to:

1. The proximity of the site to public transport and the quality of the transport service it provides.
2. The proximity of the development to services that fulfil occasional and day to day needs
3. The ability of people to fulfil multiple needs in a single journey
4. The ability of residents to live in close proximity to the workplace

1. The proposed dwelling by virtue of its proximity to quality public transport should contribute to the allowance of a 1 parking space per dwelling (2no total). This would make allowance for a lower rate of parking requirement in this area and constitute a reduction of the requirement of 2 space at for the existing dwelling. The properties enjoy excellent connectivity with the C1 and C2 bus routes just 7 minutes walking from the proposed dwelling.

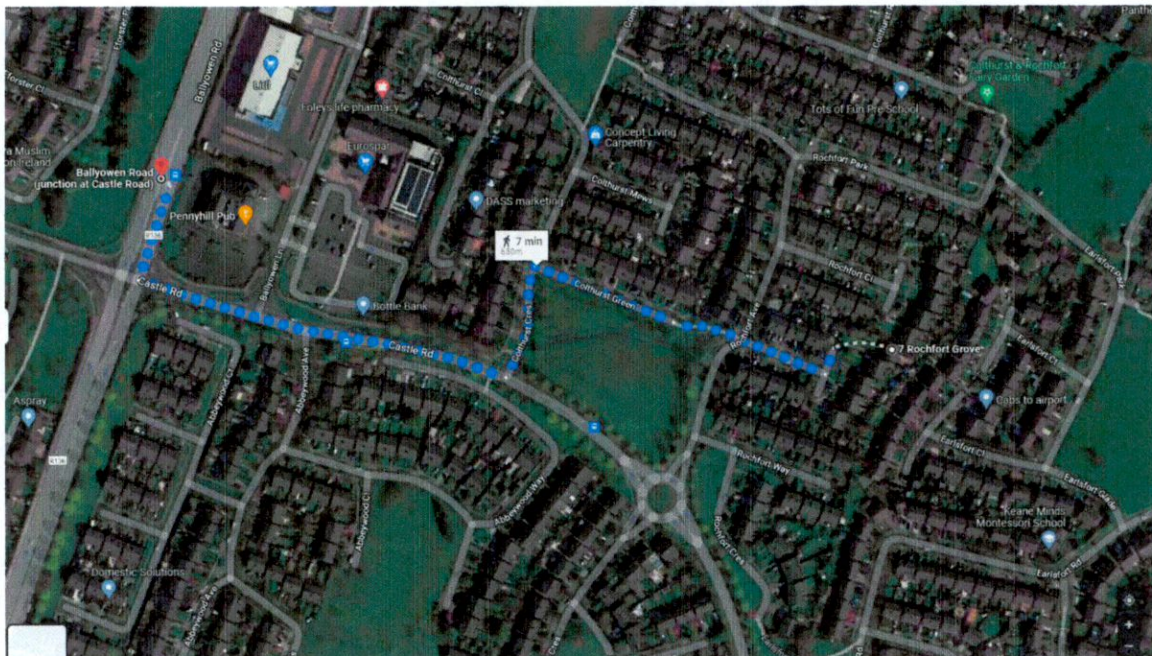


Image 1: Google Maps Extract – 7-minute walk from dwelling to Ballyowen road bus stop

The C1 bus route provide direct connectivity from the local area, through Liffey Valley, Chapalized and on into the City Centre, along the keys and along the coast to Merrion. As shown below, this route provides connectivity to many town centres towards and including Dublin City centre.

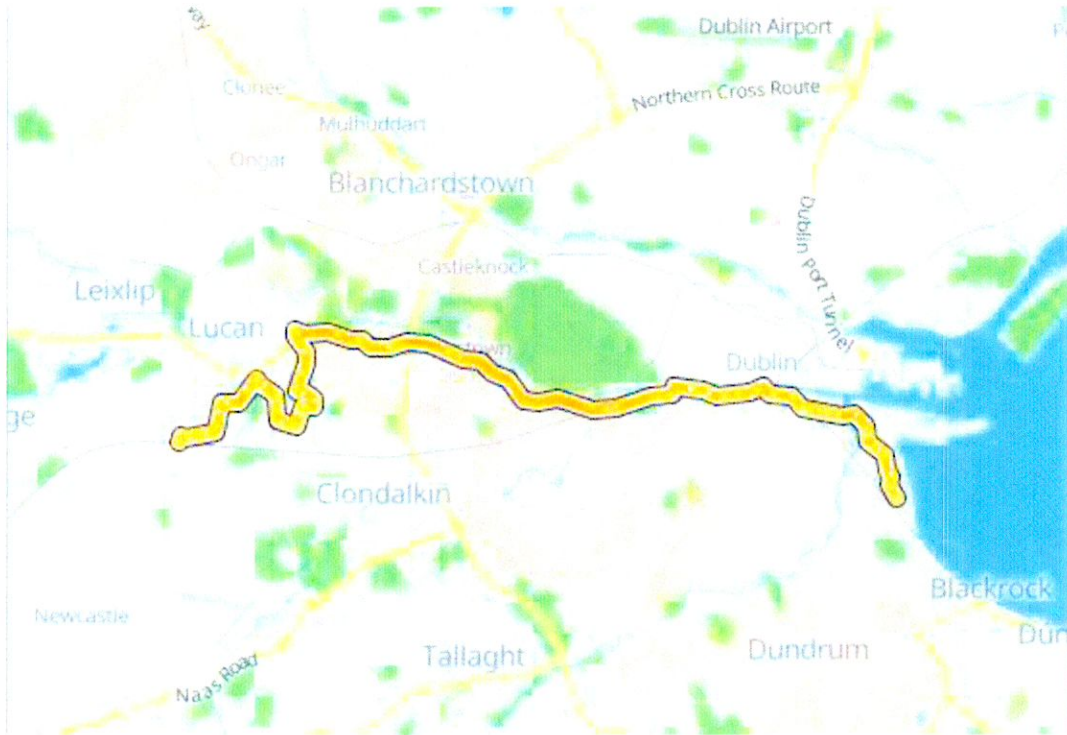


Image 2: C1 Bus Route

The Bus schedule outlined below outlines the routes continued access operating on a 24 hour schedule 7 days a week.

**C1 bus Schedule**

C1 bus operates 24 hours, 7 days a week.

Day	Operating Hours	Frequency
Sun	24 hours	30 min
Mon	24 hours	7 min
Tue	24 hours	7 min
Wed	24 hours	7 min
Thu	24 hours	7 min
Fri	24 hours	7 min
Sat	24 hours	29 min





The L54 bus route provide direct connectivity from Leixlip to the local area, through Lucan, Chapalized and on to Clondalkin.



Image 3: L54 Bus Route

The Bus schedule outlined below outlines the routes continued access operating on a 18 hour daily schedule for 7 days a week.

**L54 bus Schedule**

L54 bus route operates on everyday. Regular schedule hours: 5:52 AM - 11:37 PM

Day	Operating Hours	Frequency
Sun	8:07 AM - 11:37 PM	30 min
Mon	5:52 AM - 11:37 PM	30 min
Tue	5:52 AM - 11:37 PM	30 min
Wed	5:52 AM - 11:37 PM	30 min
Thu	5:52 AM - 11:37 PM	30 min
Fri	5:52 AM - 11:37 PM	30 min
Sat	6:07 AM - 11:37 PM	30 min



Fonthill Road Stop 2681 which provides access to busses 51D, G2 and L53 buses is 17 minutes walk from the proposed dwelling.



Image 4: Google Maps Extract – 17 minutes walk from dwelling to Castle Shopping Centre Fonthill Road Stop 2681

The **G2** bus route provide direct connectivity from the local area, through Liffey Valley, Inchicore and on into the City Centre. As shown below, this route provides connectivity to many town centres towards and including Dublin City centre.



**Image 5: G2 Bus Route**

The Bus schedule outlined below outlines the routes continued access operating on a 24 hour schedule 7 days a week.

**G2 bus Schedule**

G2 bus operates 24 hours, 7 days a week.

<b>Day</b>	<b>Operating Hours</b>	<b>Frequency</b>
Sun	24 hours	20 min
Mon	24 hours	12 min
Tue	24 hours	12 min
Wed	24 hours	12 min
Thu	24 hours	12 min
Fri	24 hours	12 min
Sat	24 hours	15 min







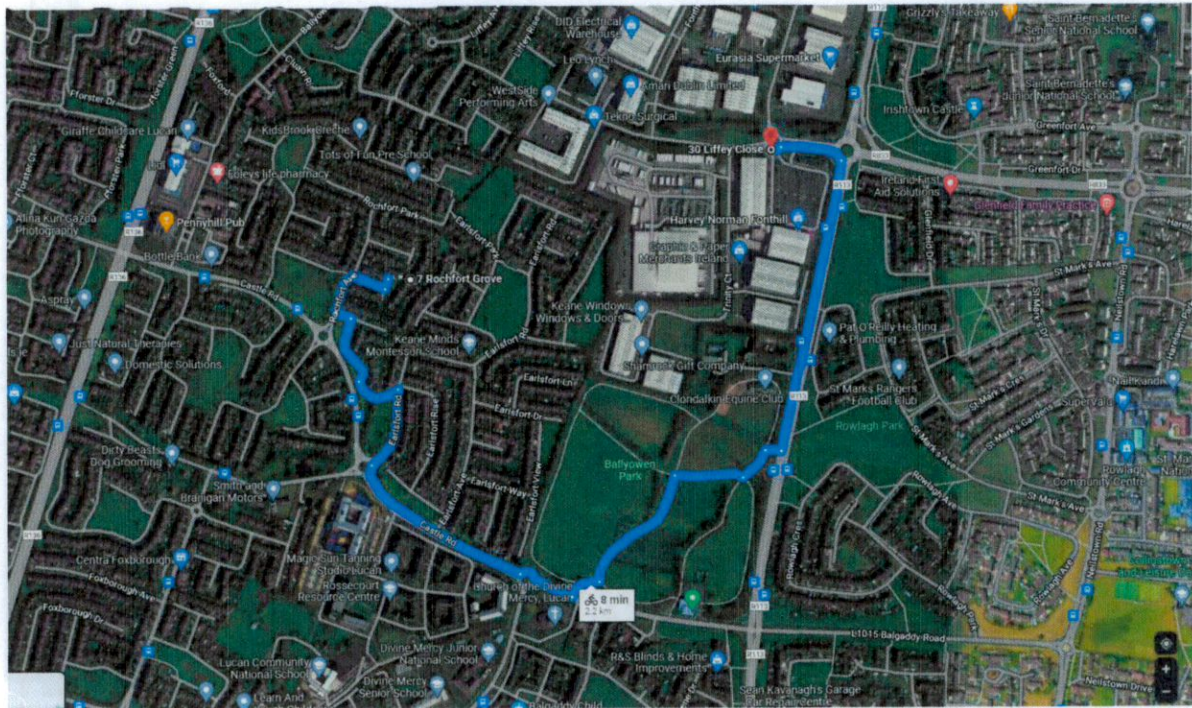


Image 7: Google Maps Extract – 8 mini cycle from proposed dwelling to local Retail park

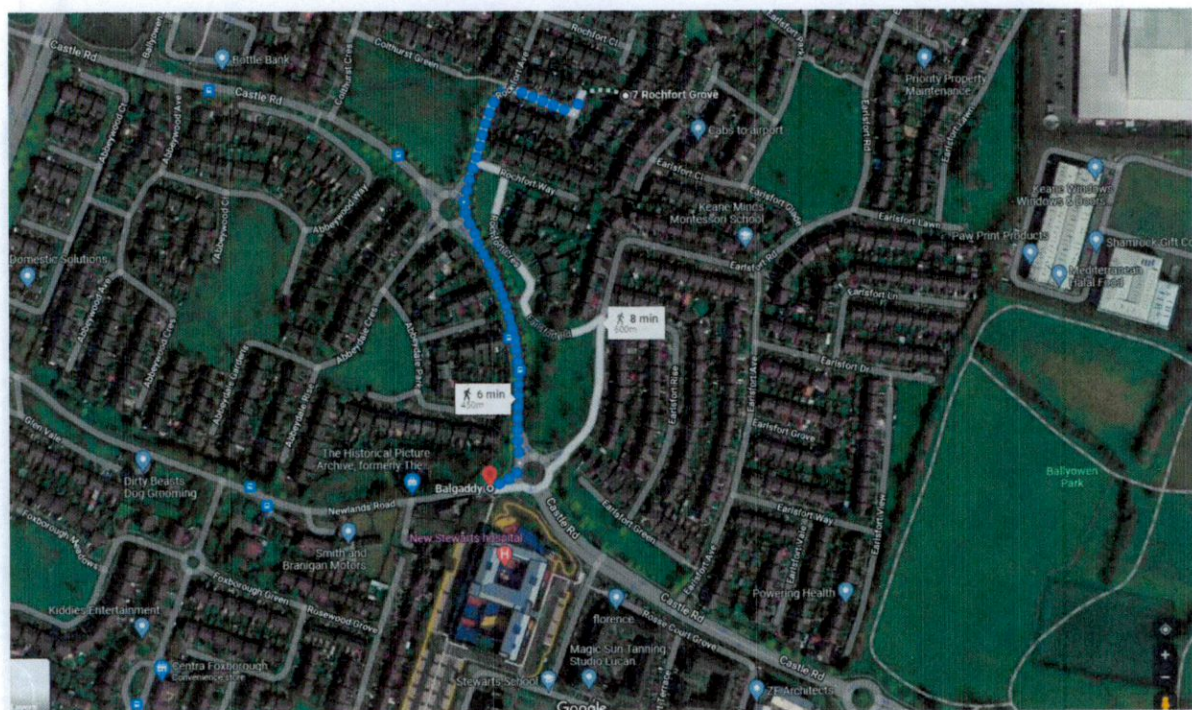


Image 8: Google Maps Extract – 8 minute walk from proposed dwelling to local New Stewarts Hospital



The national planning strategy specifically targets ways to reduce or remove the requirement for car spaces, in an effort to reduce the over reliance on the car as the main mode of transport. The move towards public greener modes of transport is supported by the provision of new 24 hour Dublin Bus 'Spinal' routes which connect the inner and suburban parts of the city allowing people to step away from cars.

The proposed dwelling has access to 3 such routes, C1 + C2 + G2 bus routes which operate 24 hours a days. Further to that, the dwelling is situated within easy walking distance to many amenities to cater for day to day needs.

The provision of parking in this particular instance should be calculated appropriately and the maximum allowance of parking normally 3, be reduced to the proposed design spaces for 2 cars. This would tie in with the national green strategy, and support South Dublin County councils stated aim that the maximum parking allowance should not be treated as a target figure.

### 3.0 Sustainable Development

South Dublin Development plan outlines a very ambitious plan to facilitate the building of nearly 15,500 new homes by 2028 to accommodate more than 45,000 people. The green climate goals also contained within the development plan should see the council show leadership in the promoting a green development for the provision of these new homes.

"The greenest building is the one that already exists," Carl Elefante, former president of the American Institute of Architects. The LEED America building energy rating procedure allows developers to holistically rate a buildings energy use, not just by the energy used i.e BER Certs, but through a buildings lifetime energy use by considering:

- The existing site (or building)
- Demotions of excavations required (is its green filed far from infrastructure)
- Construction material, energy, embodied eneegy of material
- Completed Buildings energy use
- Connectivity, people who attend the building, how do they arrive, car, buss, walk, cycle.
- Buildings green credentials, does it produce energy
- Is it a net positive building in energy terms.

It is now considered when assessing buildings under systems like LEED, that the adaptive reuse of existing underutilized buildings is the most energy efficient way to produce modern buildings like dwellings. The existing building has a level of embodied energy built in, generally these a re located in well connected areas for energy, transportation, live work balance.

This type of approach to providing dwellings should be considered as part of the SDCOCO plans to promote the provision of green development. The adaptive reuse in this case of an underutilised large double garage building in this instance would provide sustainable way to provide a much needed dwelling in the local area.