| APPENDIX

| PART V

PART V PROVISION

PART V ALLOCATION

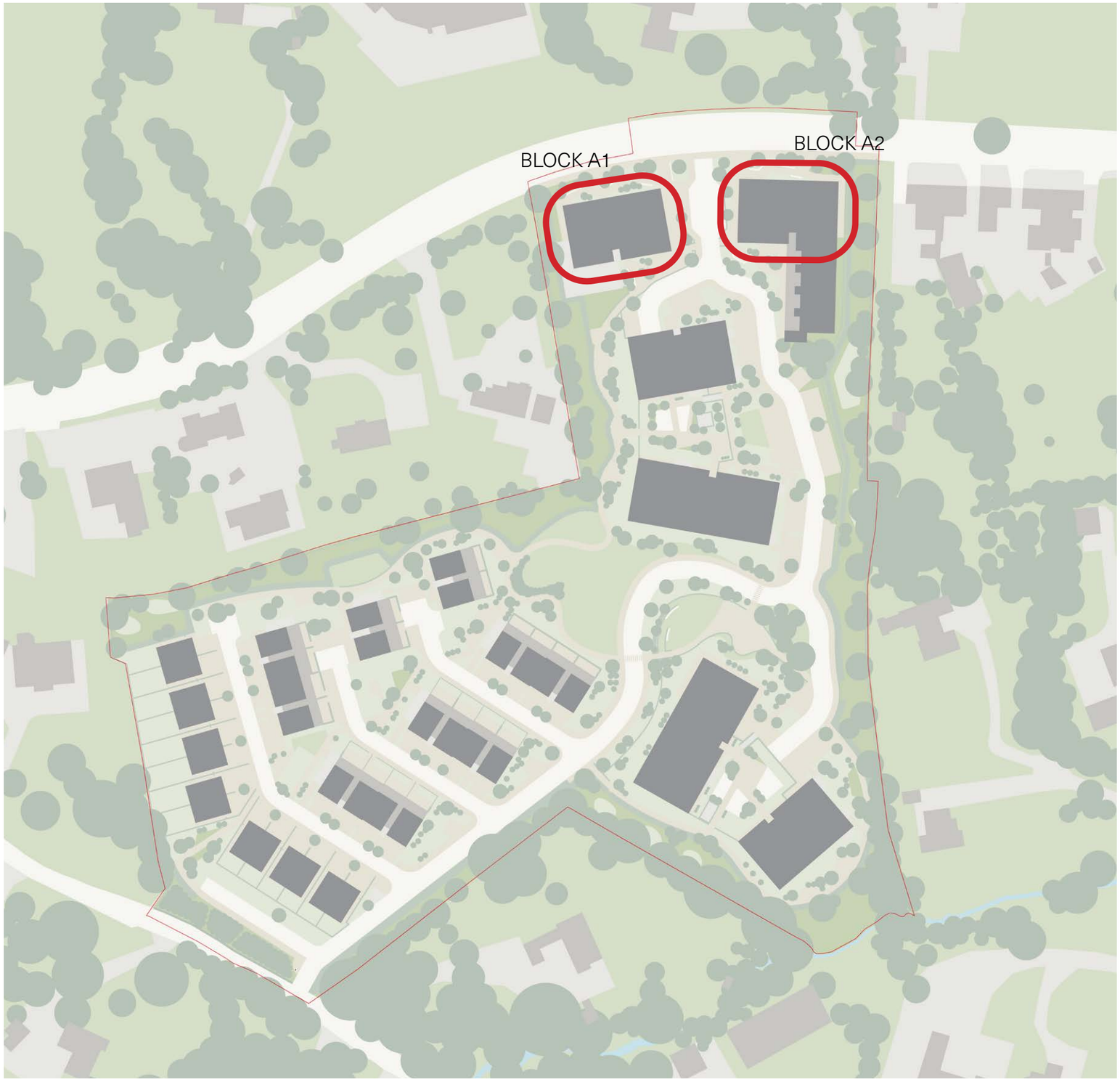
RESIDENTIAL BREAKDOWN:

APARTMENTS:

BLOCK A1	15
BLOCK A2	4
TOTAL	**19**

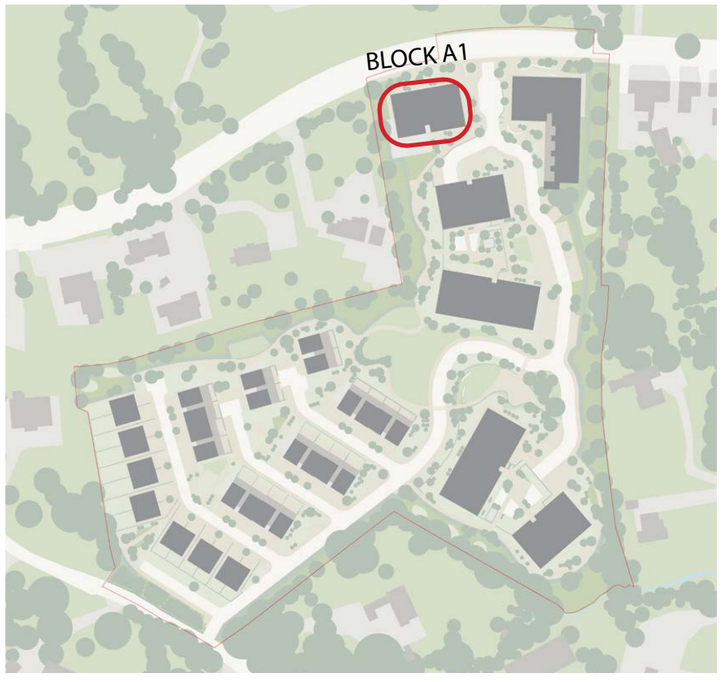
UNIT MIX:

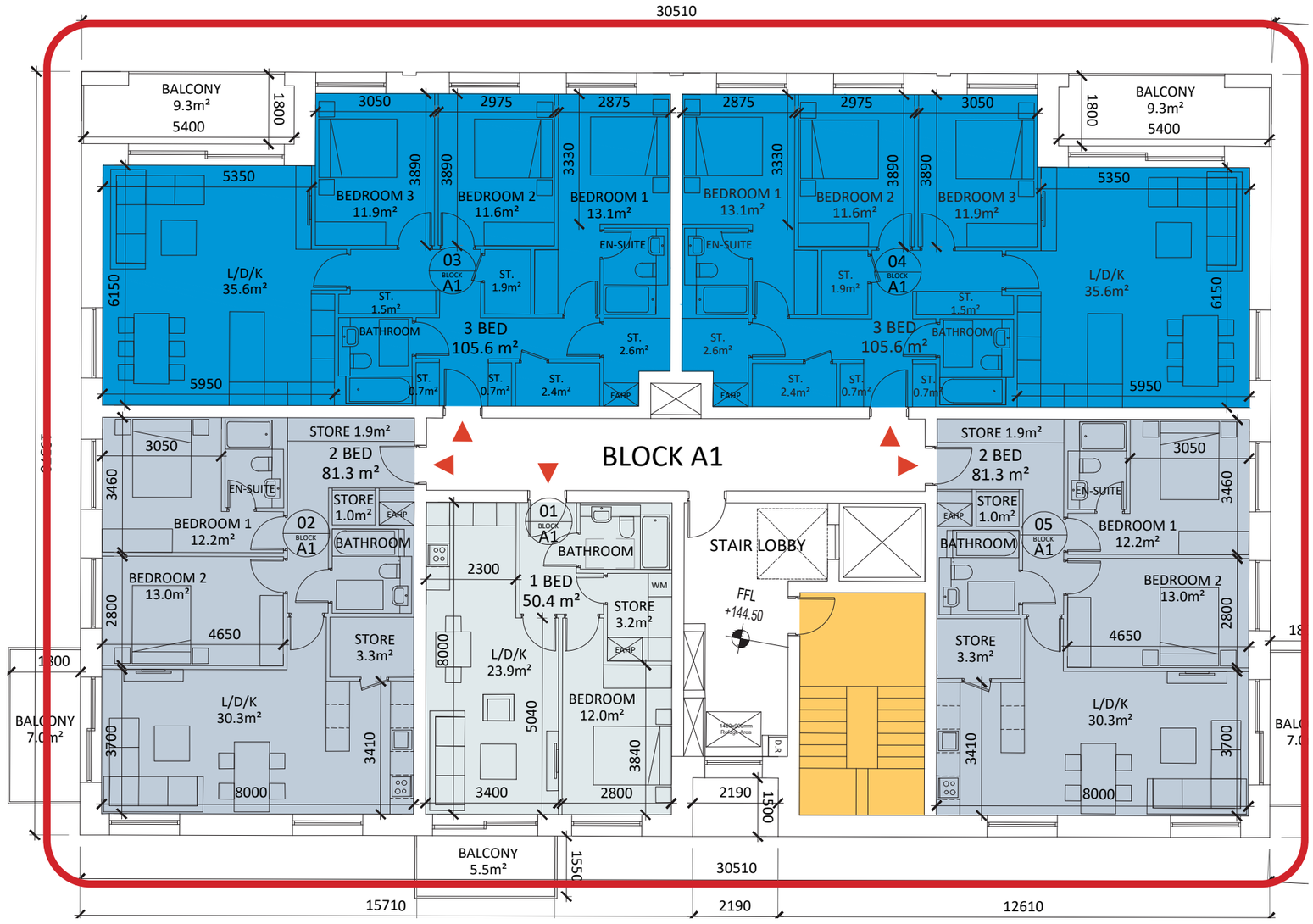
STUDIO	0	0%
1 BED	3	16%
2 BED	6	32%
3 BED	10	52%
TOTAL	**19**	**100%**



PART V PROVISION

BLOCK A1 PLAN

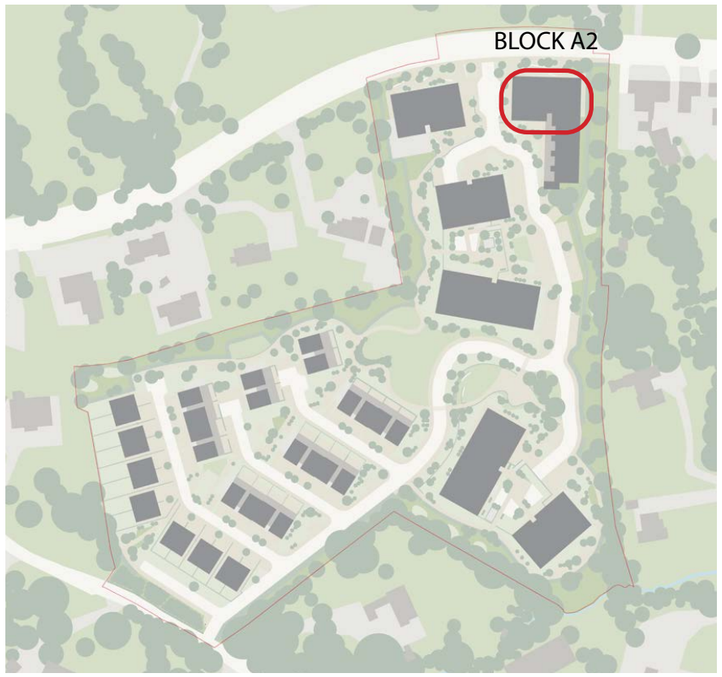


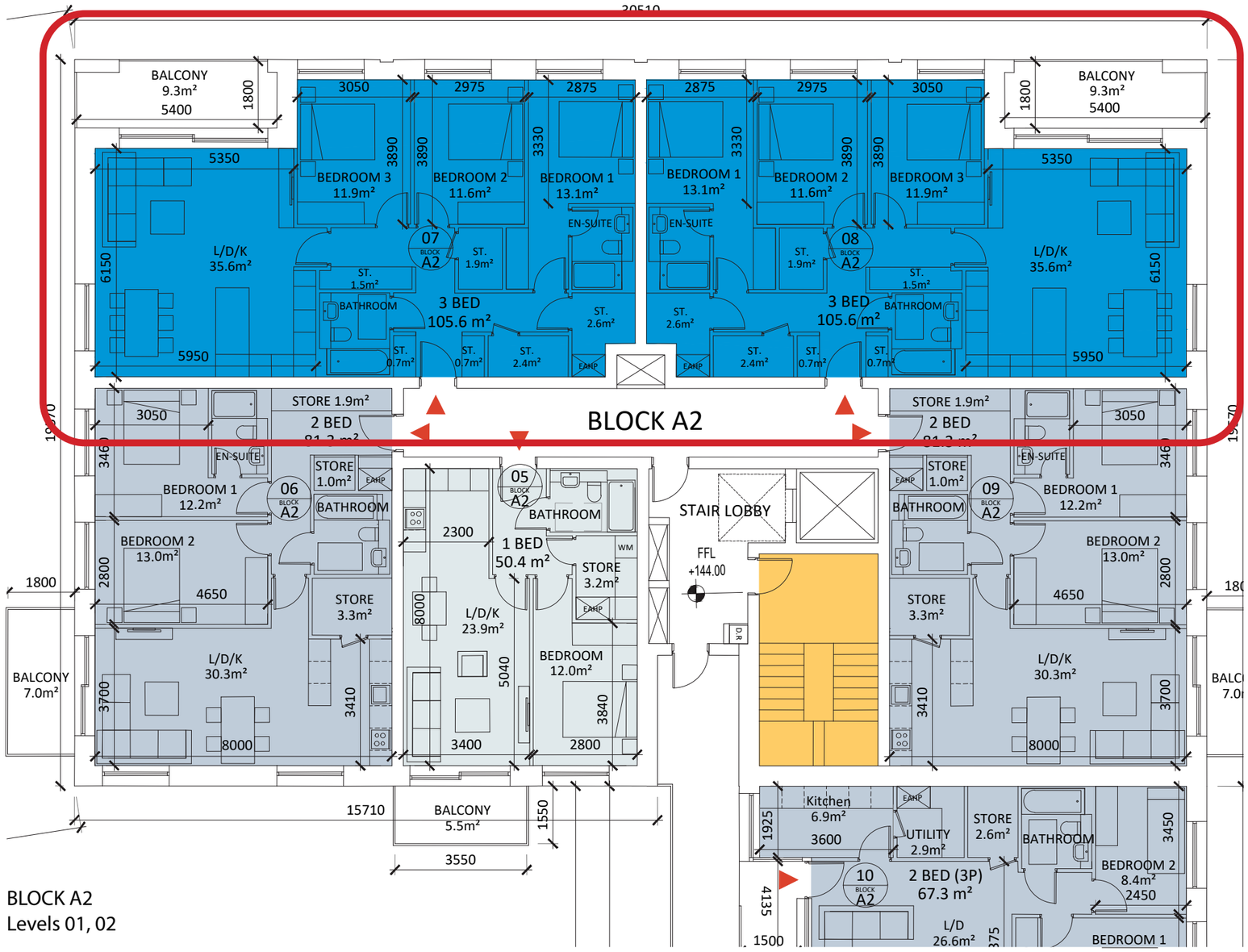


BLOCK A1
Levels 01, 02, 03

PART V PROVISION

BLOCK A2 PLAN





BLOCK A2
Levels 01, 02

PART V PROVISION

SOA

Key	Type	No. Beds	LEVEL 0 (Ground)	LEVEL 1	LEVEL 2	LEVEL 3	TOTAL	Bedrooms	TOTALS		DUAL ASPECT		North
			No.	No.	No.	No.	No.	No.	No.	%age	No.	%age	
APARTMENT BLOCK A1 (4 Storey)										MIX			
	1 beds	1	0	1	1	1	3	3	3	20.0%			
	2 beds (4 person)	2	0	2	2	2	6	12	6	40.0%			
	3 beds	3	0	2	2	2	6	18	6	40.0%			
Subtotal			0	5	5	5	15	33	15	100.0%	12	80.0%	0

Key	Type	No. Beds	LEVEL 0 (Ground)	LEVEL 1	LEVEL 2	LEVEL 3	TOTAL	Bedrooms	TOTALS		DUAL ASPECT		North
			No.	No.	No.	No.	No.	No.	No.	%age	No.	%age	
APARTMENT BLOCK A2 (3-4 Storey)										MIX			
	1 beds	1	0	0	0	0	0	0	0	0.0%			
	2 beds (3 person)	2	0	0	0	0	0	0	0	0.0%			
	2 beds (4 person)	2	0	0	0	0	0	0	0	0.0%			
	3 beds	3	0	2	2	0	4	12	4	100.0%			
Subtotal			0	2	2	0	4	12	4	100.0%	4	100.0%	0

APARTMENTS (Blocks A1, A2)		UNITS	MIX	MIN AREA + 10%	DUAL ASPECT RATIO		Bedrooms
Type	No. Beds	(no)	%age	(no)	(no)	%age	(no)
1 beds	1	3	15.8%				
2 beds	2	6	31.6%				
3 beds	3	10	52.6%				
		19	100.0%	19	16	84%	45

| DUAL ASPECT

DUAL ASPECT

DUAL ASPECT OVERVIEW

'A dual aspect apartment is designed with openable windows on two or more walls, allowing for views in more than just one direction. The windows may be opposite one another, or adjacent around a corner. The use of windows, indents or kinks on single external elevations, in apartment units which are otherwise single aspect apartments, is not considered acceptable and/or sufficient to be considered dual aspect and these units, will be assessed as single aspect units.' 12.3.5.1 Dual Aspect in Apartments

Below is a table that quantifies the new build dual aspect units. Please refer to the dual aspect pack included in appendix for more details on the dual aspect provision.

Dual Aspect Unit Summary

Blocks	Units	DU %
Block A1	12	80.0%
Block A2	22	84.6%
Block B1+2	34	66.7%
Block B3+4	33	71.7%
Block C	40	100.0%
Block D	14	100.0%
Total	**155**	**80.7%**

Key

Dual Aspect Units

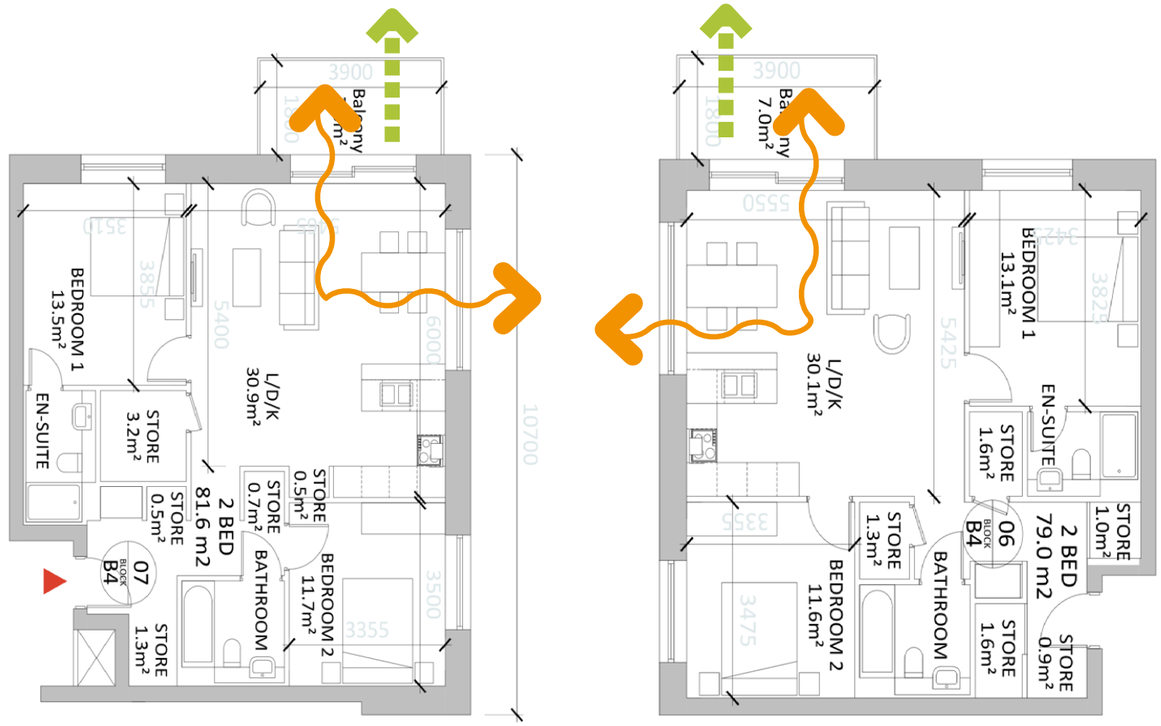


APPENDIX

DUAL ASPECT OVERVIEW

SPPR 4 requires a minimum of 50% of units in suburban and / or intermediate locations. Dual aspect units significantly enhance the residential amenity obtained in a unit providing for better daylight and sunlight penetration and cross ventilation. Achieving dual aspect in living rooms is the most preferable unit configuration, allowing for high amenity value in the predominant living space.

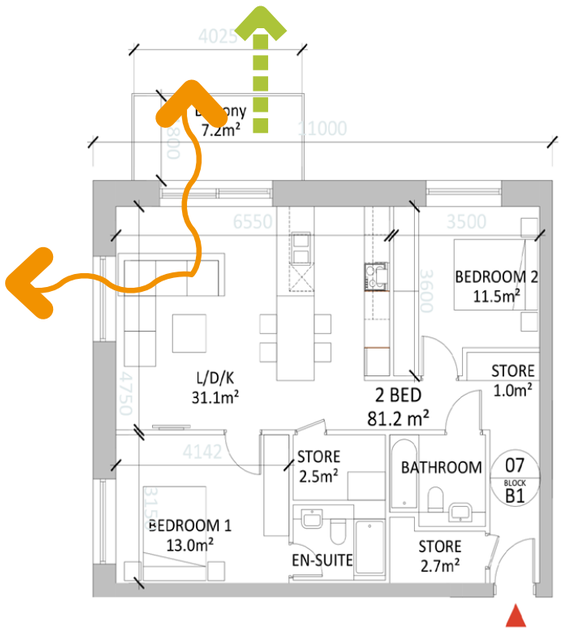
Some typical examples of dual aspect units within the development are displayed adjacent and on the following pages. For further detail on the dual aspect units please see the Dual Aspect Summary section of the appendix.



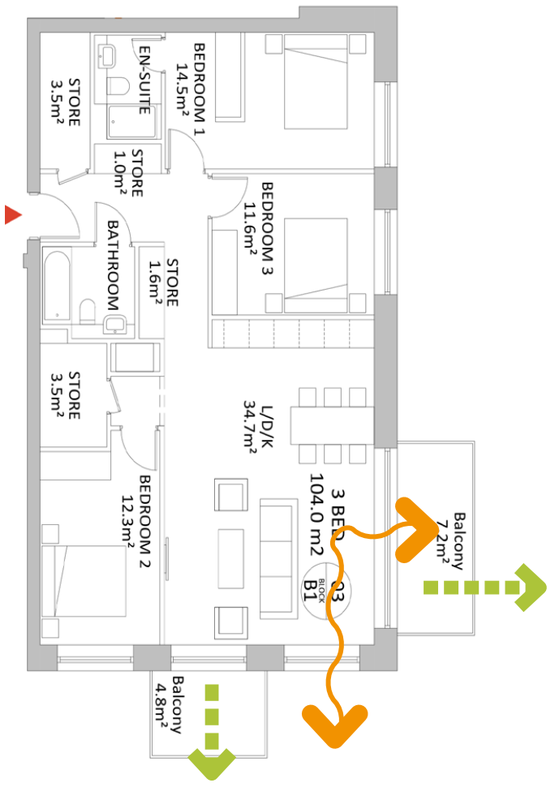
Unit Type B - 2 Bed 79.0 sqm

APPENDIX

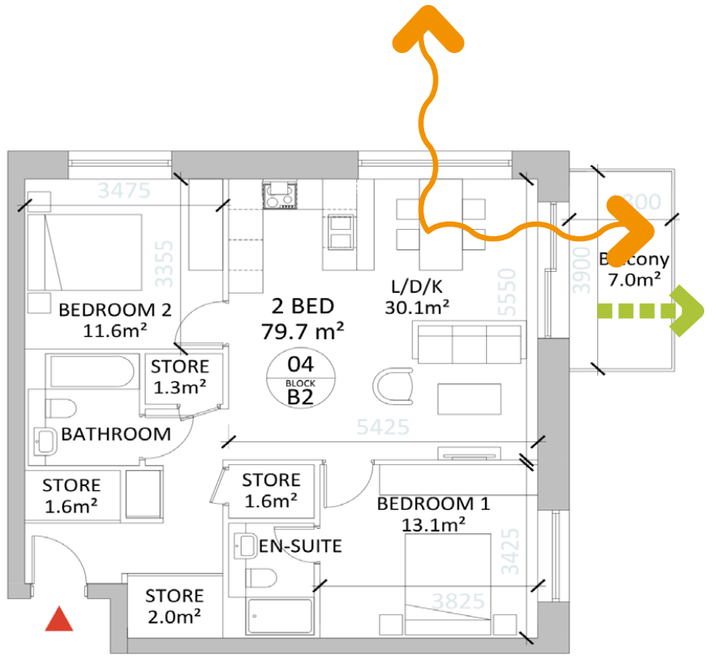
DUAL ASPECT OVERVIEW



Unit Type F - 2 Bed 81.2 sqm



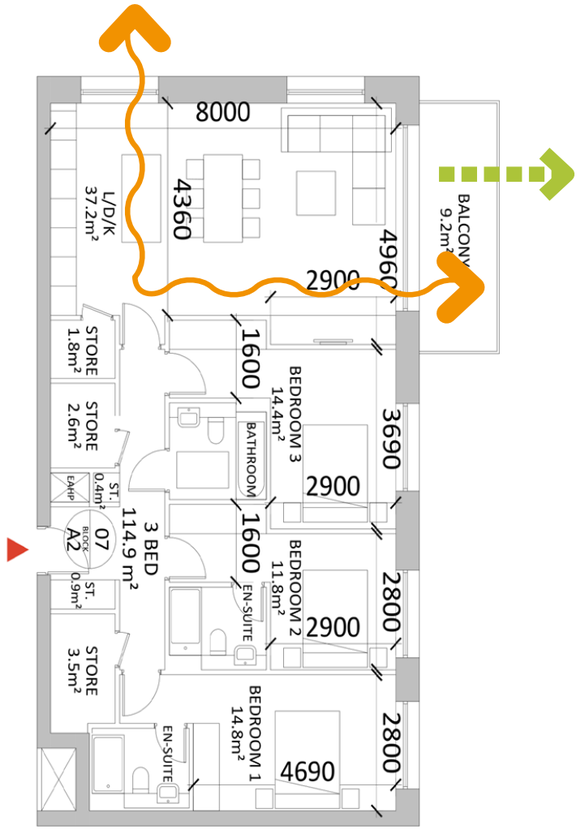
Unit Type G- 3 Bed 104.0 sqm



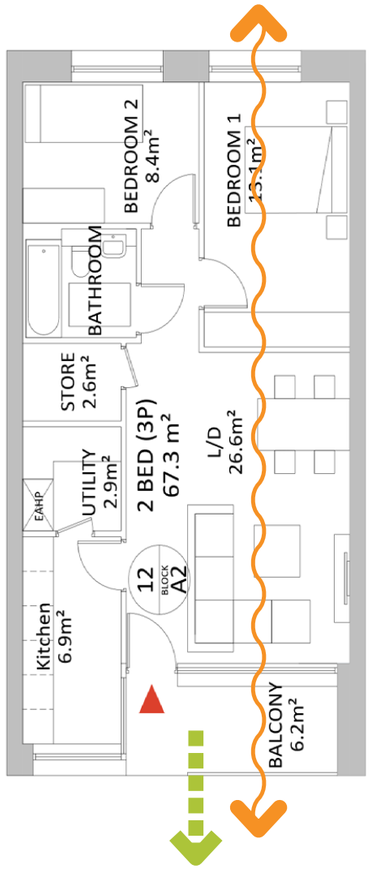
Unit Type H - 2 Bed 79.7 sqm

APPENDIX

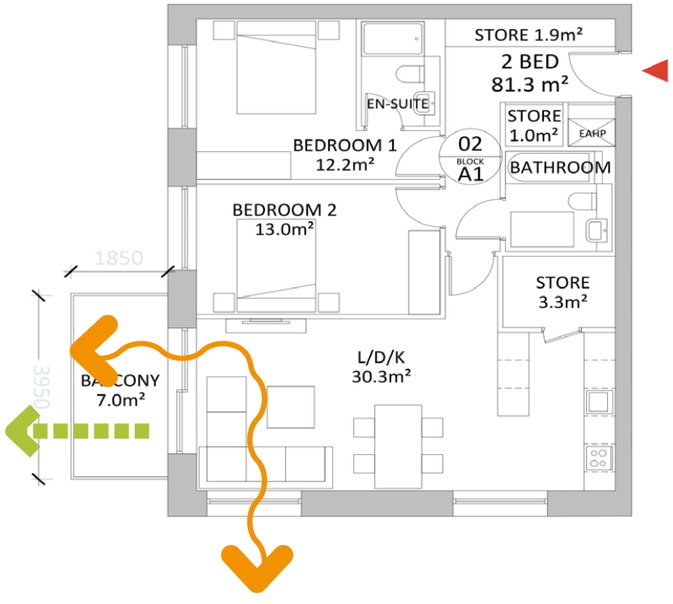
DUAL ASPECT OVERVIEW



Unit Type C - 3 Bed 114.9 sqm



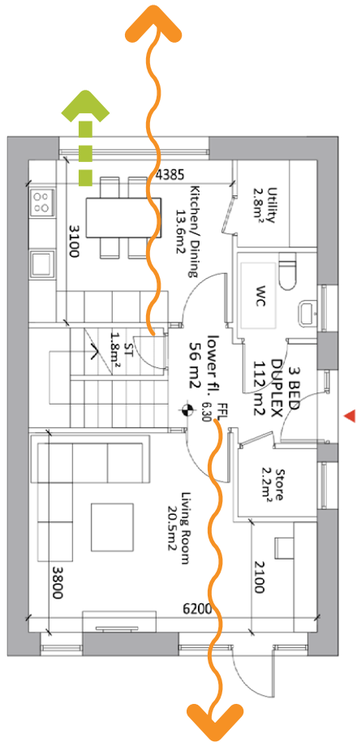
Unit Type D - 2 Bed 67.3sqm



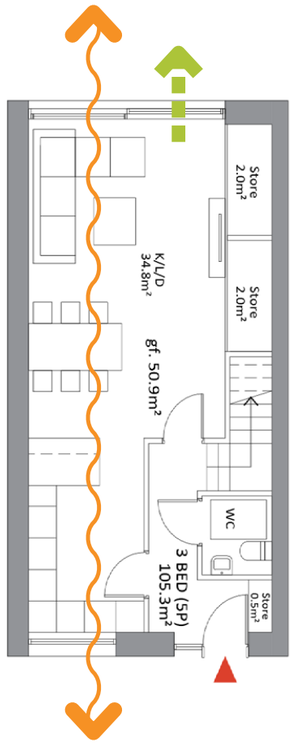
Unit Type E - 2 Bed 81.3sqm

APPENDIX

DUAL ASPECT OVERVIEW



Unit Type I - 3 Bed 112 sqm



Unit Type J - 3 Bed 105.3 sqm

| SRDCS DESIGN CHECKLIST

DESIGN APPROACH

SRDCS - DESIGN CHECKLIST

Key Quality Urban Design and Placemaking Indicators

Within the **'Sustainable Residential Development and Compact Settlement Guidelines**' a Design Checklist has been developed to assist in the application of 'Section 4.3 - Key Indicator of Quality Urban Design and Placemaking'. The checklist has been presented in a Q&A format to assist both the local planning authority and An Bord Pleanala in determining whether the proposed development at Blackglen Road meetings the SRDCS Guidelines.



Sustainable and Efficient Movement

Ensuring places are well connected and accessible by sustainable modes. Also acknowledging that quality of journey is equally important and that places are perceived as safe and are not dominated cars.

Mix and Distribution of Uses

Promoting the integration of land uses and transportation and a diverse and innovative mix of housing that can facilitate compact housing and provide greater housing choice.

Green and Blue Infrastructure

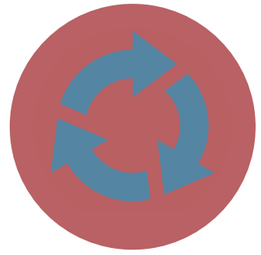
Placing an emphasis on the protection of natural assets and biodiversity, whilst also taking a more strategic view as to how open space networks are formed to balance the needs of communities.

Responsive Built Form

Placing an emphasis on the creation of a coherent urban structure and design approach that responds to local character and is attractive.

SRDCS

SUSTAINABLE AND EFFICIENT MOVEMENT



Ensuring places are well connected and accessible by sustainable modes. Also acknowledging that quality of journey is equally important and that places are perceived as safe and are not dominated cars.

1.1

Will the plan or development proposal establish a highly permeable and legible network of streets and spaces within the site that optimises movement for sustainable modes of transport (walking, cycling and public transport)?

Response:

The proposed development does establish a highly permeable and legible network of streets and spaces within the site. From the main entrance from Blackglen road, both pedestrians, cyclists and vehicles can permeate the site, with the main road travelling the length of the site allowing vehicles and cyclists clarity with how to navigate the site. For pedestrians there are two main ways to navigate the site, the first is Universal Design compliant access along the mains road and secondary spur roads which access all the dwellings within the development. The second pedestrian route is along a proposed nature trail around the site boundary, utlising the topography and natural setting of the site.

1.2

Have opportunities to improve connections with and between established communities been identified and responded to with particular regard to strategic connections between homes, shops, employment opportunities, public transport, local services and amenities?

Response:

The main opportunity to improve connections with and between established communities is along Blackglen road to Lambs Cross, and further East towards Sandyford Village.

However, strategical, there is the potential to create a connection along Barnacullia road towards Glencullen.

1.3

Are streets designed (including the retrofitting of existing streets adjacent to or on-route to the site, where appropriate) in accordance with DMURS to calm traffic and enable the safe and comfortable movement of vulnerable users?

Response:

The proposed development has been designed in accordance with DMURS to enable a safe and comfortable movements for vulnerable uses. Please refer to OCSC design for the proposed roads.

1.4

Has the quantum of parking been minimised (in accordance with SPPR4 where relevant) and designed and located in a way that seeks to reduce the demand for private car use, promote sustainable modes of transport and ensure that the public realm is not dominated by parked vehicles?

Response:

The proposed development has utlised the natural sloping topography of the site to conceal two podium car parks and one basement car park, removing 50% of the proposed car parking away from the surface, with the majority of other surface parking serving the Houses and Duplex units to the West of the site.

DESIGN APPROACH

MIX OF LAND USE

Promoting the integration of land uses and transportation and a diverse and innovative mix of housing that can facilitate compact housing and provide greater housing choice.

2.1

Is the mix and intensity of land uses appropriate to the site and its location and have land uses been distributed in a complementary manner that optimises access to public transport, amenities and local services via walking or cycling?

Response:

The mix of land use has been sensitively considered within this residential development, with 12% of this has been given over to a unobstructed wildlife corridor, and 22% of the site comprised of a variety of different open spaces from: playgrounds, to tree trails and public open green space. The proposed net density is 59.22 dph which is appropriate for the site and its location based on the requirements set out in the **SRDCS Guidelines.**

2.2

Have a diverse and varied range of housing types been provided to meet local and projected needs (having regard to the Housing Need Demand Assessment), supplemented by an innovative range of housing typologies that support greater housing affordability and choice?

Response:

The proposed unit mix below complies with the requirements set out in the **SRDCS Guidelines:**

Unit Mix

1-Bed	33	17.2%
2-Bed	84	43.8%
3-Bed	61	31.8%
4-Bed	14	7.3%
Total	**192**	**100%**

2.3

Will the plan or development proposal supplement and/or support the regeneration and revitalisation of an existing centre or neighbourhood, including the adaption and re-use of the existing building stock in order to reduce vacancy and dereliction (where applicable) and promote town centre living (where applicable)?

Response:

The proposed development is looking to take advantage of a greenfield site adjacent to a village centre in order to intensify land use and reduce the surrounding suburban sprawl.

2.4

Is the regeneration and revitalisation of an existing centre or neighbourhood supported by the enhancement of the public realm so as to create a more liveable environment, attract investment and encourage a greater number of visitors (where applicable)?

Response:

The proposed development looks to revitalise the surrounding neighbourhood with high quality public realm with an offering of 22% land use as accessible public open space with a variety of difference uses from playground, tree trails and open green space. The development also has direct access for both pedestrians and cyclist towards Lambs Cross and Sandyford Village.

DESIGN APPROACH

BLUE AND GREEN INFRASTRUCTURE

Placing and emphasis on the protection of natural assets and biodiversity, whilst also taking a more strategic view as to how open space networks are formed to balance the needs of communities.

3.1

Has the plan or development proposal positively responded to natural features and landscape character, with particular regard to biodiversity, vistas and landmarks and the setting of protected structures, conservation areas and historic landscapes?

Response:

The most prominent natural feature of the site is the slope which is 151 above AOD at the entrance from Blackglen Road and rises to a maximum of 151 at Woodside road. The buildings across the development look to nestle into the hillside with the B Block apartments on the lower hillside which utilising the change in level to partially conceal both podium and basement, and the Duplex apartment offering a split level design to minimise the overall mass of the typical 4 storey high buildings elements.

The biodiversity of the area has been intensified as well with a dedicated and separate route along the Eastern Boundary of the site from Blackglen road to Woodside Road. Please see Gannon + Associates - Landscape Design Rational report for further details.

3.2

Have a complementary and interconnected range of open spaces, corridors and planted/landscaped areas been provided, that create and conserve ecological links and promotes active travel and healthier lifestyles?

Response:

There is a variety of interconnected and complementary range of open spaces, corridors and plant/landscaped area provide that all come together to create and conserve ecological links and promote active travel and healthier lifestyles.

Please refer to Gannon + Associates Open Space Provision drawing: 23170_Blackglen_PA_J_POS and their Landscape Design Rational report for further details.

3.3

Are public open spaces universally accessible and designed to cater for a range of active and passive recreational uses (taking account of the function of other spaces within the network)?

Response:

The public open space is accessible from the main road through the site, however, due to the existing conditions of the site, the open spaces occupies an area of the site that is sloped outside of a range that complies with universal design. However, it this site does cater for a range of active and passive recreational uses.

3.4

Does the plan or development proposal include integrated nature-based solutions for the management of urban drainage to promote biodiversity, urban greening, improved water quality and flood mitigation?

Response:

For a in depth review of the integrate and nature based drainage solutions that promote biodiversity urban greening, flood mitigate and water quality please refer to OCSC civil suds strategy.

DESIGN APPROACH

RESPONSIVE BUILT FORM



Placing an emphasis on the creation of a coherent urban structure and design approach that responds to local character and is attractive.

4.1

Does the layout, orientation and scale of development support the formation of a coherent and legible urban structure in terms of block layouts and building heights with particular regard to the location of gateways and landmarks, the hierarchy of streets and spaces and access to daylight and sunlight?

Response:

The layout, orientation and scale of the development have all been curated to respond to the sites specific location at the foothills of Dublin mountains, which is the prominent landmark of this area. The proposed development, apart from the Block A apartments which have been designed to continue the existing street edge, the predominantly 3-4 storey height across the scheme has been concealed from the distance views towards the site by responding to the sloping site and proposing both stepped massing and on the upper hillside, smaller duplex units grouped along spur roads , referencing the Clachan Settlement Pattern of the Barnacullia Area, that are connect back to the main road through the development.

4.2

Do buildings address streets and spaces in a manner that will ensure they clearly define public and private spaces, generate activity, maximise passive surveillance and provide an attractive and animated interface?

Response:

Due to the sites multiple pedestrian, vehicular and cycle routes around the site, the different blocks do not have a hierarchy of front and back elevations, and so provide 3-4 attractive and animated facades maximising passive surveillance.

To differentiate the public, communal and private spaces at ground level the landscape design has been utilised to create clearly defined layers of either openness or separation depending on the use.

4.3

Does the layout, scale and design features of new development respond to prevailing development patterns (where relevant), integrate well within its context and provide appropriate transitions with adjacent buildings and established communities so as to safeguard their amenities to a reasonable extent?

Response:

The proposed developments has been designed to provide generous separation distance between neighbouring properties. Chapter 4: Design Rational - Separation Distances of this Design Statement sets out the key adjacencies to neighbouring properties and shows how the proposed buildings scale has been reduced where the proposed development interfaces with adjoining properties.

4.4

Has a coherent architectural and urban design strategy been presented that will ensure the development is sustainable, distinctive, complements the urban structure and promotes a strong sense of identity?

Response:

The following pages go through the masterplan principles that underpin this development. This has been presented in a way to ensure the development complements the surrounding urban structure, it is sustainable and accommodates future growth, and works to promote a strong sense of identity.

| REVIEW OF SHD DECISION

REVIEW OF SHD DECISION

COMPARISON OVERVIEW



SHD Scheme

Total Residential Units	360
Gross Density	97.3 units/ Hectare
Car Parking Provisions	419 Spaces

Unit Mix

1-Bed	123	34.2%
2-Bed	224	62.2%
3-Bed	13	3.6%



LRD Scheme

Total Residential Units	192
Gross Density	59.22 dph
Car Parking Provisions	226 Spaces

Unit Mix

1-Bed	33	17.2%
2-Bed	84	43.8%
3-Bed	61	31.8%
4-Bed	14	7.3%

REVIEW OF SHD DECISION

ABP REPORT ITEMS

Addressing Reasons for Refusal

The following sections aims to show how the proposed LRD development has addressed the three reasons for refusal of the SHD Ref: 314459-22 set out in the planners report highlighted below:

❶ *'The proposed height, scale, design and layout of the proposed scheme fails to integrate into or enhance the character of the surrounding area.'*

❷ *'The unit mix of the proposed development is contrary to the provision of the Dun Laighoire Rathdown County Council housing need and demand assessment. It is considered that the proposed density of approximately 97 no. units per hectare could not be supported at this location.'*

❸ *'The applicant does not adequately demonstrate that the proposed design and layout of the scheme supports or enhances links to the wildlife corridor which connects the Dublin mountains to Fitzsimons wood. '*

SHD RESPONSE

ABP REPORT - ITEM 01

Height



SHD Scheme

1 - The SHD application proposed three finger blocks (blockC1, C2 + C3) which ranged from 4 - 6 storeys. These have been removed from the LRD application and replaces with duplex and semi detached houses.



LRD Scheme

2 - The Lower hillside apartments have been reduced in scale from 2 - 6 storeys to 2 - 5 storeys in line with feedback from DLR.

SHD RESPONSE

ABP REPORT - ITEM 01

Establishing Density Range

The proposed LRD Development has been designed in line with the sustainable residential Development and Compact Settlements guidelines for planning authorities.

The adjacent diagram illustrates the process for establishing, optimising and refining appropriate density a development set out in Chapter 3 which is within the range set out within the guidelines for low rise apartments and duplex units.

In line with the Sustainable Residential Development and Compact Settlement guidelines, the Proposed Development has reduced the overall density of the development from 97.3 units/ Hectare to 59.22 dph.

In line with table 3.1 - Areas and Density Ranges, the proposed development sits within a settlement size classification of suburban/ urban extension and such has a proposed density range of 40 dph/ 80 dph (net)

DENSITY RANGE

Establish a density range based on Settlement Size and Area Type (Place)

→

Area Type (Place): Table 3.1 - Areas and Density Ranges Dublin and Cork City and suburbs.

Settlement Size: Suburban/urban Extension.

Density Range: 40dph to 80 dph (net)

↓

ACCESSIBILITY

Establish density based on accessibility to public transport services

→

Peripheral Location, Rural Town Settlement

3.3.5.(i)(b) The key priorities for compact growth in rural Towns and Villages are to realise opportunities for infill and backland development.

↓

LOCAL CHARACTER AND AMENITY

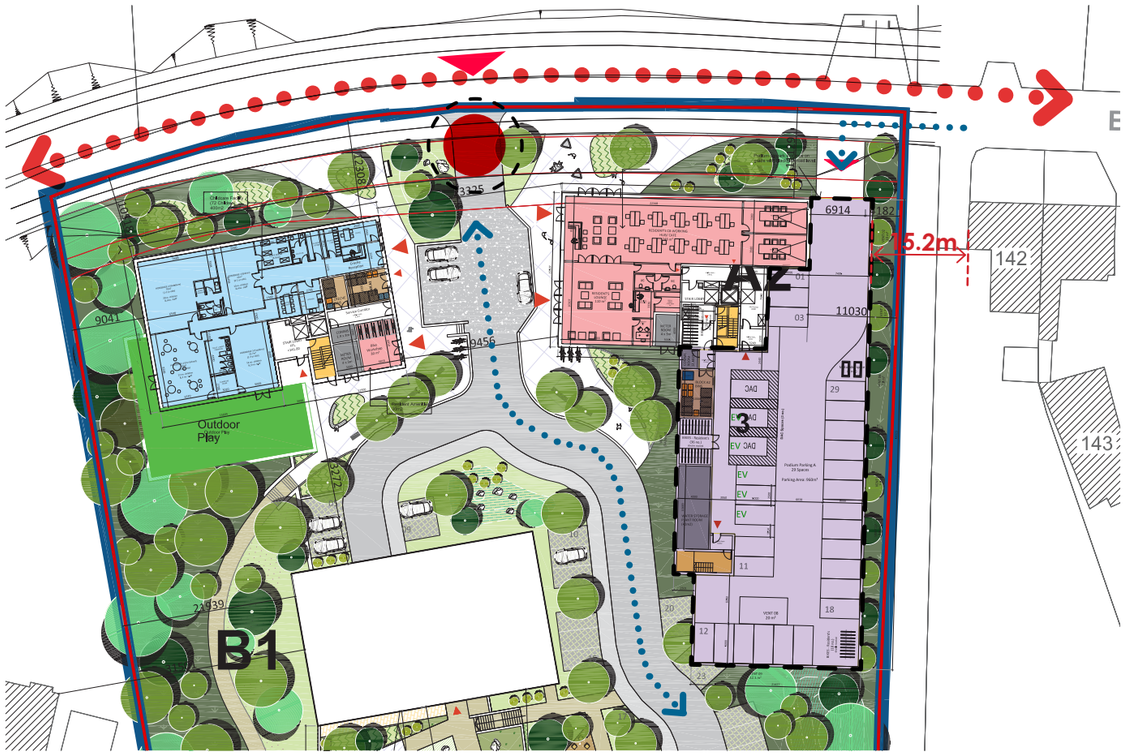
Define density with regard to: the surrounding built environment; impact on the environment; protected habitats and species; and on amenity.

SHD RESPONSE

ABP REPORT - ITEM 01

Layout

The basement for block A2 has been removed, along with the secondary vehicluar access road.

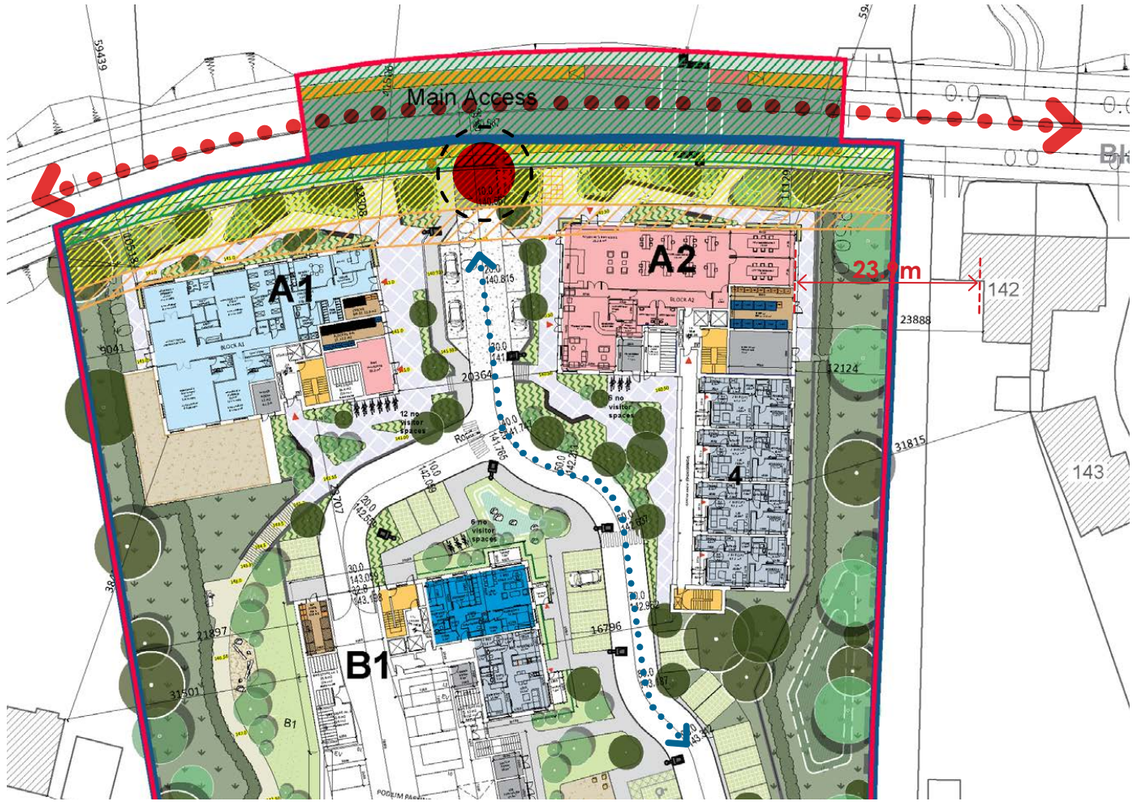


SHD - Vehicular Site Access

- Basement acces from Blackglen road highlighted as issue

Key

- Main vehicular, Pedestrian and Bicycle Access
- Site Vehicular Movement
- Traffic Routes
- Block A2 Basement Car Park



LRD - Vehicular Site Access

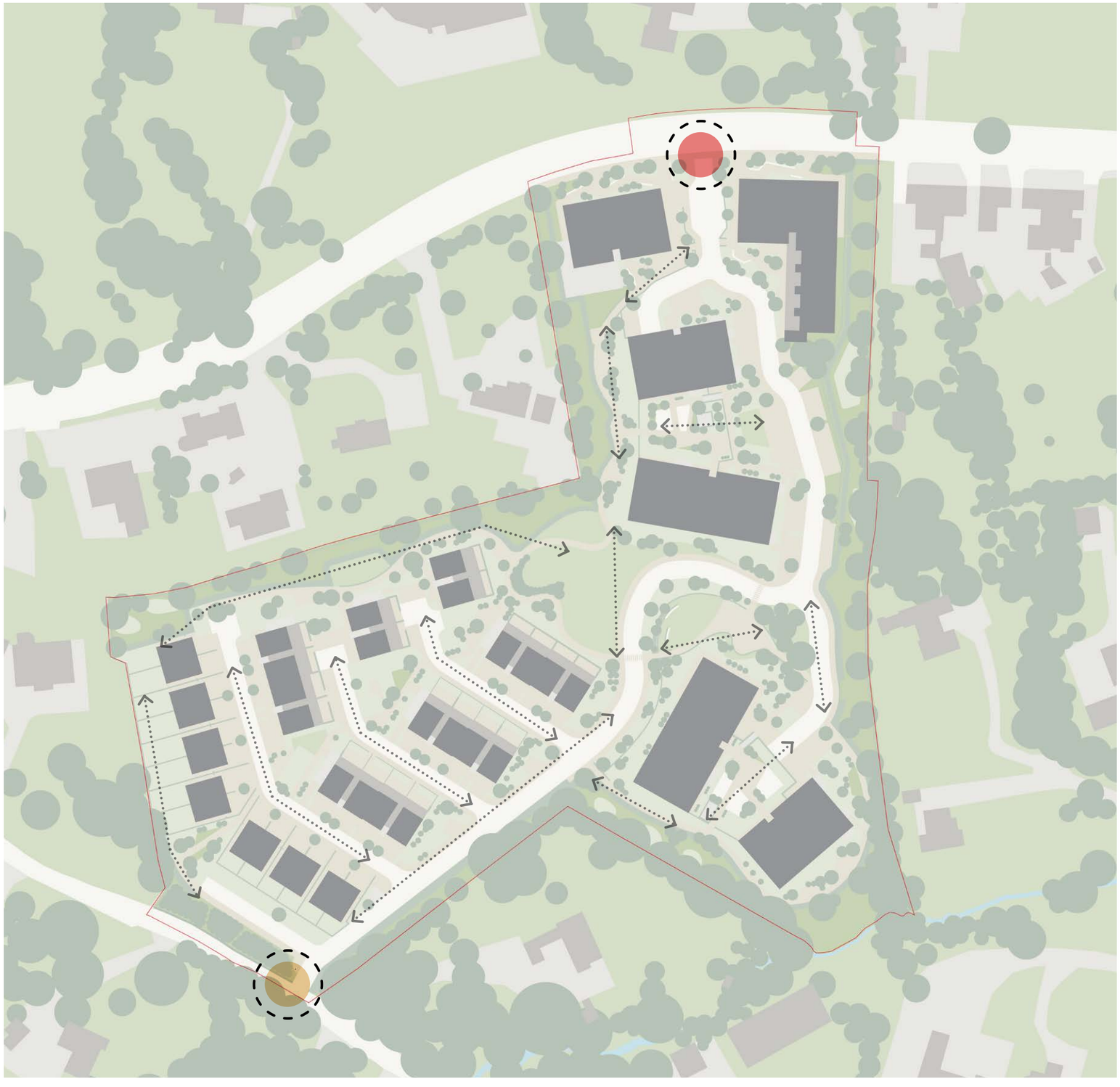
- Lower density scheme presents opportunity to reduce car parking provision
- Removal of block A2 basement car park and secondary vehicular access

SHD RESPONSE

ABP REPORT - ITEM 01

Layout

The pedestrian access from Woodside road has been removed due to the condition of the road. The main access from Blackglen road will service, vehicles, pedestrians and bicycles.



Key

Main vehicular, Pedestrian and Bicycle Access

Emergency Access Only

Pedestrian Routes

SHD RESPONSE

ABP REPORT - ITEM 02

Unit Mix

Table 12.1 sets out the New Residential Community mix requirements for apartment developments of 50+ units - duplexes are considered to be apartments for the purposes of mix:

'Apartment Developments may include up to 60% studio, one and two bed units and with no more than 30% of the overall development as a combination of one bed and studios and no more than 20% of the overall development as studios.'

Proposed LRD Unit Mix

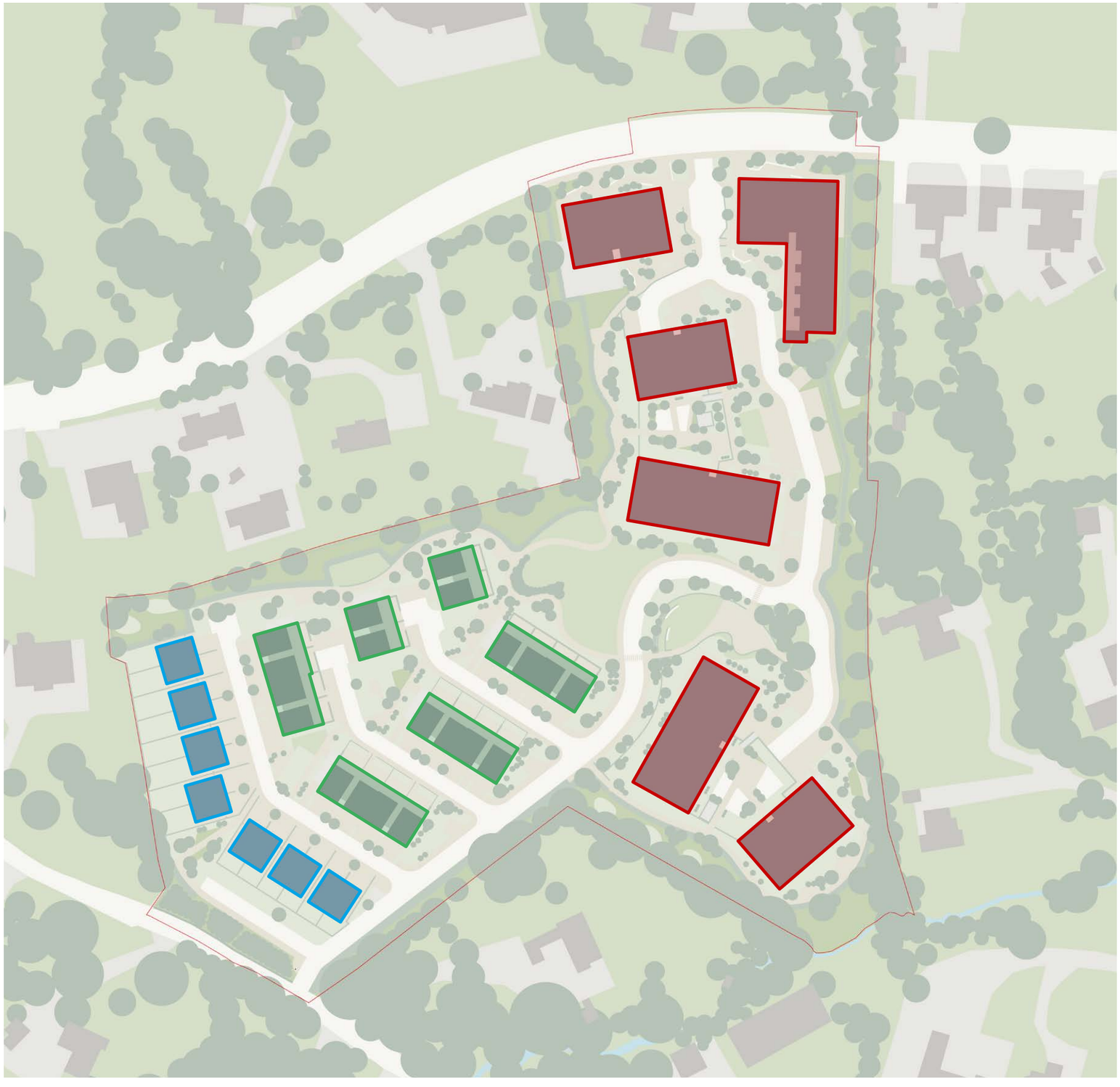
1-Bed	33	17.2%
2-Bed	84	43.8%
3-Bed	61	31.8%
4-Bed	14	7.3%
Total	**192**	**100%**

Key

1, 2, 3 Bed Apartments

3+4 Bed Duplex

3 Bed House



SHD RESPONSE

ABP REPORT - ITEM 03

Wildlife Corridor

The proposed development now demonstrates that the overall design and layout of the scheme supports and enhances links to the wildlife corridor that connects the Dublin mountains to Fitzsimons wood with proposed wildlife / refuge corridor running through the site. For more detail in this corridor please refer to gannon + Associates - Landscape Design Rational.



Soft Landscape



Pinus sylvestris



Wildflower meadow



Rain garden bulbs mixture



Scilla bifolia and siberica mixture

SHD COMPARASIONS

SHD APPLICATION



SHD View - 08



SHD View - 04

LRD PROPOSAL



LRD View - 08



LRD View - 04

SHD APPLICATION



SHD View - 17



SHD View - 12

LRD PROPOSAL



LRD View - 17



LRD View - 12