

43-50 DOLPHINS BARN STREET, DUBLIN 8

LRD STAGE 03 - ARCHITECTURAL DESIGN STATEMENT

MARCH 2025

C+W O'BRIEN ARCHITECTS



AERIAL VIEW OF THE SITE OUTLINED IN RED

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Development Team



Aerial View of the Site from South

Applicant
The Iveagh Trust

Architect
C+W O'Brien Architects

Planning Consultant
Brock McClure Planning and Development Consultants

Civil & Structural Engineer
JJ Campbell & Associates Consulting Engineers

Mechanical & Electrical Engineer
Environmental Design Partnership Consulting Engineers

Landscape Consultant / LVIA
Murray Associates Landscape Architects

Traffic and Transport Consultant
Stephen Reid Consulting

Daylight / Sunlight Assessment
Chris Shackleton Consulting Ltd

Fire and Accessibility Consultants
Knapton Fire Safety Consulting Engineers

Quantity Surveyor
Thorne Sarsfield Chartered Quantity Surveyors

CGI'S & Verified Views
3D Design Bureau

Environment/Ecology
Enviroguide

Flood Risk Assessment
JBA Engineering

Heritage Consulting
Irish Archaelogical Consultancy

C+W O’Brien Architects

About Us

We make exceptional places + spaces

We are one of Ireland’s leading architectural practices. Our commitment to delivering design driven architectural solutions is reflected in our people, vision and experience to ensure we provide value by design.

We stand out as one of the few architectural practices with the experience to take on large and complex projects from inception to completion. We offer the vision to design world-class schemes combined with the technical and commercial skills required to deliver projects on time and within budget.

OUR JOURNEY

We have an outstanding team of experts in architecture, interior design, 3D animation and construction to make sure that we provide added value for our clients. Our team, vision and constant client-centric approach has won the trust of an extensive network of leading local, regional and multinational companies and developers operating across Europe. With offices in Dublin, Cork, and Galway, we have a wide network of associated architectural practices across Europe and Asia. Since our inception we have worked on many exciting and innovative projects, ensuring C+W O’Brien is at the forefront of architecture in Ireland.

OUR SERVICES

C+W O’Brien Architects focus on producing design solutions that contribute to the built environment and urban fabric, with a lifelong appeal and functionality for future generations.

The practice specialises in Architecture, Interior Design, Master Planning and Urban Design. We work on complex and large-scale projects in a wide range of sectors including residential, office, retail, hospitality, commercial, and mixed-use developments.

The versatility of our projects gives us the opportunity to work in a wide range of sectors and to expand into new markets. We have also participated in different phases of the projects using innovative technology and collaborating with other consultants to bring strength and depth to our design solutions.

Our design solutions bring an overall impact that manages to provide risk identifications, increased quality, creation of concept and to unlock the value of the site. Our multi- disciplinary team help us to manage projects, providing site analysis, budget distribution and any required certification. We aim to gain a level of friendship and trust with our clients. This creates a positive working environment which in turn allows us to better understand their brand requirements, goals and achieve additional benefits for their business.



Introduction

LRD Stage 03 Architectural Design Statement

This Architectural Design Statement has been prepared by CW O'Brien Architects on behalf of The Iveagh Trust (An Approved Housing Body) to accompany a Large Residential Development Stage 03 consultation request submission to Dublin City Council for a mixed use / residential development located at 43-50 Dolphins Barn Street, Dublin 8. A full application will be lodged by the The Iveagh Trust, and all units will be social housing. It is the intention that the Community Hub at ground floor will be operated by the The Iveagh Trust (An Approved Housing Body).

This Architectural Design Statement comprises a presentation of the scheme design which has been informed by site conditions and context and design development from initial stages taking on board comments received during the s247 pre-planning consultation meeting with Dublin City Council (DCC) on the 23rd May 2024. And the meeting from the Planning report on recommended Opinion was held on 29th August 2024.

The proposal is for a mixed use / residential development, that will be owned and operated by The Iveagh Trust (An Approved Housing Body) to help full fill DCC's housing needs for small families in the urban area, and which takes cognisance and carefully responds to the site context and the associated existing context buildings. The LRD proposal also takes careful consideration of the previously DCC permitted 2018 scheme (Reg ref: 3853/17 and ABP Ref.: 302149-18) and the previous SHD Application Scheme (ABP Ref: 312295/21 - DCC Ref: SHD0030/21) and the associated layout and massing of those building designs. The massing/ layouts and heights of these schemes have been carefully analysed to capture the positive elements and to ensure the LRD proposal is an acceptable form which appropriate for the site location, urban edge along Dolphins Barn street and also ensuring no undue impact occurs on the existing context buildings.

Development Description

The Iveagh Trust intend to apply to Dublin City Council for permission for a Large-Scale Residential Development on a site of c.0.358 ha at 43- 50 Dolphins Barn Street, Dublin 8.

The site is bound by Dolphin's Barn Street to the east, No. 51 Dolphin's Barn Street to the northeast, No. 7 Poole Terrace to the south and boundaries of rear gardens of the residential properties located on Reuben Street and Emerald Square to the west and north of the application site respectively. The proposed development consists of the following:

(i) The demolition of all existing buildings on site (comprising the former factory building to the rear of the site and buildings which front onto Dolphin's Barn Street (No's 43-50)), which have a total gross floor area of 3,243.5 sqm.

(ii) The construction of a 1-9 storey Large Scale Residential (LRD) comprising 119 no. apartments (70 no. 1 bed units and 49 no. 2 bed units) and a community hub space at ground floor level, totalling (523.5 sqm)

(iii) All apartments are provided with balconies/terraces, which are located on the eastern, western, southern and northern elevations of the building.

(iv) The proposal includes external communal open space areas (c.707 sqm) at ground floor level, and provision of PV panels at roof level.

(v) The proposal provides a total of 15 no. car parking spaces (12 no. for residents, 2 no. for the community hub, including 1 no. accessible parking space, and 1 no. car sharing space). 172 no. cycle parking spaces are provided for residents, and 60 no. cycle parking spaces are provided for visitors to the residential element of the development. 2 no. long stay cycle parking spaces, and 6 no. short stay cycle parking spaces are provided associated with the community hub element of the development.

(vi) The proposal includes for alterations and upgrade of the site boundary walls/treatment.

(vii) The proposal includes 1 no. shared pedestrian/vehicular entrance point from Dolphin's Barn Street, alteration to the public footpath/ street along Dolphin's Barn Street, the provision of 2 no. ESB substation's, plant and storage room, a comms room, a LV switch room, a life safety roo, bin stores and all associated and ancillary works.

(viii) The associated site and infrastructural works include provision for water services; foul and surface water drainage and connections; attenuation proposals; permeable paving; all landscaping works including hard and soft landscaping; blue/green roofs; boundary treatment; internal roads and footpaths; electrical services; and all associated site development works above and below ground.

(ix) The application may be inspected online on the following website set up by the applicant: **www.dolphinsbarnstreetlrd.ie**

Executive Summary

Development Description

The proposed mixed-use scheme is a result of scheme development which has taken onboard the lessons learned from the previously permitted scheme, the local authority engagement information from the SHD scheme and also DCC feedback from this LRD s247 stage consultation. The proposed scheme carefully considers the existing built context and the urban context within the Dublin County Council (DCC) surrounding area. The layout has been developed, considering the site's proximity to Dolphins Barn, Rialto, and Dublin City Centre in-conjunction with the public transport infrastructure which serves the area.

The objective is to establish a contemporary urban building frontage along Dolphins Barn Street. This frontage takes cognisance of the existing street frontage from the tall Earls Court Development through to the existing three storey buildings along the street. The proposed development will reactive an unused site and provide much needed residential homes within the central and accessible location.

s247 Pre-Planning Consultation
An s247 pre-planning consultant meeting was held on the 23rd of May 2024 with Dublin City Council.

LRD Opinion
Following the Pre-planning consultation, the design team has addressed the points raised and on the 29th August 2024 a meeting was held with the planning authority to provide an opinion as to whether or not the documents submitted for the purposes of the meeting constitute a reasonable basis on which to make an application for permission for the proposed LRD.
The LRD Opinion Notice was issued on the 25th of September of 2024. On the opinion report the planning authority provided a summary of the main issues raised as part of their assessment. At this Stage 03 Architectural Statement, we have addressed the architectural items. A comprehensive response to the issues raised on the Opinion report is located on a separate report prepared by Brock McClure Planning Consultants.

NUMBER OF UNITS
119 Units

ONE BEDROOM
70 (59%)

SITE AREA
0.358 ha

GROSS FLOOR AREA
10,467 m^2 (GIA)

TWO BEDROOM
49 (41%)

SITE COVERAGE
33%

CAR PARKING
15 spaces

DENSITY
332 units per Ha

PLOT RATIO
2.92

BICYCLE PARKING
240 spaces



Subject Site: 43 - 50 Dolphins Barn Street

Executive Summary

Twelve Criteria from Urban Design Manual

1 - CONTEXT

How does the development respond to its surroundings?

The site is located opposite the Coombe Hospital on Dolphins Barn Street and within walking distance of Dublin city centre.

There are existing cycle lanes and bus lanes along Dolphin's Barn Street and a cycle lane along the Royal Canal, located 500m south of the site.

A number of bus services operate along Dolphin's Barn Street and there are bus stops located within a 5 minutes walking distance of the proposed development.

The Red Luas Line, Fatima Stop is within 10 minutes walking distance. Dolphin's Barn Street forms part of the proposed BusConnects, CBC 09 Greenhills to City Centre route. There are 2no. GoCar locations within 400m of the site.

The proposed scheme has been designed to respond to its surrounding built context. the proposed site layout ensures that the scheme integrates within the existing urban facbric. The scheme aims to revitalise an unused city centre site and provide much needed high quality residential accomodation in the area.

2 - CONNECTIONS

How well connected is the new neighbourhood?

The proposed site is very well connected to Dublin City Centre by a major transport artery linking the greater South West Dublin area with the City Centre.

The existing public transport services available in proximity to the proposed development site has the potential to facilitate a high modal split amongst development occupants in favor of sustainable transport and away from single-occupant car use.

Cycle lanes are already present in both directions along Dolphin's Barn Street. Dolphin's Barn Street and the nearby South Circular Road are both high frequency bus corridors.

The site is located on the proposed Bus Connects route from Greenhills to city centre and has no impact on the Bus Connects plans.

There are many bus services connecting to the City Centre and the Luas stop is within a 10 minute walking distance.

Bus Stop 2094 & 2379 - 27, 56a, 77a, 77x, 151.
Every 5-10 minutes. Stop located less than 2 minutes walk.
Luas- 700m from the site - Stop located approx. 8 minutes walk.

On street public parking is available along Dolphin's Barn Street.

Designated bicycle lanes are located along Dolphin's Barn Street and The Royal Canal.

There are Shared Car and Shared Bicycle locations within 400m of the proposed development.

3 - INCLUSIVITY

How easily can people use and access the development?

The design of the proposed building responds to the primary route of Dophins Barn Street with active
frontage were appropriate along the urban edge which will create active frontage and enable easy access from the street.

The schemes primary residential entrance opens directly onto the street adjacent to the vehicular and cyclist entrance providing activity and passive surveillance quite central along the street edge.

A communal amenity courtyard garden is located at ground level to the southern and western sides of the site which benefit from high quality sunlight. The landscape composition, including green spaces and footpaths, provides for movement by any person with mobility impairment. The goal is to create a location that residents will use for leisure.

This will be achieved by creating spaces that people can walk through but also where they may wish to stop for a time to sit and relax.

The layout and landscape will comprise with roll-over kerbs and level access /shared surface outes which will comply with the requirements of Part M of the Building Regulations– Access for People with Disabilities.

Executive Summary

Twelve Criteria from Urban Design Manual

4 - VARIETY

How does the development promote a good mix of activities?

The development seeks to balance the provision of a residential apartment scheme complimented with quality external residential garden amenity spaces and community use space.

The proposed development provides for a mix of One and Two bed apartments which vary in size and orientation in order to ensure a mix of tenures across the scheme while also responding to the Approved Housing Bodies mix requirements.

The external communal open space also contributes to a rich and diverse scheme. The external landscaped spaces include pedestrian routes through a variety of soft landscape treatments dispersed with seating areas, play areas and variety planting.

All of the above combined with the proximity to Dublin City Centre creates a sustainable development in a district location.

5 - EFFICIENCY

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

The density of the proposed scheme makes efficient use of these valuable Z4 (Key Urban Villages/ Urban Villages) zoned lands in close proximity to Dublin City centre and includes an appropriate high quality communal amenity open space which is located centrally within the scheme to provide an enhanced external amenity for the future residents.

The apartment units are suitable to accommodate a range of home types (one and two bed) for a variety of age demographics and small families. They are designed to ensure there is adequate space within each apartment achieving the latest apartment design guideline standards complemented by generously sized communal and private open space available within the development.

The scheme has been designed to also provide community use at ground floor facing and accessed directly off Dolphins Barn Street. This use is located at ground level to provide active frontages and are located in the following locations:

- Fronting onto Dolphins Barn Street centrally along the eastern frontage of the site.
- Fronting onto Dolphins Barn Street at the southern end along the eastern frontage of the site.

6 - DISTINCTIVENESS

How does the development promote a good mix of activities?

The proposed scheme will create a distinctive addition to the urban neighbourhood and is of a density and character that embraces its location and will provide a critical mass to ensure the timely delivery of the scheme.

The proposed layout of the streetscape and carefully considered building design will create a high quality mixed use environment, which will in turn contribute to forming an aesthetically pleasing contemporary building along Dolphins Barn Street whilst responding to the existing built forms along the street frontage.

The proposed layout also creates flexible external communal open spaces for use by all residents. The design of the apartment building creates a distinct language for the scheme with variety in facade design and materiality applied throughout the scheme which offers a unique language to the various building elements while also being consistent with an overall high quality facade design language. This overall language utilises a complementary material palette which creates a symbiosis through the scheme.

Executive Summary

Twelve Criteria from Urban Design Manual

7 - LAYOUT

How does the proposal create people-friendly streets and spaces?

The proposed site layout creates a block form which ranges in height and form from 4 to 9 storeys which is set along the urban edge of Dolphins Barn Street with the rear wing being set within a communal landscaped amenity open space.

The layout has been developed as a result of the collaborative work of the design team.

The carefully curated design considered the following:
• An improved and attractive urban street edge to the public realm to create active frontage along Dolphins Barn Street.
• Purposeful screening where deemed appropriate creating attractive landscape features to any boundary conditions and creating privacy between the site and adjacent spaces as appropriate and subject to agreement with neighbours.
• Minimal vehicular routes and parking on grade to provide enhanced landscaping.

The layout responds to the existing site constraints while appropriately connecting back to the wider community and associated amenities. The site layout strategy is based on best practice urban design principles and optimising the potential for dual aspect units and maximising the benefits of orientation and quality of daylight and sunlight.

8 - PUBLIC REALM

How safe, secure and enjoyable are the public areas?

The proposed building provides a strong urban edge on to Dolphins Barn St. This edge contains active frontage via the primary residential entrance and the community hub entrances opening directly onto Dolphins Barn St.

The contemporary street frontage to the ground floor provides a commercial design typology to emphasise the community use within.

The upper floor levels of the building provides passive surveillance onto Dolphins Barn St and also to the courtyard garden spaces to the south/west and north of the building.

The scheme provides almost 800sqm of Communal Amenity Space for residents of the scheme in the form of landscaped courtyard gardens.

Easy and safe access is also provided for vehicles and cyclists into the scheme through the entry arch.

The car and bicycle parking facilities have been designed holistically within the overall landscape strategy to create safe, secure and enjoyable spaces for the residents.

9 - ADAPTABILITY

How will the buildings cope with change?

The development provides a mix of units which can be reconfigured to adapt to the changing life cycles and personal needs of residents.

Also, the apartments either meet or exceed the minimum standard for Apartment unit size (as per Sustainable Urban Housing: Design Standards for New Apartments 2023) and can be adapted to follow the needs of the future residents.

The architectural style is contemporary and reflects the modern requirements to balance lighter, elevations with the need to satisfy energy reducing objectives.

Section 9 of this document sets out the principles that the Design Team have incorporated to date with these same principles guiding future decision making as the development proceeds to tender and construction phases.

Executive Summary

Twelve Criteria from Urban Design Manual

10 - PRIVACY + AMENITY

How does the scheme provide a decent standard of amenity?

All the residential units have an area of usable communal open space gardens and private open space in the form of balconies/private terrace. All the proposed balconies are in compliance with the minimum size and depth of 1.5 meters as per Sustainable Urban Housing - Design Standards for New Apartments (July 2023). The proposed design considers the orientation of the development in order to maximise the solar gain and natural light aspect of each apartment, 43% of the apartments are dual aspect.

Communal open space consists of meandering footpaths forming pedestrian avenues and informal gathering spaces, generously landscaped gardens with play spaces to enable accessible and active areas for all users. Privacy and overlooking has been at the forefront in the design of the apartments and the positioning of balconies. This has been considered carefully in terms of the privacy of the adjoining neighbours and also the future residents of the scheme. The design ensures that people can seek privacy within their own dwellings while still having a connection to the outside.

The effects of noise and air pollution have also been considered within the design of the scheme and the building fabric will be detailed further at detail design stage. Recessed balconies along Dolphins Barn St provides a buffer and shelter for the residents looking onto the street while also providing quality daylight and private outdoor balcony space.

11 - PARKING

How will the parking be secure and attractive?

The development has a low-car-traffic street design and has been designed to promote activity with pedestrian and bicycle friendly and priority elements. The extent of vehicular routes have been kept to a minimum and cycle parking areas have been designed for ease of use and access. A total of 15 no. car parking spaces are provided which includes:

- 1 no. accessible/disabled car parking space
- 1 no. Car-Share parking spaces
- 13 no. Standard Car Parking Spaces

The car parking is located to the northern edge of the scheme which is the area that receives the least sunlight. This maximises the use of sun lit areas for use as garden spaces for the residents to enjoy.

A total of 172 bicycle parking spaces are provided within the development for the residents. These bicycle parking spaces are covered and secure as required by the Sustainable Urban Housing - Design Standards for New Apartments (July 2023).

In addition to the above there are:
- 60 no. visitor cycle spaces provided.
- 8 no. Community Hub cycle spaces provided.
- The visitor bicycle parking spaces are integrated within the landscape strategy for use by visitors to the development.

12 - DETAILED DESIGN

How well thought through is the building and landscape design?

The design has been subject to an s247 pre-planning meeting with Dublin City Council.

The proposed development represents a high-quality design whilst optimizing the appropriate use of the site which will help meet the ever-increasing demand for residential accommodation with this central and accessible urban site.

The design has evolved from careful consideration and incorporation of a strong urban design rationale from the outset. The design treatment incorporates the latest technologies to achieve the highest standards in energy efficiency, also the selected brick finishes, fenestration design and commercial frontage design will provide a new contemporary and high quality expression for the evolving regeneration in the area.

The drawings, reports and other supporting documents submitted as part of this application contain the detail design information of this planning application. The principle points are summarised in Section 12 of this report. Please refer to the relevant documents for greater detail.



1.0 Context

1.0 Context

1.1 District

1 - CONTEXT

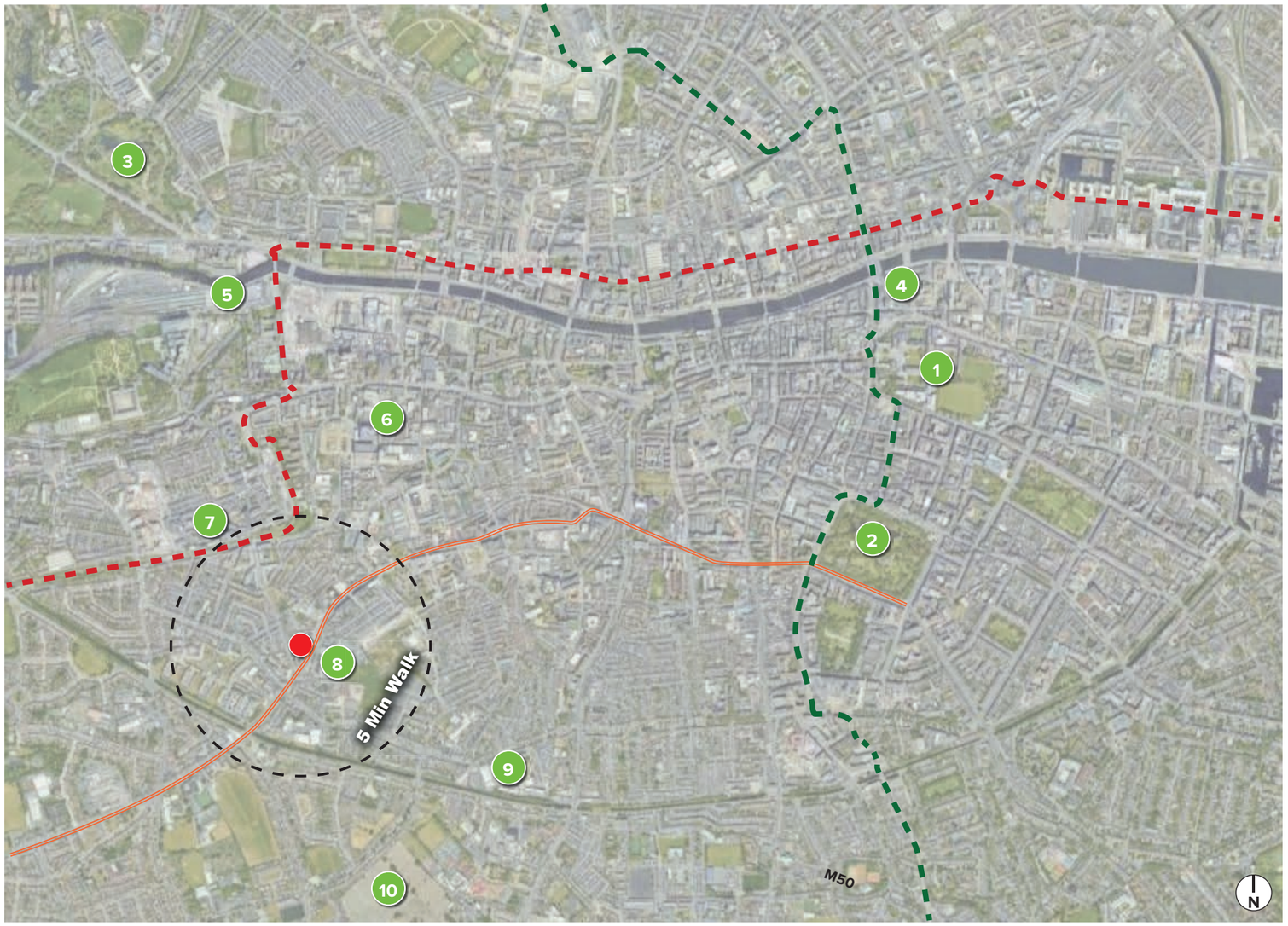
How does the development respond to its surroundings?

The site is located opposite the Coombe Hospital on Dolphins Barn Street and within walking distance of Dublin city center.

There are existing cycle lanes and bus lanes along Dolphin's Barn Street and a cycle lane along the Royal Canal, located 500m south of the site.

A number of bus services operate along Dolphin's Barn Street and there are bus stops located within a 5 minutes walking distance of the proposed development.

The Red Luas Line, Fatima Stop is within 10 minutes walking distance. Dolphin's Barn Street forms part of the proposed BusConnects, CBC 09 Greenhills to City Centre route. There are 2no. GoCar locations within 400m of the site.



Aerial View of Site Location

Key

- R110
- Luas Red Line
- Luas Green Line
- Proposed Site

1. Trinity Collage
2. St. Stephens Green
3. Phoenix Park
4. Dublin City Centre
5. Heuston Train Station
6. Guinness Store House
7. St James Hospital
8. The Coombe Hospital
9. Griffith College
10. Mount Jerome Cemetery

1.0 Context

1.2 Site Location



Aerial View of SIte

1.0 Context

1.3 Site Description

Site Description

The site is located within the Strategic Development Regeneration Area 15 - Liberties and Newmarket Square.

On Dolphin's Barn Street, the site is adjacent to a row of two-storey dwellings to the South while to the North, there are three-storey existing commercial and residential units.

The Coombe Hospital is located at a set back behind surface car parking, directly opposite the site, on the eastern side of Dolphin's Barn Street, with two entrances opposite the northern and southern ends of the subject site.

The site perimeter is a semi triangular shape. The North and West are bounded by residential units. The housing along the North facing onto Emerald Square have very narrow gardens, most of which are occupied by ground floor extensions. First floor windows are approximately 7.5m from the boundary. Due to its proximity and size, these dwellings can be sensitive to any development on the site.

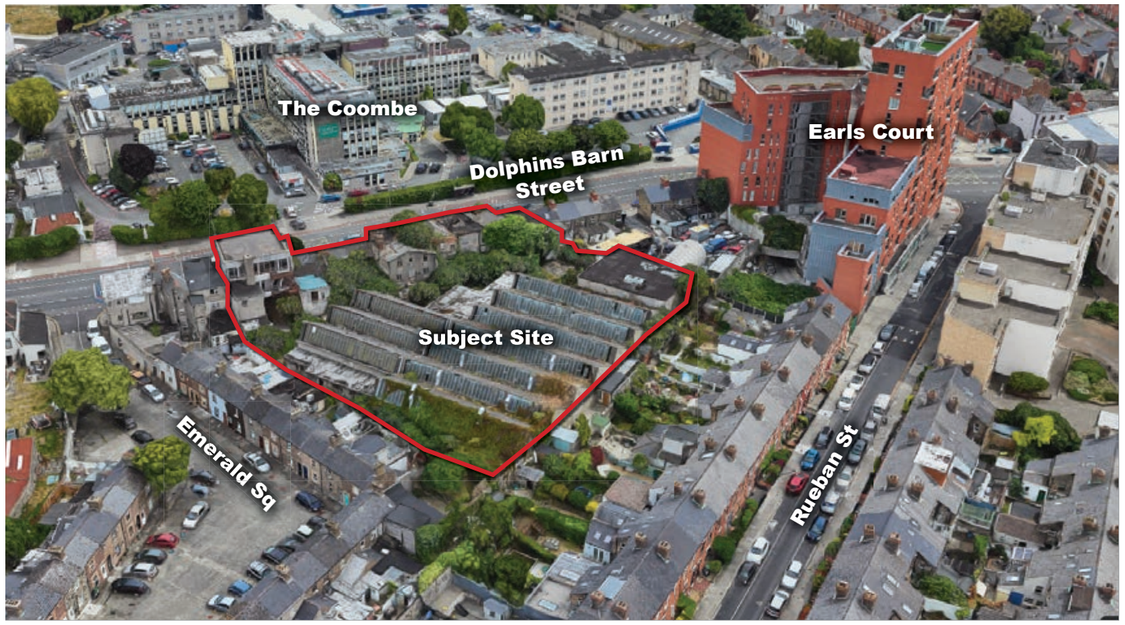
The housing along Reuben Street have generous gardens with rear extensions of varying size, these gardens are generally up to 19m long.

Located immediately to the south of the site there is the existing mixed use Earls Court building which ranges from 8-12 stories in height. The location and orientation in relation to the site affects the levels of sunlight received on the south side. The Earls Court building partially blocks sunlight at certain times. This especially affects the lower floor levels of existing/proposed buildings.

Site Area (Red Line) : 0.358 hectare (0.88 acre)



Aerial view from north east of Site



Aerial view from north west of Site



Aerial view from south west of Site

1.0 Context

1.4 Site Photos



















Key Map

1.0 Context

1.5 Historic Maps

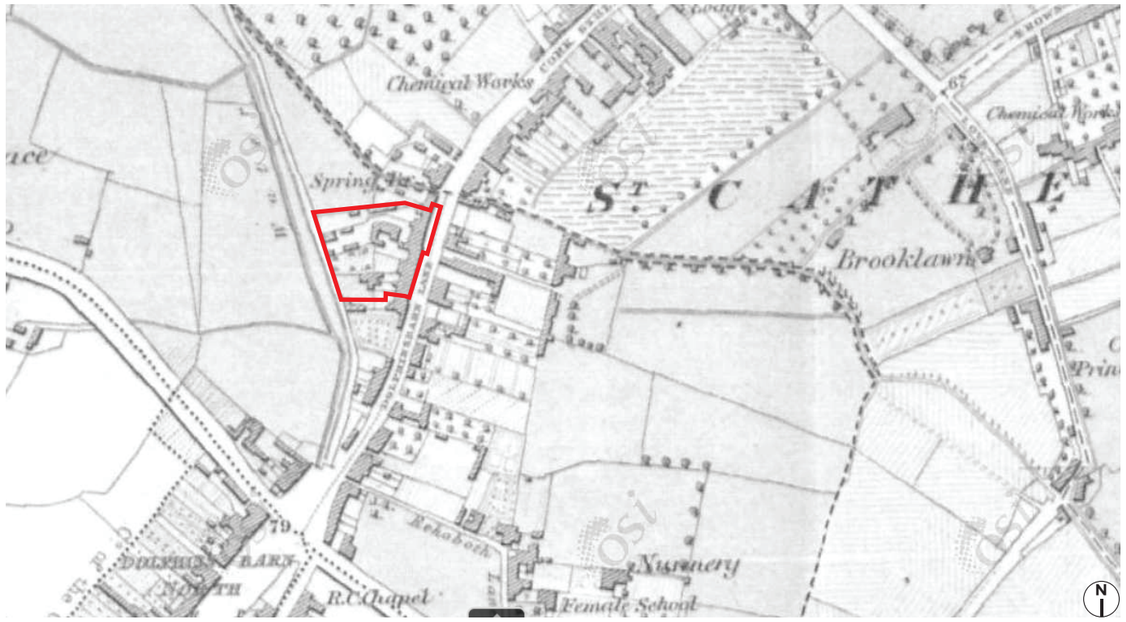
Historically the site has had previous buildings constructed over the years as shown on the adjacent Ordnance Survey Ireland 25 inch and 6 inch maps.

Currently the Dolphin's Barn Street frontage it is occupied by terraced buildings of 2-3 storeys in height which are vacant but formerly comprised commercial/ retail at ground floor level with ancillary space or residential use above. To the rear of these buildings is a former print-works, comprising warehouse type building and hard surfacing.

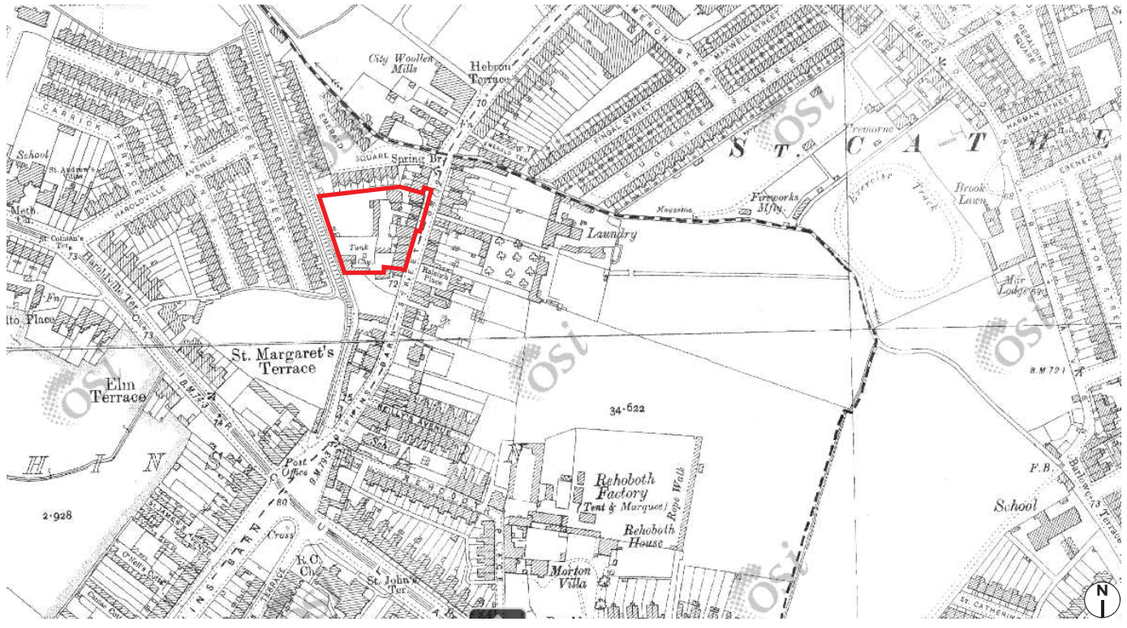
There are 2no. existing vehicular access points to the site from Dolphin's Barn Street.



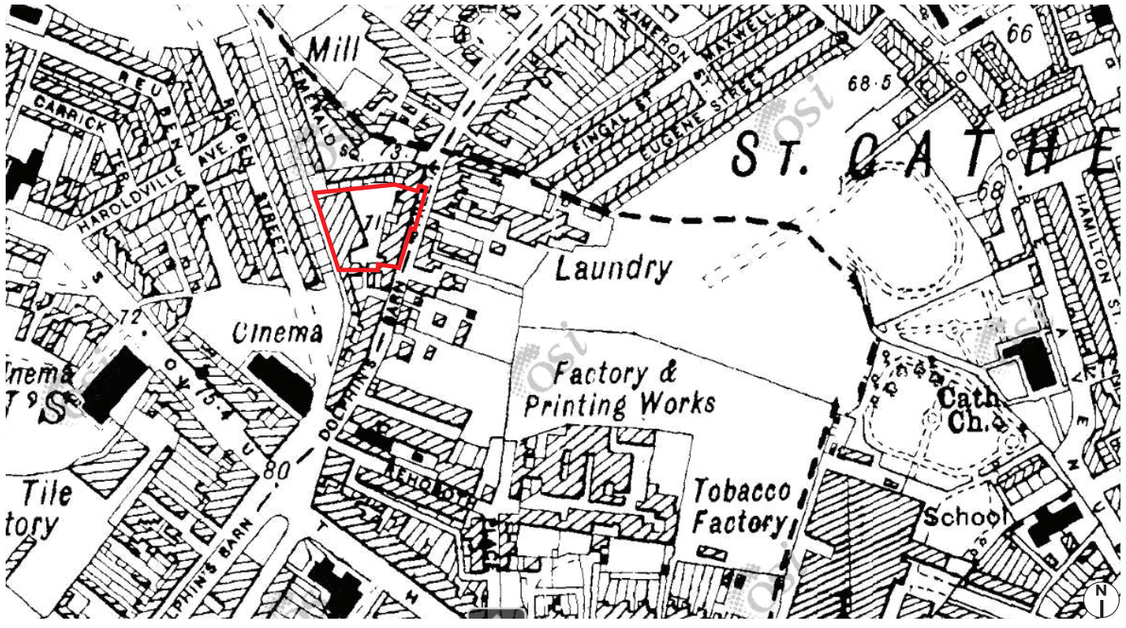
Historic OSI Map (1996-)



Historic OSI 6" Map First Edition (1829-1841)



Historic OSI 25" Map (1897-1913)



Historic OSI 6" Map Last Edition (c1900-1930)

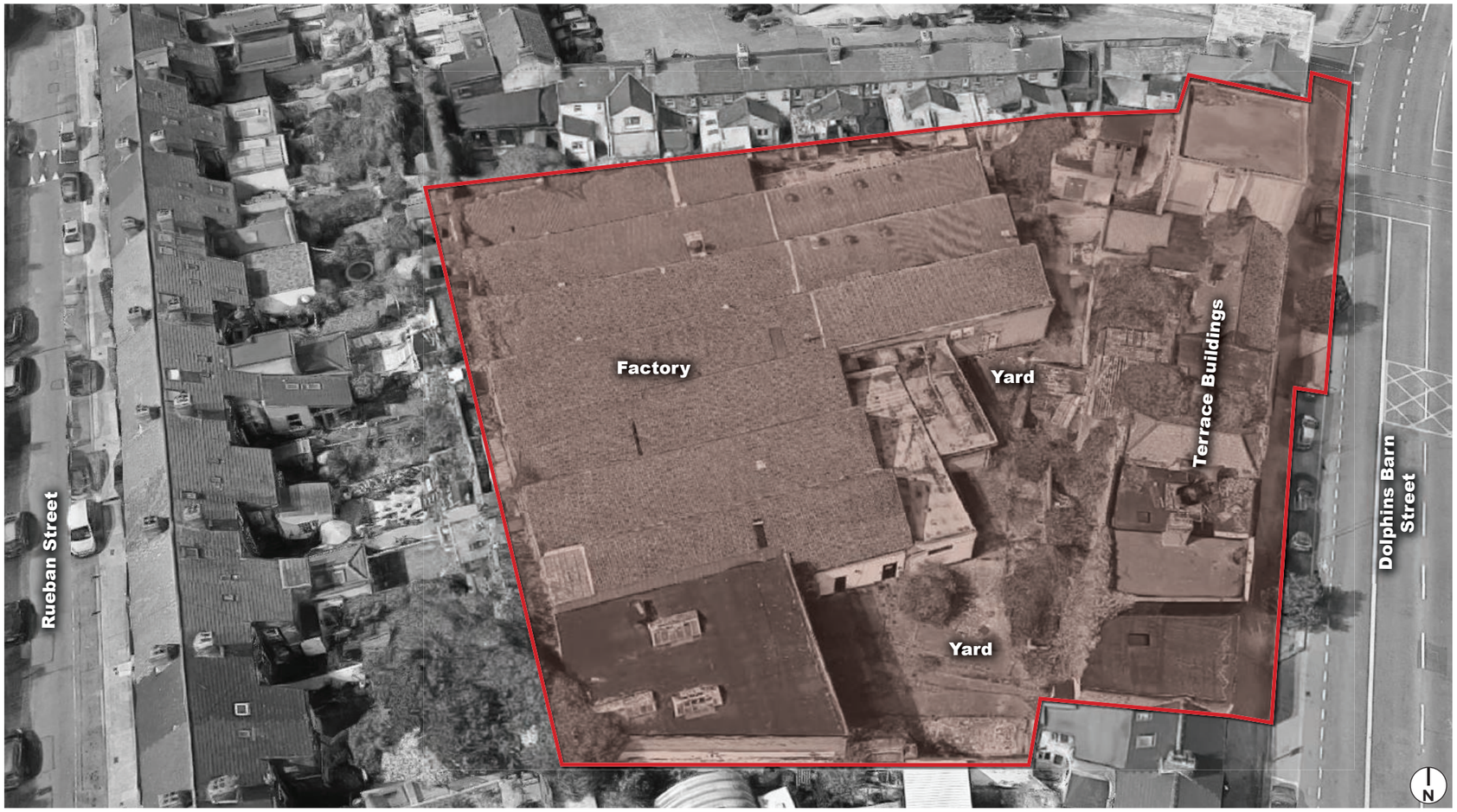
1.0 Context

1.6 Site Description

The site consists of 8 terraced buildings along Dolphin's Barn Street and a factory to the rear. The Dolphins Barn Street buildings, now vacant and derelict in nature, range in height from two to four stories.

The factory site to the rear is occupied by vacant buildings and an electricity substation. The buildings mainly comprise a large double volume building block with saw tooth roof, divided into two spaces. The former factory site is served by a vehicular/pedestrian entrance at the southern end of the overall site from Dolphin's Barn Street. The building on Dolphin's Barn Street at the northern end of the site also has access to the factory site.

The remainder of the buildings on Dolphin's Barn Street have no rear access and occupy sites with small rear garden/yard areas. The factory site is bounded by rear boundaries of adjoining primarily residential properties.



Aerial view from south of Site



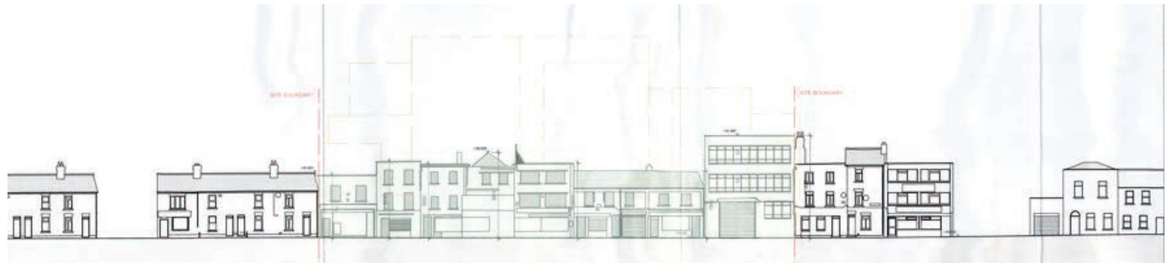
Dolphins Barn Street - Existing Street Frontage

1.0 Context

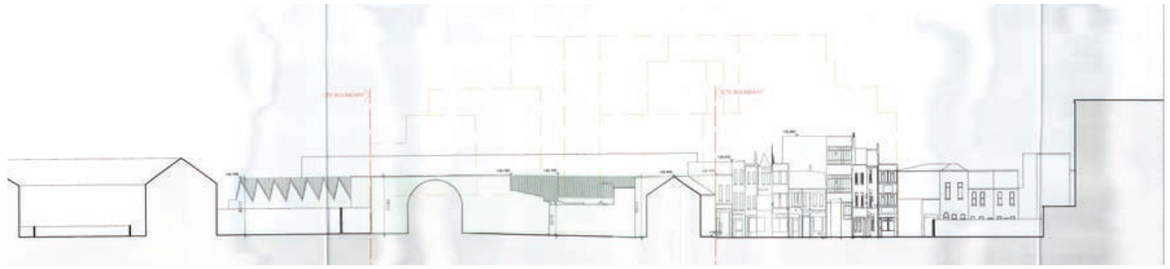
1.7 Existing Site Plan and Elevations



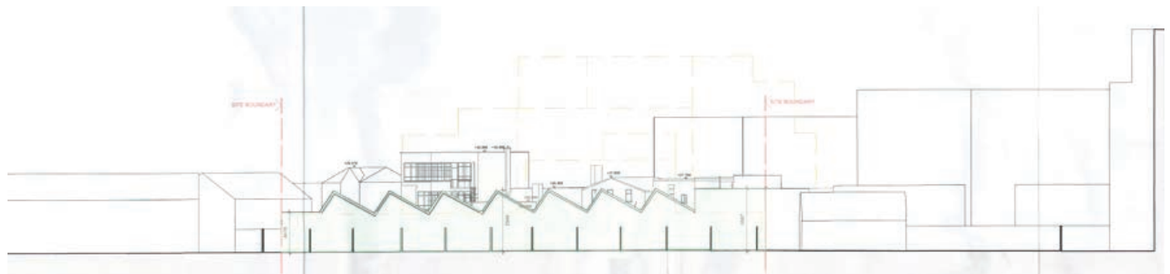
Existing Site Layout



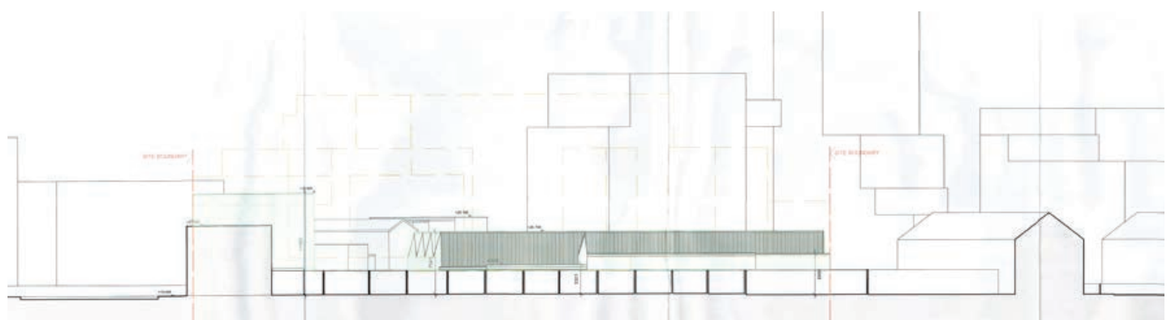
Existing East Elevation (Dolphins Barn Street)



Existing South Elevation



Existing West Elevation



Existing North Elevation

1.0 Context

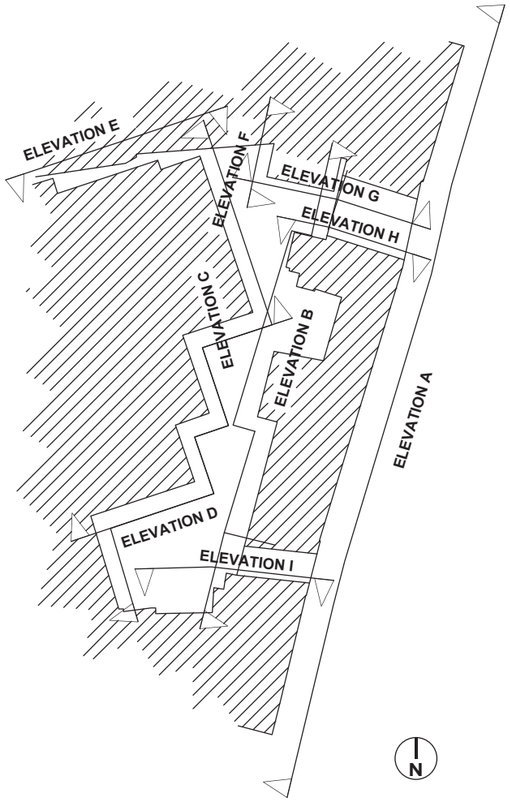
1.8 Existing Elevations



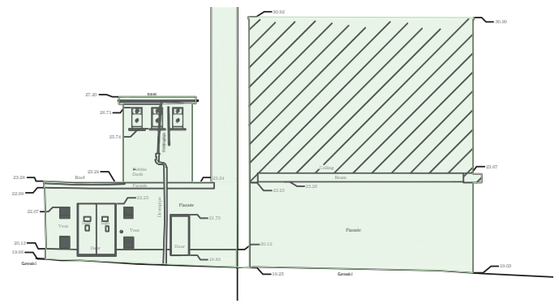
Existing Elevation A-A (Dolphins Barn Street)

Southern Vehicular Access

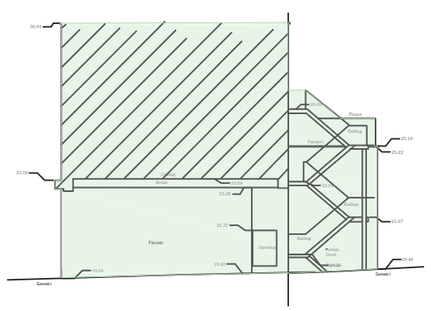
Northern Vehicular Access



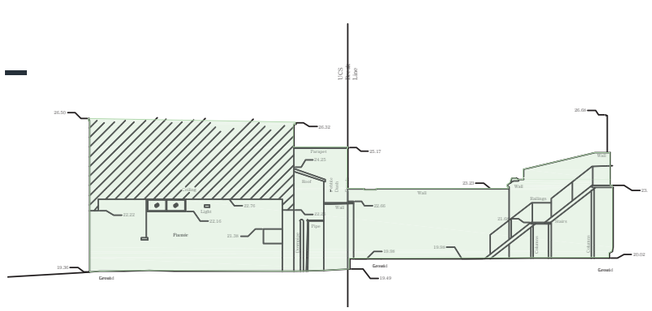
Key Plan



Northern Access Elevation G-G



Northern Access Elevation H-H



Southern Access Elevation I-I

Northern Vehicular Access

Southern Vehicular Access



Aerial View of rear of buildings facing Dophins Barn Street

Existing Vehicular Access

The existing site has one main vehicular entrance (elev. GG & HH) on the north side. This entrance is the nearest to the warehouse loading service door and beside the ESB substation.

The secondary vehicular entrance (elev. II)on the south side was used as a loading bay and garage because of large change in level to the rear.

1.0 Context

1.9 Site Zoning

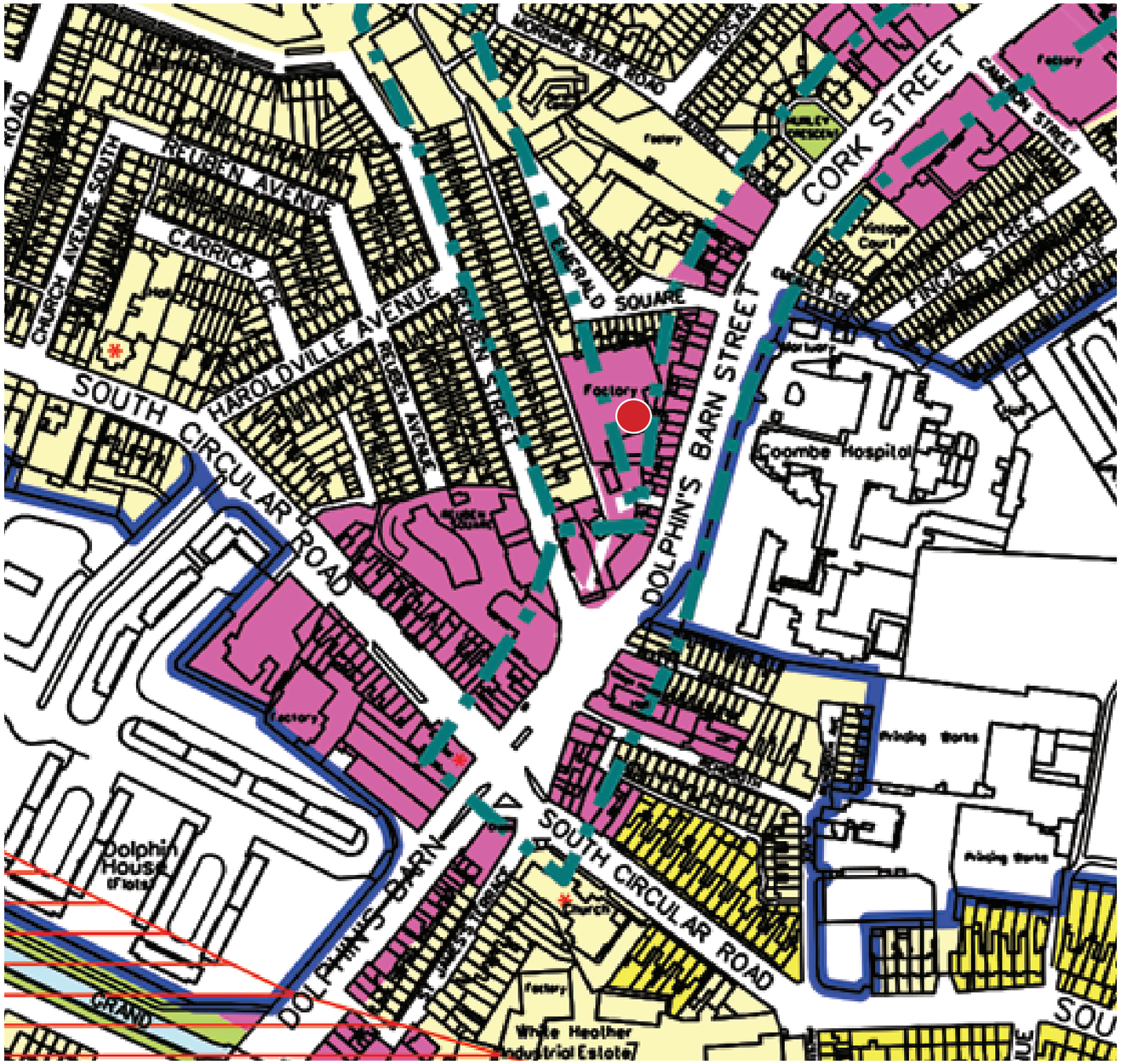
DCC Development Plan 2022-2028

As per Dublin City Council Development Plan 2022-2028, the site is zoned Z4 'Key Urban Villages/ Urban Villages'.

- The role of... Z4 (Key Urban Villages/ Urban Villages) lands have been reviewed in the context of recent socio-economic trends and resulting changes in consumer behaviour which have enhanced the importance that such centres play in serving the needs of their local population hubs and in delivering on the vision of Dublin as a 15-minute city. An increased focus on encouraging mixed-use development has also been introduced in Z5 City Centre (see also Chapter 7: The City Centre, Urban Villages and Retail)

General principles with regard to development in Key Urban Villages/Urban Villages are set out below. Proposals for development within these areas should be in accordance with these principles in addition to complying with the land-use zoning:

- **Mixed-Use:** Promote an increased density of mixed-use development including residential development with diversity in unit types and tenures capable of establishing long-term integrated communities.
- **Density:** Ensure the establishment of higher density development capable of sustaining quality public transport systems and supporting local services and activities. Encourage the development redevelopment of under-utilised sites and intensification of underutilised areas such as surface parking. Opportunity should be taken to use the levels above ground level for additional commercial retail/services or residential use.
- **Transport:** Ensure provision is made for quality public transport systems. Provide improved access to these systems and incorporate travel plans, which prioritise the primacy of pedestrian and cyclist movement and address the issue of parking facilities and parking overflow. Ensure that enhanced connectivity and permeability is promoted.



Subject Site



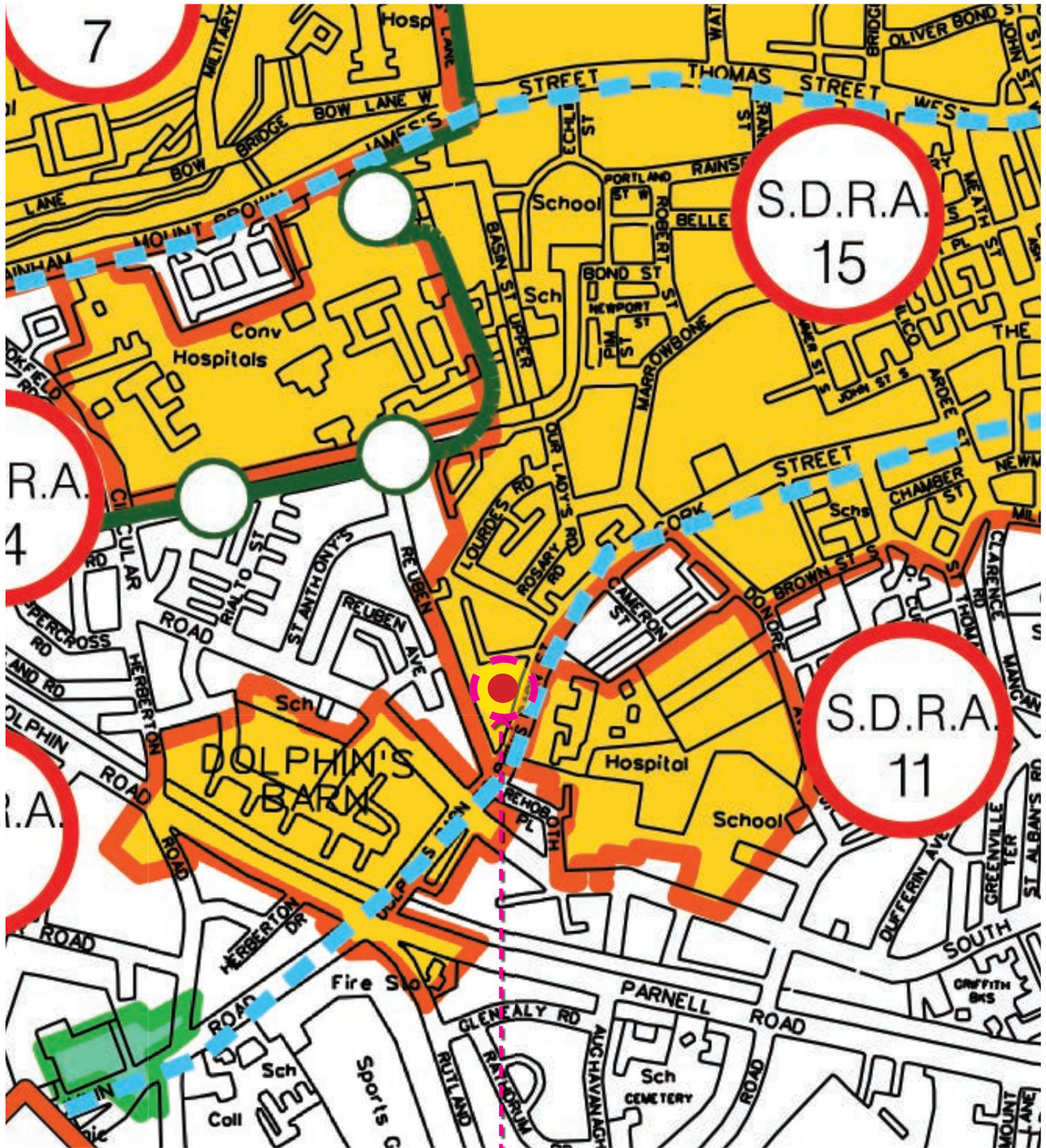
Mapset E- Volume 3- Zoning Maps

1.0 Context

1.9 Site Zoning

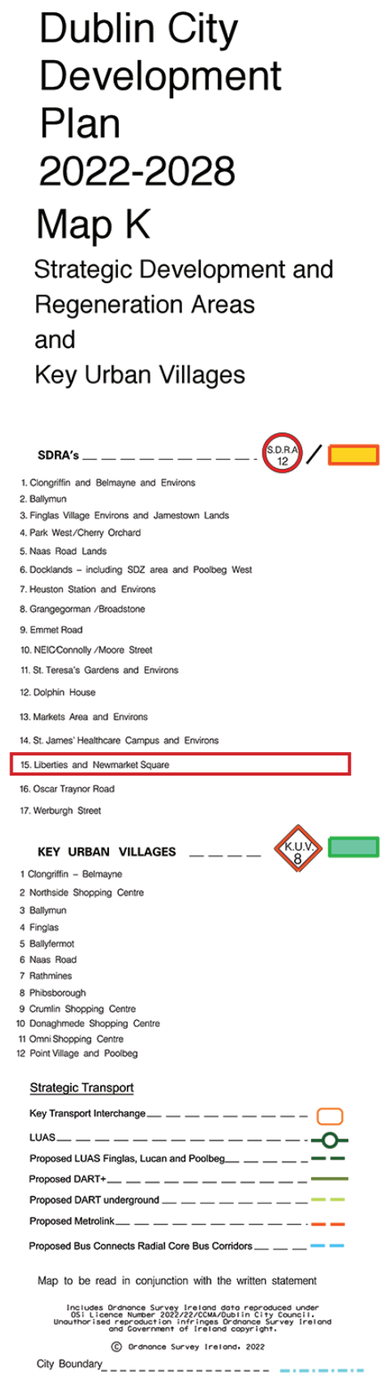
- **Commercial/Retail:** Promote the creation of a vibrant retail and commercial core with animated streetscapes. A diversity of uses should be promoted to maintain vitality throughout the day and evening.
- **Community and Social Services:** Encourage these centres to become the focal point for the integrated delivery of community and social services.
- **Employment:** Encourage the provision of employment uses incorporating office, work hub, live-work units, professional and financial services, and the creation of small start-up units.
- **Built Environment:** Ensure the creation of high-quality, mixed-use urban districts with a high quality public realm, distinctive spatial identity and coherent urban structure of interconnected streets and child-friendly, accessible public spaces and urban parks. Development should have regard to the existing urban form, scale and character and be consistent with the built heritage of the area.

Excerpt from DCC Land-use Zoning'
Zoning Objective 'Z4'
To provide for and improve mixed-services facilities
Permitted in Principle
'Amusement/leisure complex, assisted living/retirement home, bed and breakfast, buildings for the health, safety and welfare of the public, café/ tearoom, car park, car trading, childcare facility, civic offices, **community facility**, craft centre/ craft shop, cultural/recreational building and uses, delicatessen, education, embassy office, enterprise centre, financial institution, garden centre/ plant nursery, guesthouse, halting site, homebased economic activity, hostel (tourist), hotel, industry (light), live-work units, media associated uses, medical and related consultants, mobility hub, motor sales showroom, office, off-licence, off-licence (part), open space, park and ride facility, petrol station, place of public worship, primary health care centre, public house, public service installation, recycling facility, **residential**, restaurant, science and technology-based industry, shop (district), shop (local), shop (neighbourhood), sports facility and recreational uses, takeaway, training centre, veterinary surgery'
Open for Consideration
Advertisement and advertising structures, betting office, Build to Rent residential, civic and amenity/recycling centre, conference centre, embassy residential, funeral home, garage 535 (motor repair/service), household fuel depot, internet café/call centre, laundromat, nightclub, outdoor poster advertising, postal hotel/motel, shop (factory shop), shop (major comparison), student accommodation, warehousing (retail/non-food)/retail park. In the case of Z14 lands that are identified as KUVs, all uses identified as permissible uses and open for consideration uses on Z4 lands will be considered



Subject Site

Mapset K- Volume 3- Zoning Maps



1.0 Context

1.9 Site Zoning

SDRA 15 - Liberties and Newmarket Square

Guiding Principles

As outlined above, the subject site has been identified on map K as a designated Strategic Development Regeneration Areas -SDRA 15 Liberties and Newmarket Square. This SDRA corresponds to the area defined by the Liberties Local Area Plan 2009. With the expiration of the Local Area Plan (LAP) in May 2020, SDRA 15 seeks to incorporate relevant elements of the LAP, as appropriate, that have yet to be realised.

It is further noted that while considerable urban consolidation and regeneration of the Liberties area has occurred in recent decades, significant opportunities for regeneration and enhancement still exist, as identified in the guiding principles for SDRA 15. It's also an objective of the plan to recognise the unique role the Liberties plays in Dublin's character and to ensure that regeneration safeguards the Liberties' strong sense of community identity and cultural vibrancy into the future.

Urban Structure:

- To recognise the importance of the historical spine of the Liberties and its medieval street network.
- To identify permeability interventions to augment this network and also to restore historic laneways, where appropriate.
- To recognise and enhance the role that civic and historic buildings play in the identity and legibility of the Liberties area.
- To create a hierarchy of public open spaces including civic squares and parks, throughout the Liberties that are attractive, multi-functional, safe, welcoming and accessible to local residents, workers and visitors.
- To support the regeneration of large blocks in order to provide the opportunity to improve the human scale of the existing urban structure.
- ***To reinforce a sense of place and identity by promoting the development of distinctive character areas as indicated on the Guiding Principles Map.***

Land Use & Activity:

- To recognise the varied and historic land-use mix that contributes to the character of the Liberties area.
- To recognise the strong community that exists in the Liberties area and the contribution it makes to the fabric of the area.
- To support the regeneration and reopening of the Iveagh Markets and recognise the historic and cultural importance of its existence.
- To support the delivery of the Liberties Creative Cluster and other initiatives to strengthen the arts within the Liberties.
- To recognise the contribution that 3rd level education institutions make to the Liberties area.
- ***To recognise the need for community uses and public spaces to complement the emerging development in recent decades.***
- To support the use of Newmarket Square for market trading and other beneficial public uses including as appropriate, works to enhance universal access, the pedestrian environment and public realm.
- To deliver a civic hub as part of the regeneration of the Pimlico flat complex.
- To support the provisions of the Smart D8 project in relation to the provision of a Healthcare Innovation Corridor.
- To support the provision of community/ cultural uses and undertake an audit of community infrastructure in the Liberties area in order to identify additional community needs

Height:

- ***To support 6-8 storeys as a benchmark height for new developments in the SDRA area where conservation and design considerations permit. Opportunities for locally higher buildings above the benchmark height, that will be slender in nature, are identified in the accompanying Guiding Principles Map.***
- ***Opportunities exist for buildings of increased height in line with the considerations outlined in Appendix 3 of the development plan. The potential locations for locally higher buildings are shown on the accompanying Guiding Principles Map, with an indication of potential heights set down for the different character areas below, as relevant.***

Design:

- To identify and protect the distinctive heritage of the area and encourage sustainable and innovative re-use of historic spaces and structures.
- To ensure that the individual character of different areas within the Liberties is protected and enhanced by contemporary and high-quality design of new buildings.
- ***To ensure that new buildings respond to the scale and grain of the prevailing character of the particular street.***
- To undertake a public realm study for the Vicar St. area to enhance the amenity and character of the Molyneux Lane, Swift's Alley and Vicar St. area. This will also create a more cohesive relationship between the Meath St. and Francis St. areas.
- To provide for the possibility of urban realm and transport interchange improvements to be made in the north-western corner of the Guinness lands (north of Thomas St.) having regard to its important location as a gateway into the city, its proximity to heavy rail and Luas stops and its placemaking potential on Victoria Quay.
- To carry out public realm works at Newmarket, Francis St., Meath St. and Cork St., as identified on the Guiding Principles Map.
- All new apartment buildings are encouraged to have own-door access for all dwellings at ground floor level to contribute to increased vitality and activation of the area.
- Improve the quality of the Liberties' main thoroughfares - Cork St., Thomas/James's St., Francis St., Meath St. and Marrowbone Lane, through improvements to the public realm and greening strategies and by establishing frontage of appropriate character and scale in relation to the street width

Green Infrastructure:

- To support the implementation of the projects identified in the Liberties Greening Strategy and to identify further projects within the SDRA that offer opportunities for biodiversity enhancement, SuDS interventions and increasing the tree canopy coverage of the area.
- To ensure that the public open space provision of development sites be sited at locations that are visible, accessible and inviting to the wider public.
- To facilitate the creation of high quality cycle and walking routes that connect to existing and emerging public open space provision. These routes should be the subject of greening, where possible.
- To support the creation of a public park as part of the regeneration of the Pimlico flat complex.
- To support the provision of a new public park on Diageo lands north of Thomas St. as part of any redevelopment.
- To examine the possibility for the open spaces at Brú Chaoimhín and the Weir Home (in the ownership of the HSE) to become available for public patronage.
- To promote the redesign of St. James's Linear Park.
- To support the refurbishment of the former handball court at the western end of Robert Emmet Walk.
- To examine the potential to expand the community garden at Flanagan's Field on Rueben St.

Movement & Transport:

- To facilitate the delivery of the permeability interventions identified in the Guiding Principles Map which seek to increase accessibility throughout the area and in particular, to the identified network of walking and cycling infrastructure that is emerging throughout the SDRA.
- To encourage development that enhances the vitality of this emerging network of walking and cycling infrastructure.
- To facilitate delivery of cycle routes identified in the NTA GDA Cycle Strategy.
- To support the pedestrian connection linking Oisín Kelly Park at Basin View with St James's Linear Park.
- To maximise the potential benefit of the BusConnects project to the Liberties area in terms of public realm improvements, green infrastructure and pedestrian and cycling infrastructure.

1.0 Context

1.9 Site Zoning

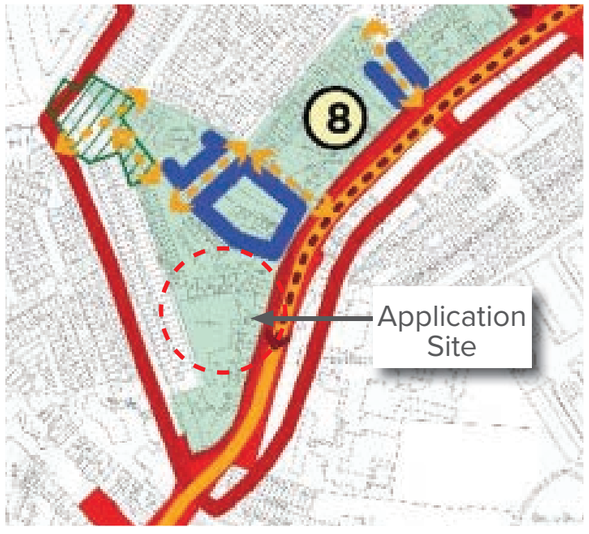
Guiding Principles for Key Opportunity Sites

As illustrated in the adjacent image the subject site is located within the character area of Maryland, a key opportunity site. It is noted that in this area, where residential amenity considerations allow, base heights that should be pursued for new developments should be 6 storeys.

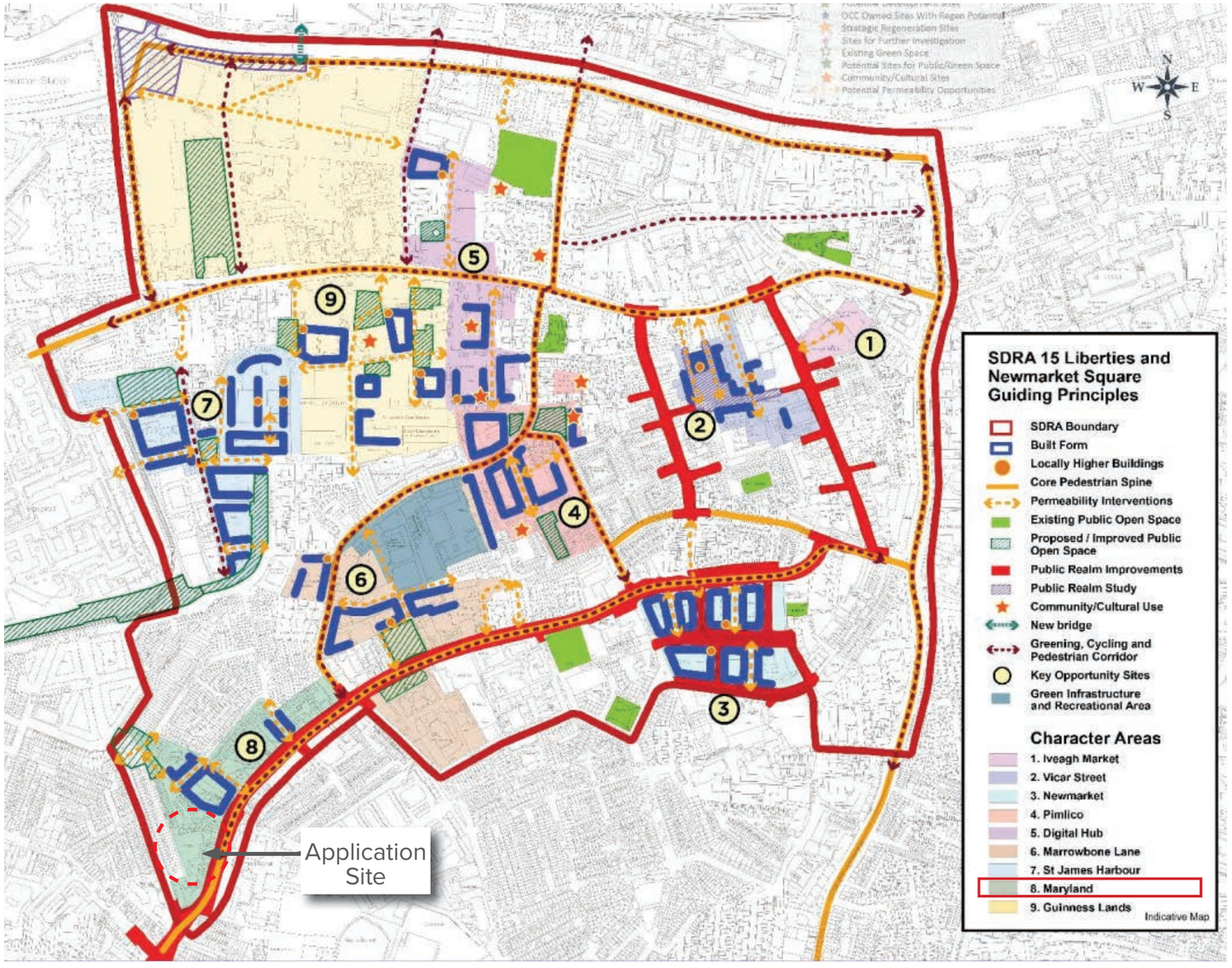
8 -Maryland

This area is generally characterised by low level residential development. Two areas of redevelopment potential are identified in the Guiding Principles Map that have the potential to increase connectivity within this character area. In this area, where residential amenity considerations allow, base heights that should be pursued for new developments should be 6 storeys.
It is also considered that Flanagan's Fields on Reuben Street should be retained as a community resource and that the possibility of extending the space to the south and east should be explored.

There is no specific requirements set out for the subject site.



SDRA 15 Liberties and Newmarket Square - Extract



SDRA 15 Liberties and Newmarket Square

1.0 Context

1.10 Planning Policy and Guidelines

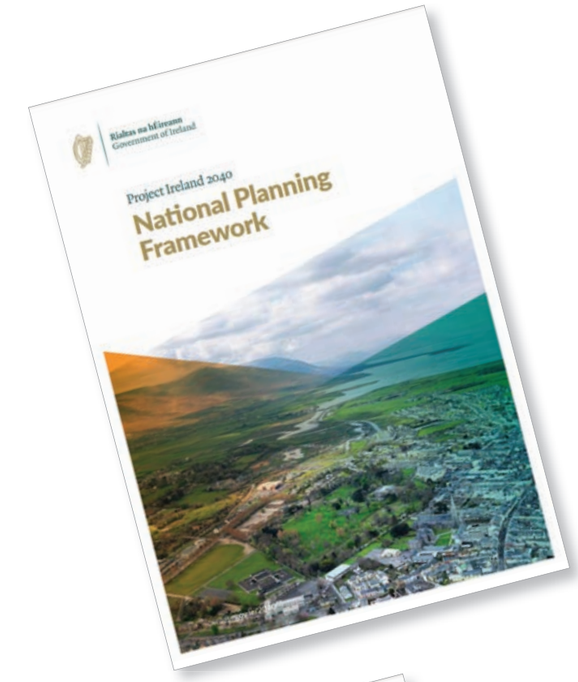
National Planning Framework 2040 Objectives

The NPF states that 'sustainable models of urban development can deliver quality and maximise the advantages and opportunities of more compact growth, based on increased population and employment density. Quality of design is critical for making places attractive and distinctive. Architectural quality and well-designed spaces can help to enhance our urban areas and create desirable places in which people want to live, work or visit and contribute to ongoing quality of life and wellbeing.'

The NPF also encourages compact and sustainable growth and promotes 'making the continuous regeneration and development of existing built up areas' and renewing and developing existing settlements in urban areas.

- **Objective 4:** Ensure the creation of attractive, livable, well designed, high quality urban places that are home to diverse and integrated communities that enjoy a high quality of life and well-being.
- **Objective 6:** Regenerate and rejuvenate cities, towns and villages of all types and scale as environmental assets, that can accommodate changing roles and functions, increased residential population and employment activity and enhanced levels of amenity and design quality, in order to sustainably influence and support their surrounding area
- **Objective 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.
- **Objective 27:** Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments, and integrating physical activity facilities for all ages.
- **Objective 33:** Prioritise the provision of new homes at locations that can support sustainable development and at an appropriate scale of provision relative to location.
- **Objective 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.
- **Objective 68:** A Metropolitan Area Strategic Plan may enable up to 20% of the phased population growth targeted in the principal city and suburban area, to be accommodated in the wider metropolitan area i.e. outside the city and suburbs or contiguous zoned area, in addition to growth identified for the Metropolitan area. This will be subject to:

    - any relocated growth being in the form of compact development, such as infill or a sustainable urban extension;
    - any relocated growth being served by high capacity public transport and/or related to significant employment provision; and
    - National Policy Objective 9, as set out in Chapter 4.





1.0 Context

1.10 Planning Policy and Guidelines

Regional Spatial and Economic Strategy for the Eastern and Midland Region 2019-2031

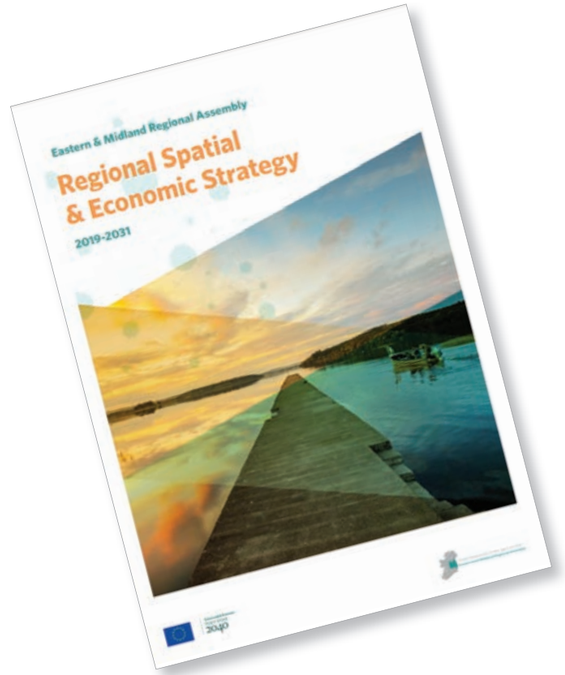
The Site is located within the Dublin City and Suburbs area of the 'Dublin Metropolitan Area'.

The Dublin Metropolitan Area Strategic Plan (MASP), which is part of the Regional Spatial and Economic Strategy (RSES), sets out a number of Guiding Principles for the sustainable development of the Dublin Metropolitan Area, including:

- Compact sustainable growth and accelerated housing delivery – To promote sustainable consolidated growth of the Metropolitan Area, including brownfield and infill development, to achieve a target to 50% of all new homes within or contiguous to the built-up area of Dublin City and suburbs, and at least 30% in other settlements. To support a steady supply of sites and to accelerate housing supply, in order to achieve higher densities in urban built up areas, supported by improved services and public transport
- Integrated Transport and Land use – To focus growth along existing and proposed high quality public transport corridors and nodes on the expanding public transport network and to support the delivery and integration of 'BusConnects', DART expansion and LUAS extension programmes, and Metro Link, while maintaining the capacity and safety of strategic transport networks.

The MASP seek to focus on a number of large strategic sites, based on key corridors that will deliver significant development in an integrated and sustainable fashion. The following Regional Policy Objective (RPO's) are of note:

- **RPO 3.2 - :** Local authorities, in their core strategies shall set out measures to achieve compact urban development targets of at least 50% of all new homes within or contiguous to the built up area of Dublin city and suburbs and a target of at least 30% for other urban areas
- **RPO 4.3:** Support the consolidation and re-intensification of infill/brownfield sites to provide high density and people intensive uses within the existing built up area of Dublin City and suburbs and ensure that the development of future development areas is co-ordinated with the delivery of key water infrastructure and public transport projects.
- **RPO 5.3:** Future development in the Dublin Metropolitan Area shall be planned and designed in a manner that facilitates sustainable travel patterns, with a particular focus on increasing the share of active modes (walking and cycling) and public transport use and creating a safe attractive street environment for pedestrians and cyclists.
- **RPO 5.4 -** Future development of strategic residential development areas within the Dublin Metropolitan area shall provide for higher densities and qualitative standards as set out in the 'Sustainable Residential Development in Urban Areas', 'Sustainable Urban Housing; Design Standards for New Apartments' Guidelines, and 'Urban Development and Building Heights Guidelines for Planning Authorities'
- **RPO 5.5:** Future residential development supporting the right housing and tenure mix within the Dublin Metropolitan Area shall follow a clear sequential approach, with a primary focus on the consolidation of Dublin and suburbs, and the development of Key Metropolitan Towns, as set out in the Metropolitan Area Strategic Plan (MASP) and in line with the overall Settlement Strategy for the RSES. Identification of suitable residential development sites shall be supported by a quality site selection process that addresses environmental concerns.



1.0 Context

1.10 Planning Policy & Guidelines

Planning Policy

The subject site is located within the Dublin City Council (DCC) area. The scheme has been designed to respond to the requirements of the Dublin City Development Plan 2022 - 2028.

The plan takes cognisance of the National Planning Framework (NPF) and the Regional Spatial and Economic Strategy (RSES). In line with these provisions the quality of the design and character of an area are critical factors for making places attractive and distinctive. 'Placemaking' which aims to strengthen the connection between people and the places they share, creating the right types of environments in which people can live work, visit, socialise and invest in, is a key factor in producing distinctive communities.

The development plan sets out policy objectives for achieving quality design and placemaking which has been taken into account within the design process for the Dolphins Barn design scheme.



Specific Planning Policy Requirement 1

SPPR 1

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

Appendix 3: Achieving Sustainable Compact Growth

Policy for Density and Building Height in the City

The development of brownfield lands, particularly those that are well served by public transport, for attractive, well designed and liveable neighbourhoods is promoted.

NPO 13 identifies building height as an important measure to achieve compact growth and states that:

"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 Objective 35 states:

"Increased 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"

Key Criteria:

Key criteria which all proposals for increased urban scale and height must demonstrate include:

- *The potential contribution to the development of new homes, economic growth and regeneration in line with the compact urban growth principles set out in the NPF and Project Ireland 2040.*
- *Proximity to high quality public transport connectivity, including key public transport interchanges or nodes.*
- *Proximity to a range of employment, services and facilities.*
- *Provision of adequate social and community infrastructure.*
- *The availability of good walking, cycling and public transport infrastructure.*
- *Appropriate mix of uses, housing typologies and tenures.*
- *The provision of high quality public open space and public amenities.*
- *The resilience of the location from a public access and egress perspective in the event of a major weather or emergency or other incidents.*
- *That the ecological and environmental sensitivities of the receiving environments have been adequately assessed and addressed.*
- *Appropriate design response that considers the characteristics of the site, any development constraints and prevailing character.*
- *Adequate infrastructural capacity.*

In accordance with SPPR 1, the following locations are identified as generally suitable and appropriate for accommodating a more intensive form of development, including increased height.

-City Centre and within the Canal Ring
-Strategic Development Regeneration Areas - Liberties and Newmarket Square
-Public Transport Corridors

The guidelines set out both an area based and performance criteria driven approach. The achievement of height is linked to increasing densities, although it is recognised that increased height does not necessarily mean higher densities.

Key points from the guidelines include:

- Development plans should identify locations where increase height is appropriate/promoted.
- The consideration of the appropriateness of such locations must take account of any particular environmental sensitivities.
- Key locations will include brownfield infill opportunities, old industrial areas, docklands, low density suburban shopping centres and public transport corridors.
- For sites larger than 2ha – a master planning exercise regarding their future development may be required.
- Development plans must set out a series of performance criteria in which to assess high buildings. The guidelines also set out a number of assessment criteria.
- Development plans should include specific guidance regarding building height in historic settings.
- In driving general increases in building heights, planning authorities shall also ensure appropriate mixture of uses.

Density may exceed 300uph where the approach is plan led. Please refer to Brock McClure planning consultant report for further detail.

Table 1: Density Ranges

Location	Net Density Range (units per ha)
City Centre and Canal Belt	100-250
SDRA	100-250
SDZ/LAP	As per SDZ Planning Scheme/LAP
Key Urban Village	60-150
Former Z6	100-150
Outer Suburbs	60-120

Table 1: Density Ranges- Appendix 3

1.0 Context

1.11 Emerging Context

Existing Building or Under Construction

- 6 storeys
- 7 storeys
- 8 storeys
- 12+ storeys

Granted Permission

- 7 storeys
- 8 storeys
- 12+ storeys

In Planning

- 8 storeys



1.0 Context

1.11 Emerging Context



SHD ABP306203-19 - Cork Street (Under Construction)

Mixed Use BTR Res.
9-13 storeys
43.67metres

CORK STREET

Although portions of Cork Street still retain the two and three storey 18th and 19th century commercial and residential buildings that once lined the route, these are disappearing to make way for larger new mixed-use residential developments of 6-8-12+ stories in ever-increasing numbers. These more recent additions are beginning to redefine the character of the thoroughfare and respond to the greater street width with increased scale and height.



REF ABP305324-19

Student Accommodation
7-8 storeys
27.25metres



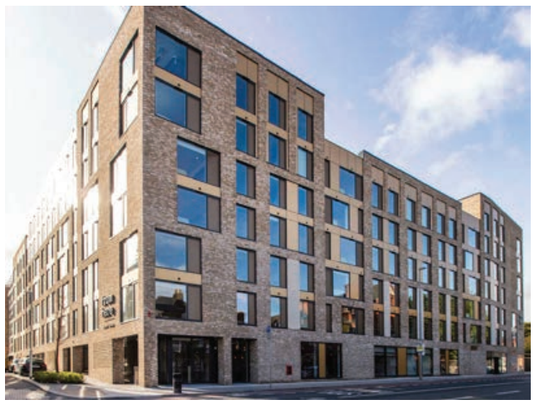
Part 8 DCC - Weaver Square (Constructed)

Social Residential
7 storeys
24 metres



REF 5345/06 - Dolphins Barn Road (Constructed)

Residential
8-12 storeys
31 metres



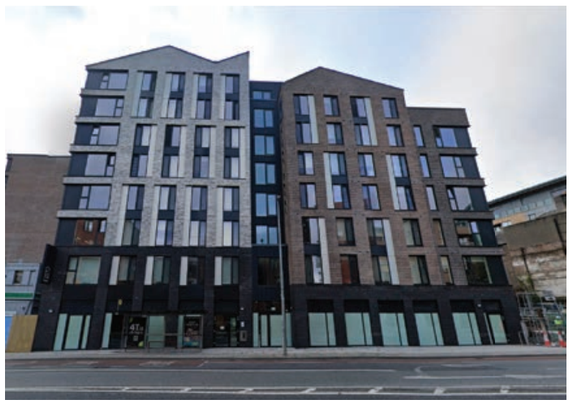
REF 3743/06, 3803/09 - Cork Street (Constructed)

Student Accommodation
6-7 storeys
23.5 metres



SHD TA29S.308162 Cork Street (Under Construction

Co-Living
7 storeys
24.74 metres



REF ABP - 305324-19 - Cork Street (Constructed)

Student Accommodation
7 storeys
26.91 metres

1.0 Context

1.12 Planning History

GRANTED PERMISSION

DCC REF: 3853/17 - GRANTED

Decision Date - 13/06/2018

The proposed development will consist of the demolition of the existing former factory building to the rear of the site and buildings which front onto Dolphin's Barn Street (Nos. 43-50) which have a total gross floor area (GFA) of 3,243.5 sqm, and the construction of a part four to part seven storey residential and retail building to Dolphin's Barn Street, stepping down to three storeys to the rear, over basement and ground floor retail and car park. The total gross floor area including basement car parking of the new mixed use building is 13,150 sqm.
The proposed development comprises 1 no. retail unit at ground floor level with a total GFA of 1,405 sqm and 70 no. apartments from first to sixth floor level comprising 41 no. 1 beds and 29 no. 2 beds (proposed as Build to Let accommodation). The proposal includes two residential entrances at ground floor level and communal facilities (with a GFA of 410 sqm) at first floor to sixth floor level. Balconies are provided for the residential apartments on the eastern, western, southern and northern elevations.

Vehicular access is provided from Dolphin's Barn Street and the development includes a total of 67 no. car parking spaces at basement level and 18 no. car parking spaces, a bike store providing 80 no. bicycle parking spaces and a bin store at ground floor level. The proposal also includes landscaping works including a communal open space area at first floor level measuring 693 sqm and all associated site development works.



Permitted first floor plan



Dolphin's Barn SHD- Pending

DCC REF: SHD0030/21 - Pending

ABP REF: ABP - 312295/21

The proposed SHD Build-to-Rent residential and commercial development consisted of the following:

- The demolition of all existing buildings on site (comprising the former factory building to the rear of the site and buildings which front onto Dolphin's Barn Street (No's 43-50)), which have a total gross floor area of 3,243.5 sqm;
- The construction of a part four to part nine storey Build-to-Rent (BTR) residential and commercial development comprising 1 no. commercial unit, with an area of 369 sqm (for Class 1- Shop or Class 2- Office / Professional Services or Class 8- Medical Centre or Class 11 – Gym or Restaurant / Café, including ancillary takeaway use) at ground floor level, and 116 no. Build-to-Rent apartments and resident's support / amenity facilities from ground to eight floor level;
- The 116 no. BTR apartments comprise of 22 no. studio units, 63 no. 1 bedroom units and 31 no. 2 bedroom units;
- The apartments are provided with balconies / terraces which are located on the eastern, western, southern and northern elevations of the building;
- The development includes ancillary resident support facilities, services and amenities at each level, with a reception/lobby area and communal amenity areas at ground floor level, first and eighth floor level;
- The proposal includes external communal open space areas and terraces at ground, first and eighth floor level, and provision of PV panels at roof level;
- The proposal includes 28 no. car parking spaces for the residential use, including 4 no. car share spaces, a bike store for 152 no. residential cycle spaces, 60 no. visitor bicycle parking spaces, 1 no. motorcycle space, plant rooms and a bin storage area at ground level;
- The proposal includes for alterations, retention, upgrade and increase in height of the boundary walls / treatment; and
- The proposal includes a vehicular entrance from Dolphin's Barn Street, pedestrian and cyclist access from Dolphin's Barn Street, alterations to the public footpaths / parking spaces, connections to foul and surface water drainage, hard and soft landscaping, the decommissioning and provision of a new ESB sub-station, and all associated and ancillary works.



SHD Application first floor plan



1.0 Context

1.13 Planning History- Previous SHD Application: Chief Executive Report

SHD Application Scheme

(ABP Ref: 312295/21 - DCC Ref: SHD0030/21)

A Strategic Housing Development (SHD) application was submitted to An Bord Pleanala in December 2021. This was for a Build To Rent residential and commercial development. The application is yet undecided and remains with An Bord Pleanala. The previous scheme took on board the design of the Previously Permitted 2018 Application Scheme (DCC Reg ref: 3853/17).

SHD Scheme Design Approach

The design of the development was informed by the sites context and the permission under Reg. Ref.: 3853/17 and ABP Ref.: 302149-18 for a part three to part seven storey residential and retail building on the site, including the stepped approach to building heights to avoid abrupt transition in scale in the context of the adjacent 2 storey properties in the area.

SHD Application Scheme Development Summary

The proposed Build-to-Rent residential and commercial development consists of the following:

- The demolition of all existing buildings on site (comprising the former factory building to the rear of the site and buildings which front onto Dolphin's Barn Street (No's 43-50)), which have a total gross floor area of 3,243.5 sqm;
- The construction of a part four to part nine storey Build-to-Rent (BTR) residential and commercial development comprising 1 no. commercial unit, with an area of 369 sqm (for Class 1- Shop or Class 2- Office / Professional Services or Class 8- Medical Centre or Class 11 – Gym or Restaurant / Café, including ancillary takeaway use) at ground floor level, and 116 no. Build-to-Rent apartments and resident's support / amenity facilities from ground to eight floor level;
- The 116 no. BTR apartments comprise of 22 no. studio units, 63 no. 1 bedroom units and 31 no. 2 bedroom units;
- The apartments are provided with balconies / terraces which are located on the eastern, western, southern and northern elevations of the building;
- The development includes ancillary resident support facilities, services and amenities at each level, with a reception/lobby area and communal amenity areas at ground floor level, first and eighth floor level;
- The proposal includes external communal open space areas and terraces at ground, first and eighth floor level, and provision of PV panels at roof level;
- The proposal includes 28 no. car parking spaces for the residential use, including 4 no. car share spaces, a bike store for 152 no. residential cycle spaces, 60 no. visitor bicycle parking spaces, 1 no. motorcycle space, plant rooms and a bin storage area at ground level;
- The proposal includes for alterations, retention, upgrade and increase in height of the boundary walls / treatment; and
- The proposal includes a vehicular entrance from Dolphin's Barn Street, pedestrian and cyclist access from Dolphin's Barn Street, alterations to the public footpaths / parking spaces, connections to foul and surface water drainage, hard and soft landscaping, the decommissioning and provision of a new ESB sub-station, and all associated and ancillary works.

Comments From DCC Chief Executives Report

The below is an assessment of comments extracted (part) from the DCC Chief Executives Report for the SHD application as returned to An Bord Pleanala.

Principle (Zoning)

The proposed uses would be 'permissible'

Density

Regard is had to the National Planning Framework (NPF), which promotes higher density compact residential development on brown field urban sites.

Sustainable Residential Development in Urban Areas, Guidelines for Planning Authorities (2009), Chapter 5; encourage the promotion of higher densities for these brown field sites, particularly those close to public transport corridors.

Urban Development and Building Height Guidelines (2018) encourage consolidation and densification at appropriate locations.

Overall, while the site is considered suitable for high density development, this is subject to the provision of a high quality scheme, which protects the residential and visual amenities of the wider area.

Height and Visual Impact

DCC Development plan 2016-22 Section 16.7 sets out height limits. The SHD scheme at 28.3m would exceed the relevant height limit set by by the CDP of 24m, consequently a Material Contravention Statement was submitted which set out justification under the Building Height Guidelines 2018 and NPF.

...Therefore in principle, a high density residential development in this area is considered acceptable and necessary to achieve national objectives as set out in the National Planning Framework.

...Overall, having regard to the limited exceedance of the height limit prescribed by the City Development Plan, the City Council has no objection in principle to the proposed height, having regard to the Urban Development and Building Height Guidelines for Planning Authorities December 2018, the location of the site on a major corridor into the city and also to the height permitted on nearby sites, though concern is raised that the impacts on neighbouring amenity and the development potential of the garage site to the south in terms of daylight and sunlight are not clearly set out.

Residential Standards / Mix

The development being a Built To Rent (BTR) scheme has no restrictions on dwelling mix. The development was in accordance with the Sustainable Urban Housing: Design Standards for New Apartments 2018.

Aspect

With regard to dual aspect apartments, the DoHPLG Guidelines require a minimum of 33% of the units to be dual aspect in all central and some intermediate locations.

The SHD scheme was stated to achieve 40% dual aspect units, the same proportion as the extant scheme. A single aspect north facing studio unit would be provided, compared with 13no. in the extant scheme.

Residential Support Facilities

There was 482 resident amenity facilities incorporated for the BTR scheme.

The scheme provided a total of 1,195sqm external amenity space in three location one of which (north facing) received poor daylight/sunlight.

Overall planners report notes; it is considered that the proposed communal open space would meet the relevant standards in terms of quantity, sunlight and play and would provide a good quality of amenity for future residents.

1.0 Context

1.13 Planning History- Previous SHD Application: Chief Executive Report

Daylight, Sunlight and Overshadowing Analysis
The submitted Daylight, Sunlight and Shadowing Assessment provides ADF, APSH and WPSH results for the units on ground, first and second floor levels. Results for all habitable rooms should be submitted in order to enable proper assessment.

Noise and air quality
The Air Quality Assessment report concludes that future residents of the proposed development will not be impacted by the design or operation of the development and that the operation of the development will have negligible impact on local air quality.

Impact on Neighbouring Properties
A Sunlight, Daylight & Shadow Assessment Report was submitted with the SHD application, which included consideration of impacts on neighbouring properties.

It was noted in the planners report that for those windows that have been tested, 7no. properties in Emerald Square would experience a further reduction in VSC compared with the extant scheme. Nos. 1&2 Emerald Square would experience a moderate adverse impact for both ground and first floor windows in terms of VSC, while No. 4 would experience a moderate adverse impact in terms of sunlight. It is considered that the proposed development should be amended so as to result in no greater impact on these properties than the extant scheme.

Overlooking and Overbearing Impact
The report notes the proposed SHD design with the given separation distances/ angles to the site boundaries, combined with stepped massing and window/amenity space locations, it was considered that the height and massing of the building would be acceptable with regards to neighbouring amenity. With the setbacks to upper floors, it was considered that they were sufficient to avoid an overbearing impact on neighbouring properties.

Summary Note:
The Design Team has considered all commentary as included within the DCC CEO's report associated with the SHD application on site, and will address any issues raised in a future full LRD application pack.



SHD Application Scheme (ABP Ref: 312295/21 - DCC Ref: SHD0030/21)



SHD Application Scheme: Proposed Ground Floor Layout



SHD Application Scheme: Proposed First Floor Layout

2.0 Connectivity

2.0 Connectivity

2.1 District

2 - CONNECTIONS

How well connected is the new neighbourhood?

The proposed site is very well connected to Dublin City Centre by a major transport artery linking the greater South West Dublin area with Dublin City Centre.

The existing public transport services available in proximity to the proposed development site has the potential to facilitate a high modal split amongst development occupants in favor of sustainable transport and away from single-occupant car use.

Cycle lanes are already present in both directions along Dolphin's Barn Street. Dolphin's Barn Street and the nearby South Circular Road are both high frequency bus corridors.

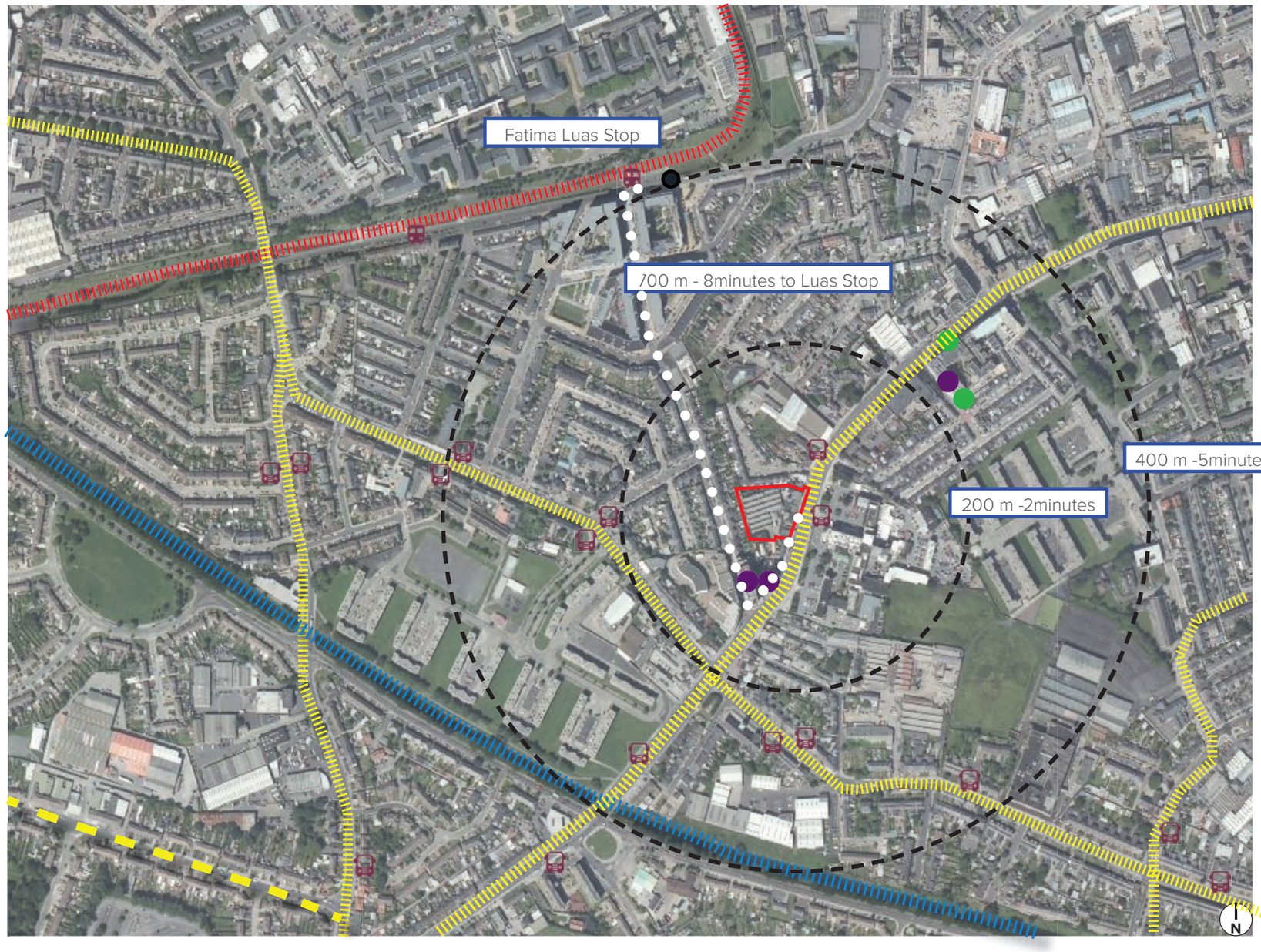
It is located on the proposed Bus Connects route from Greenhills to city center.

There are many bus services connecting to the City Centre and the Luas stop is within a 10 minute walking distance.

Bus Stop 2094 & 2379 - 27, 56a, 77a, 77x, 151. Every 5-10 minutes. Stop located less than 2 minutes walk. Luas- 700m from the site - Stop located approx. 8 minutes walk.
On street public parking is available along Dolphin's Barn Street.

Designated bicycle lanes are located along Dolphin's Barn Street and The Royal Canal.

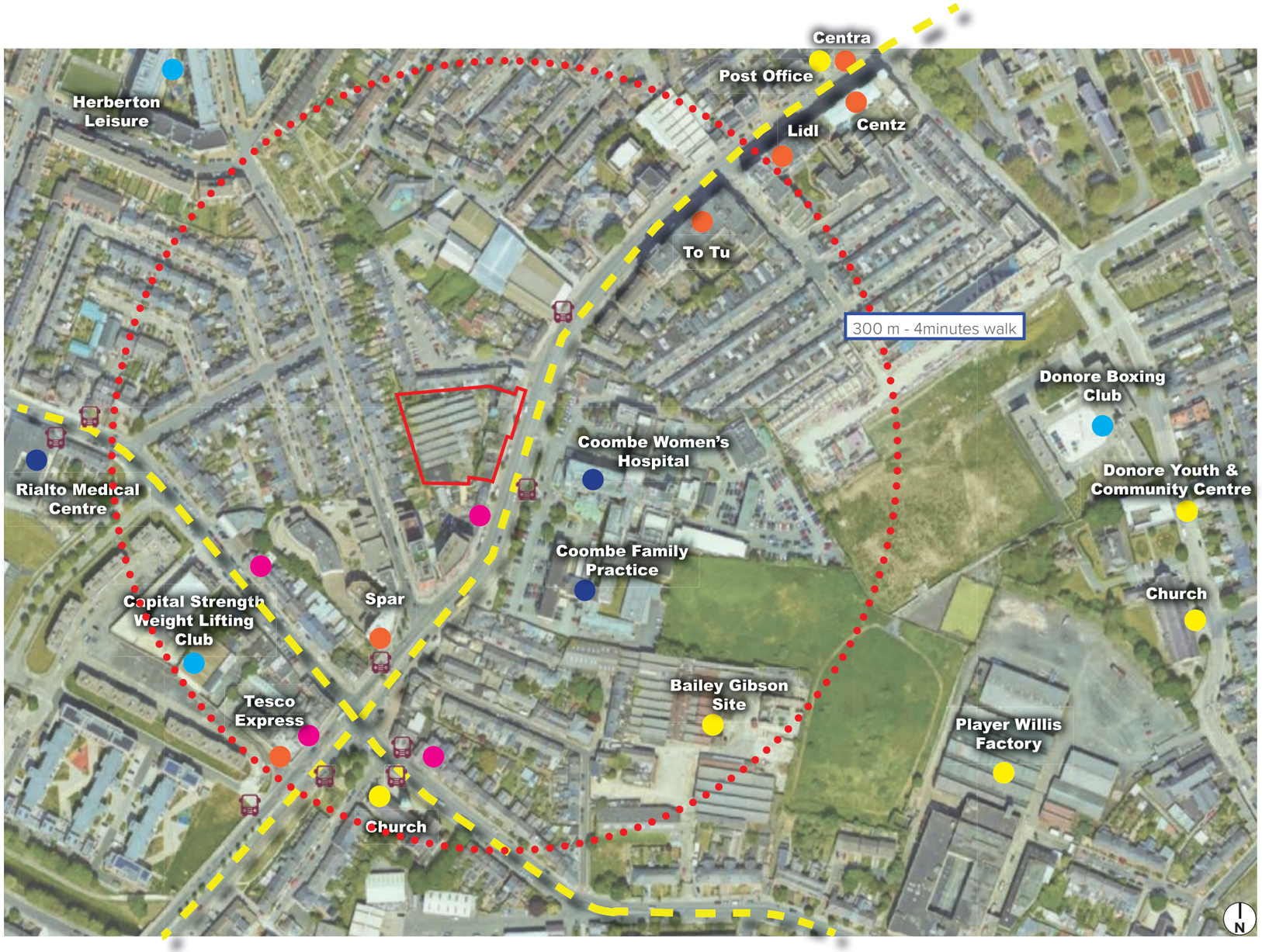
There are Shared Car and Shared Bicycle locations within 400m of the proposed development.



2.0 Connectivity

2.2 Local

- The proposed development is extremely well connected to the local community and existing neighbourhood,
- There are attractive routes in and out for pedestrians and cyclists
- The development is located in or close to a mixed-use centre of local services
- The development's layout makes it easy for access to bus services
- The layout links to the existing pedestrian movement routes to access existing services and conveniences
- Appropriate density, dependent on location, helps support efficient public transport and local services



MAIN AMENITIES

- Proposed Site
- Supermarkets
- Leisure
- Cafe/Restaurant
- Medical service
- Others
- Bus stop

Local Context

The above graphic illustrates the local Dublin bus stops adjacent to the site and also the primary amenities within a 5 minute walk from the site. There are a number of local services uses to the around the site which include convenience stores, super markets, local pubs and take away food outlets.

2.0 Connectivity

2.3 Connectivity

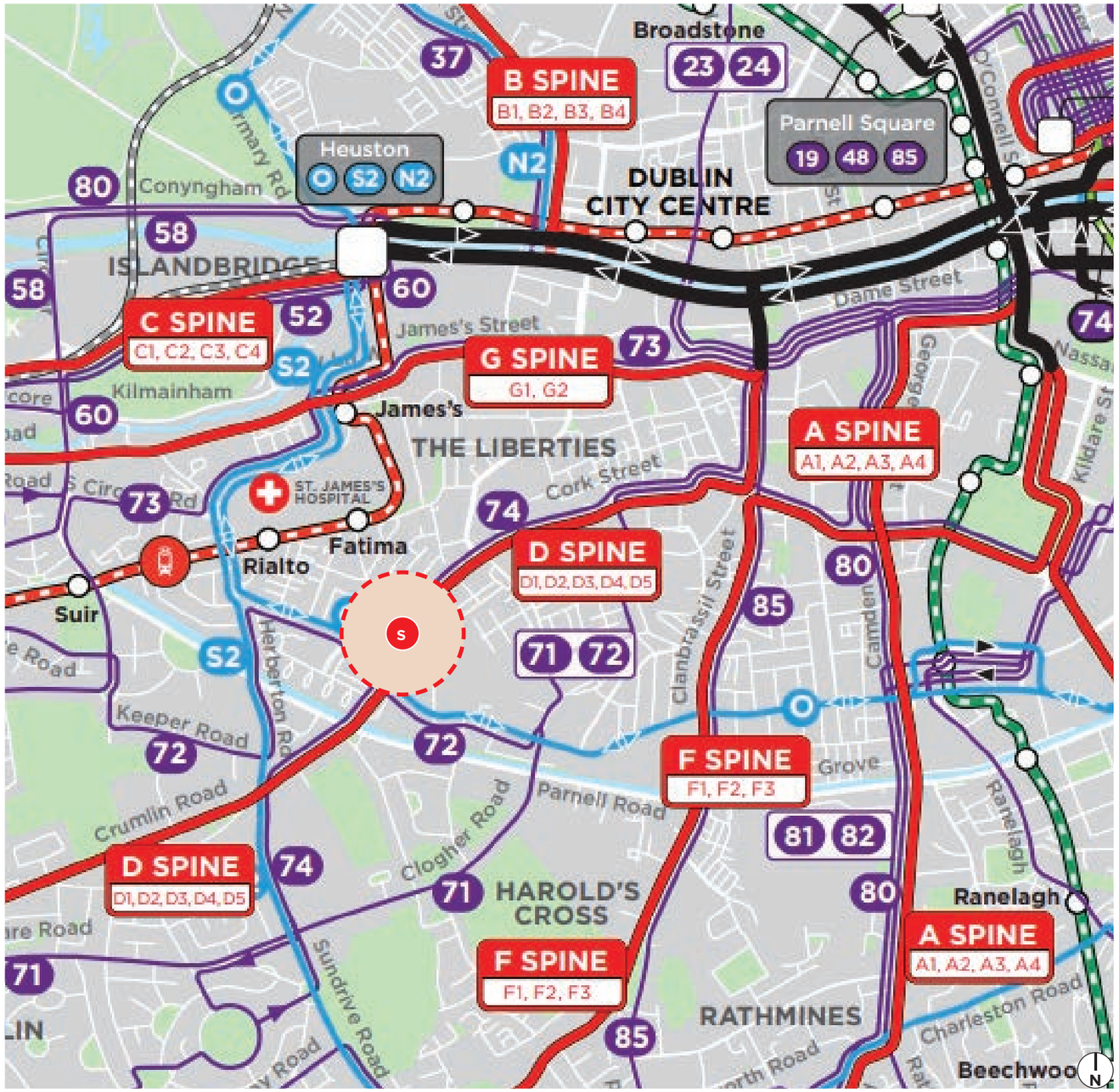
Connectivity

Currently the No 77A, 27, 151, 56A, 77n Dublin Bus runs north / south on Dolphins Barn Road. There are currently 2 bus stops within approx 25m/50m.

A dedicated cycle lane and bus corridor also runs along Dolphins Barn road, along the site boundary which encourages active transport.

Dolphins Barn Road forms part of the Bus Connects plans with the D1 Spine/Branch route, 74 city Bound Routes and the S2 Orbital route running past the site and across Dolphins Barn Road. Please see adjacent extract from Bus Connects Online Map which illustrates the site location in the context of the Bus Connects planed routes and associated stops which will further improve public transport links to the site.

Bus Routes	
Within 10 mins Walk	
Dublin Bus Routes	No's - 77A, 27, 151, 56A, 77n



Extract from Bus Connects Big Picture Online Map 2024 - Proposed Routes

Key

S Location of Site

- Spine / Branch Routes
- Orbital Routes
- Other City Bound Routes
- Local Routes
- Peak Time Routes
- Terminus

2.0 Connectivity

2.4 Tallaght to City Centre Core Bus Corridor

Project Ireland 2040

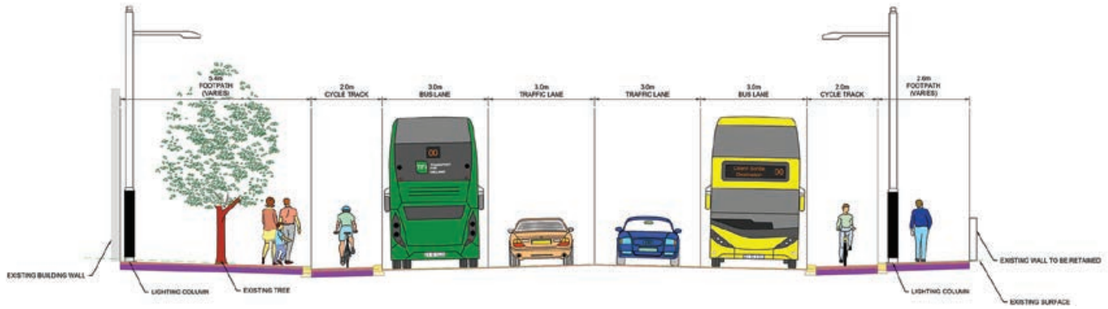
DCC / NTA Improvement Works: 2023

DCC in conjunction with the National Transport Authority is proposing improvement works that will be carried out along Dolphins Barn Road with a new Bus stop located 100m to the south of the south, just north of Junction south circular road junction. The south circular road junction has been identified for modification to improve pedestrian and cycle mobility. These measures will improve the quality of lives for its users by focusing on improved pedestrian, cyclist and vulnerable road user facilities and improved facilities for public transport users.

The scheme aims to improve the public realm by providing upgraded footpaths, shared pedestrian & cycle space, improved drainage measures, additional landscaping, improved signage and new signalized crossing locations. Providing improvements along the length of Dolphins Barn road that is heavily used by The Coombe Hospital staff and patients will help facilitate a safer environment for all.

The proposed works will comprise the following:

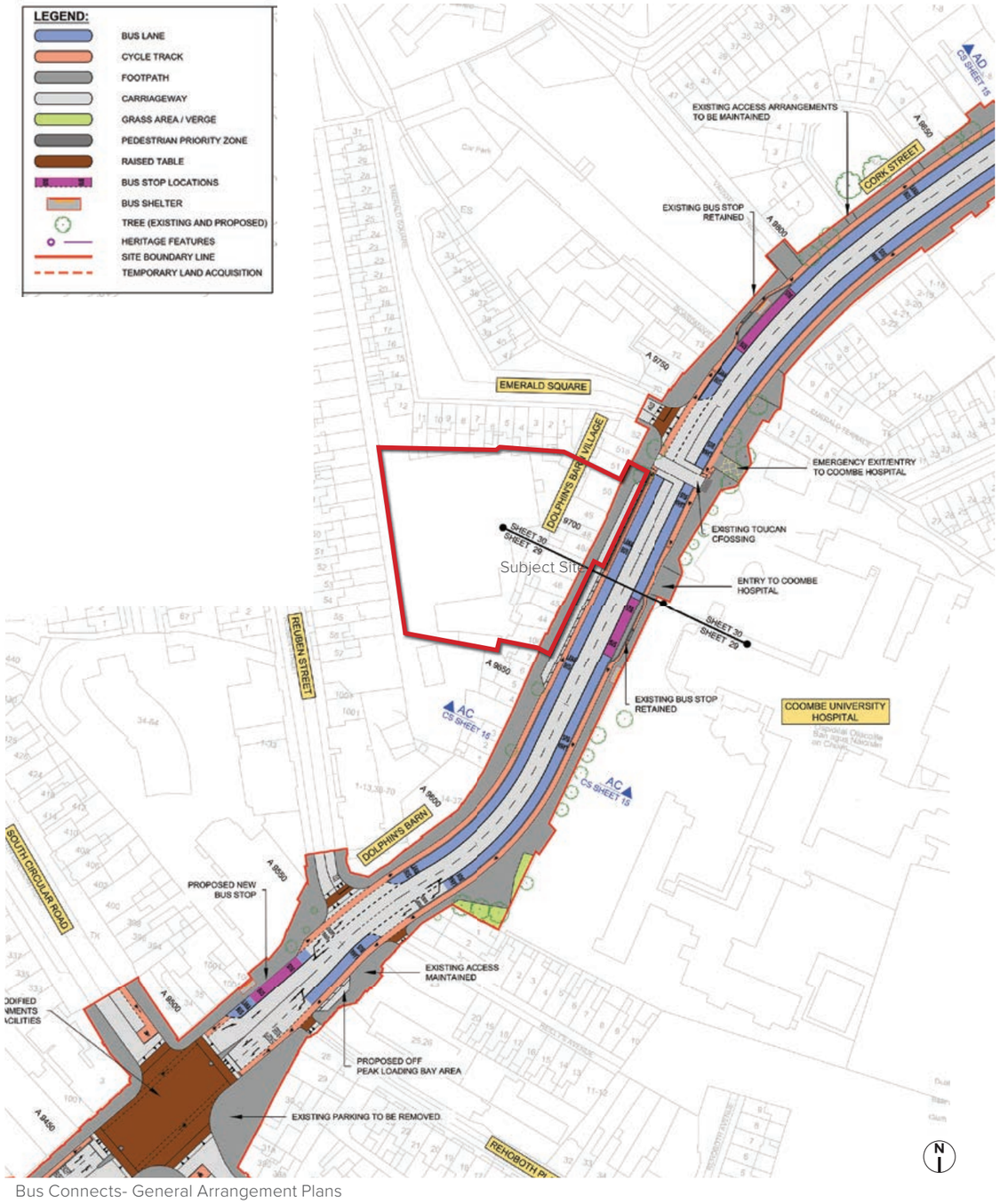
- Upgraded public lighting using efficient LED lighting.
- Bus stop improvements with Real Time Passenger Information (RPTI) and improved set-down facilities.
- Removal of numerous existing ESB and Eir overhead cables that span throughout the scheme.
- Additional landscaping works throughout the scheme
- Provision of new and improved drainage
- Provision of new public lighting, road markings and cycle route signage



Typical Section AC-AC Dolphins Barn

Client: NTA Údarás Náisiúnta Iompair / National Transport Authority	Engineering Designer: AECOM / MOTT MACDONALD	Programme Title: BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS			
		Drawing Title: TALLAGHT/CLONDALKIN TO CITY CENTRE CORE BUS CORRIDOR SCHEME GENERAL ARRANGEMENT			
Date: 21/03/23	Scale: 1:500 @ A1, 1:1000 @ A3	Drawn: E.MINCHER	Checked: A.DUGGAN	Approved: C.ACTON	
Project Code: BCIDA	Originator Code: ACM	QMS Code:	Drawing File Name: BCIDA-ACM-GEO_GA-0809_XX_00-DR-CR-0029	Sheet Number: 29 of 56	Status: A / Rev: M01

DO NOT SCALE USE FIGURED DIMENSIONS ONLY



Bus Connects- General Arrangement Plans