# 3.0 Inclusivity

# 3.0 Inclusivity

## 3.1 Site Accessibility

### 3 - INCLUSIVITY

How easily can people use and access the development?

The design of the proposed building responds to the primary route of Dolphin's Barn Street with active frontage that will enable easy access off the public footpath for people of all abilities. The scheme will include a community space and facilities which are intended to be operated by an Approved Housing Body.

The layout and landscape will comprise of a shared surface with gentle slopes with roll-over kerbs to parking areas. Level access is provided off the street and to primary access entrances which will comply with the requirements of Part M of the Building Regulations– Access for People with Disabilities.

The scheme will be accessed by pedestrians from the eastern boundary (Dolphins Barn Street). Vehicular and cyclist access is provided from the Dolphin's Barn Street through secure access gates. This location will respond to the existing north eastern access point with an upgraded entrance that will tie in with the existing road layout and will have no impact on the proposed Bus Connects infrastructural works.

Carparking is primarily provided on grade along the northern boundary of the site which allows the best possible landscape design to be achieved whilst also accommodating the accessible Part M spaces as close as possible to the building entrances..

Inclusive design, universal design and design for all are terms used to describe an approach of developing products, services and environments, which are usable and attractive for a large number of people regardless of age, gender, language and ability. The three terms inclusive design, universal design and design for all, are today often used interchangeably. The principal behind them is basically the same, "to promote an approach to design that understands and respects the needs of a diverse range of users" The terms are used in different parts of the world as a result of their origin. Even though the goal is primarily the same, methods have been developed with a close connection to specific terms.

The quality of buildings and spaces has a strong influence on the quality of people's lives. Decisions about the design, planning and management of places can enhance or restrict a sense of belonging. They can increase or reduce feelings of security, stretch or limit boundaries, promote or reduce mobility, and improve or damage health. They can remove real and imagined barriers between communities and foster understanding and generosity of spirit. These considerations have influenced the design development of this scheme.

Even though accessibility has improved over the last decade, and planning policy has shifted, with investment providing new facilities to once-excluded communities, the fact remains that poor and disadvantaged people are far more likely to live in poor quality environments. Social, cultural and economic inequalities are still being literally built into new places, and planners and designers need to examine more closely the impact of their decisions.

The design strategy of this scheme has evolved from the policy of inclusivity first within the design as this philosophy is especially important within multi-unit residential projects which have an added advantage of being a place where people of many persuasions can come together to break down the barriers that exist between them.




Proposed Site Strategy Sketch

# **4.0** Variety

# 4.0 Variety

## 4.1 Apartment Mix

### 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 a community hub fronting onto Dolphins Barn Street. The community hub spaces are sufficiently sized to be flexible, providing multi-functional spaces to meet the varying requirements of the future use.

The proposed development provides for a mix of One and Two (two bed four person) units which vary in size and orientation in order to ensure a mix of tenures across the scheme.

The external communal open space also contributes visually to a rich and diverse external landscaped environment. These external landscaped spaces include pedestrian routes through a variety of soft landscape treatments dispersed with seating areas and play areas. The communal open spaces are sensitively separated from the private open spaces via soft landscape features which prevents the general residents from entering the private open space areas of the ground floor units in a non-intrusive manner.

The scheme design includes private amenity spaces which are accessible off the primary living spaces to each apartment unit. This offers variety between private balcony/terrace space for each unit and the larger communal amenity gardens at ground level.

The private amenity spaces are provided in the form of balconies which are a feature on the upper level apartments. Private terrace areas with separation/privacy planting are provided on those units which open onto ground level.

The scheme as a whole is a well-considered quality building designed to respond to this central urban location. The building provides variety in uses between the ground floor community use street frontage and the rear and upper floor residential accommodation. The residents benefit from private amenity space balconies and a quality landscaped communal amenity courtyard garden spaces which will encourage the creation of a residential community.

The development will support the local area by adding demand for amenities and existing commercial uses. The scheme will provide consumers for the existing local shops and pupils for schools.



CGI View of Southern Residents Communal Amenity Courtyard.



CGI View of Eastern Residents Communal Amenity Courtyard.

# **5.0** Efficiency

# 5.0 Efficiency

## 5.1 Design Efficiency

### 5 - EFFICIENCY

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

The density of the proposed scheme makes efficient use of these ‘Z4’ zoned lands in close proximity to Liberties. ‘To provide for and improved mixed-services facilities’

The apartment units are suitable to accommodate a range of home types for a variety of age demographics and families.

The units have been designed to achieve the Approved Housing Bodies requirements and all One bedroom apartments are minimum 50sqm while all one and two bedroom apartments meet or exceed the Sustainable Urban Housing: Design Standards for New Apartments (July 2023). The unit mix has also been carefully considered to satisfy the Approved Housing Bodies needs for residential accommodation in the area.

The scheme has been designed to provide community use at ground floor level addressing the street edge. This use is located here to provide active frontages and are located fronting onto Dolphins Barn Street to the east of the site.

The proposed development will comply with NZEB (Part L 2022 Dwellings). The principles underpinning Part L compliance are energy demand reduction through passive measures and increased energy supply from renewable and efficient sources. The proposed development will follow this principle and exceed compliance requirements through exemplar design practices. Please see accompanying Sustainability and energy report prepared by Environmental Design Partnership Consulting Engineers for further details.



CGI Aerial View of the Proposed Scheme from South East

# **6.0** Distinctiveness

# 6.0 Distinctiveness

## 6.1 Distinctiveness

### 6 - DISTINCTIVENESS

How do the proposals create a sense of place?

The proposed scheme will establish a distinctive residential development with a density and character that complements its location, ensuring a critical mass for timely delivery.

The layout along Dolphin's Barn Street will foster a high-quality residential environment that enhances the evolving public realm. It also includes south-facing communal open spaces for all residents to enjoy.

The scheme has been designed to be distinctive along street-scape whilst also tying in and responding positively to the existing height of the Earls Court Building and also the neighbouring commercial and residential buildings along this regenerating street.

The design of the proposed apartment building introduces a unique architectural language, featuring varied facade designs and materials. This cohesive and high-quality facade design uses a complementary material palette, creating a harmonious and unified scheme.

The communal amenity gardens will play an important role in providing a space for residents to meet and relax and communicate which aids in fostering a community and sense of place.



The proposed development will see the rejuvenation of this brownfield site as part of the overall regeneration of the Dolphins Barn & Liberties area



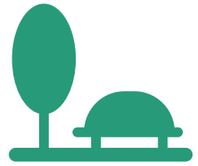
The buildings have been designed to create a distinctive style that is modern and contemporary in nature. The use of quality materials will help to create a distinctive scheme.



The proposed development includes for the provision of a mix of home types ranging from one to two bedrooms that will allow a mix of individuals, small families and older people to occupy the development.



The scheme includes community spaces that can accommodate multiple uses including service uses such as Community Hub and flexible workspaces for a multitude of facility typologies.



Green spaces to provide open space amenity for the scheme residents. See accompanying landscape architects report prepared by Murray Associates for full details on the landscape design strategy.

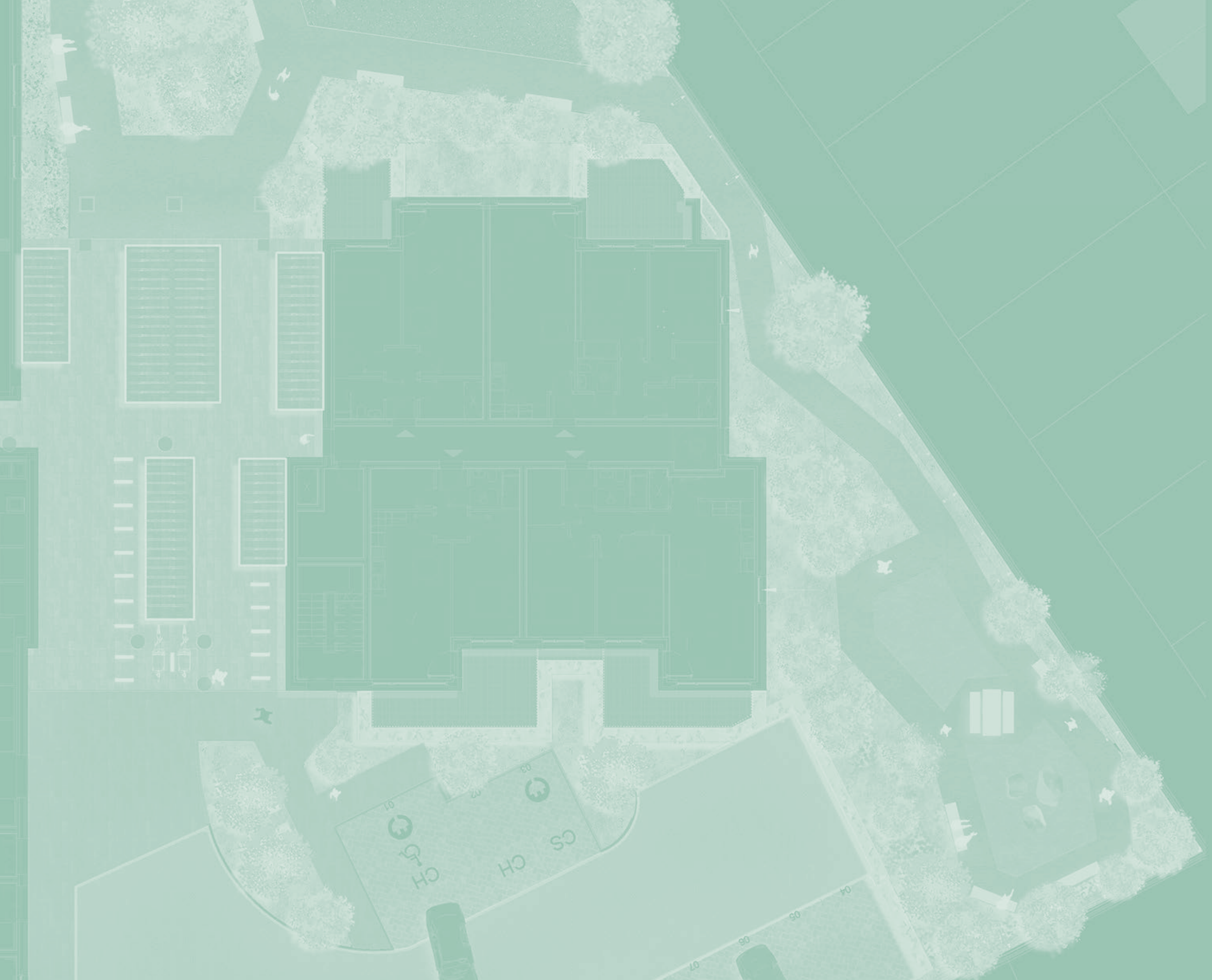


A large amount of bicycle storage facilities has been provided to ensure that there are no impediments to people being able to store bicycles which encourages active transport modes.



Buffer zones have been provided to all the ground floor units to allow for privacy. These buffer zones have been carefully integrated within the overall landscape strategy.

Communal external amenity open spaces will provide spaces for families to live, play and congregate with others in the community.


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# 7.0 Layout

# 7.0 Layout

## 7.1 Design Analysis- Scheme Overview

### 7 - LAYOUT

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

The proposed site layout creates a building ranging in height and form from four to nine stories which is set along the urban edge of Dolphins Barn Street on one side and communal amenity green open spaces within the heart of the scheme. 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 edge facing onto Dolphins Barn Street which creates active frontage and passive surveillance onto the street.
- High quality communal amenity courtyard garden spaces
- Building form and layout which responds to the context streetscape and also optimises the building forms orientation, spatial separation and views.
- Purposeful screening where deemed appropriate creating attractive landscape features to any sensitive boundary conditions and creating privacy between the site and adjacent spaces as appropriate.
- 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 builds upon the principles of the 2018 permitted planning permission scheme.

1. **Access** -The adaption of an existing access point to the north east of the site represents a fundamental improvement in vehicular access. The location of the proposed car parking keeps vehicular routes to a minimum and provides on-grade parking as required by DCC.

2. **Open Spaces** -The scheme prioritises the location and quality of sunlight in the creation of new, high-quality landscaped green spaces, strategically located to the south and eastern areas of the site. These thoughtfully designed spaces provide not only aesthetic appeal but also functional areas for active use, with seating, ply space and pathways, fostering a sense of community and well-being.

3. **Parking Access** -Car Parking is provided to the north east of the site which receives the least amount of sunlight. The scheme provides a total of 15no. car parking spaces, (10no. for residents and 4no. for the Community Hub use). This innovative design approach minimises the visual impact of parking within the site while ensuring adequate parking provisions for residents. 1no. supplementary car-share parking space (included within the 15no.) provides further access to on-site parking for the residents.

4. **Community Use/Street Frontage** - The community use spaces are located along the eastern edge accessed directly off Dolphins Barn Street. This will create active frontage and passive surveillance onto the street aiding in regenerating the subject site.

By incorporating these design elements, the proposed scheme aligns with principles of good layout/urban design and responds constructively to the challenges and positive comments within the 2018 permitted scheme, fostering a more sustainable and inclusive development.



# 7.0 Layout

## 7.2 Development Layout- Design Evolution

### Initial Design Concepts

CW O'Brien architects initially prepared a number of preliminary sketch design options which explored the potential development of high quality build to sell residential accommodation on the site which would compliment the existing setting. The intention is the scheme will be owned and operated by An Approved Housing Body to help full fill DCC's housing needs for small families in the urban area.

The design options aimed to build upon the knowledge gained from the previous 2018 permitted scheme and also the SHD application design process and local authority feedback. This strategy aims to create a unique place where residents would build a community adopting best practice place making techniques.

The primary considerations informing the sketch design process are as follows:

1. Respect and Respond to the existing and evolving regeneration character along Dolphins Barn St.
2. Provide a purposeful reuse of the existing urban brown field site which will aid in the regeneration of the area.
3. Maximise the potential of this central and accessible urban site.
4. Ensure the architectural and landscape schemes are designed cohesively to integrate and maximise sun and daylight penetration into the scheme and also responding to ensure no undue negative effects on the existing neighboring properties.
5. Utilise best practice urban design principles and place making to establish a new community within this urban site which benefits from existing sustainable transport modes.
6. Provide much needed high quality apartment accommodation on an under utilised urban site which is zoned Z4 (Key Urban Villages/ Urban Villages).

### Preliminary Sketch Layout

The preferred sketch design option which responded to the above design aims was evolved and is illustrated on the following pages.

The preferred design option also carefully considers:

#### Setting

The orientation, location within the site, existing access routes and the existing site building context.

#### Views/Aspect

The existing aspect from Dolphins Barn Street, and adjacent roads around the greater area.

#### Orientation

Maximise the benefit from the site orientation providing good quality solar penetration to the external communal landscaped spaces, minimise north facing apartment units, maximise quality views and east/west/south facing units.

#### Context

Respond to the new and evolving context of the site with  a scale and massing appropriate to the urban location and current apartment building context of adjoining sites.

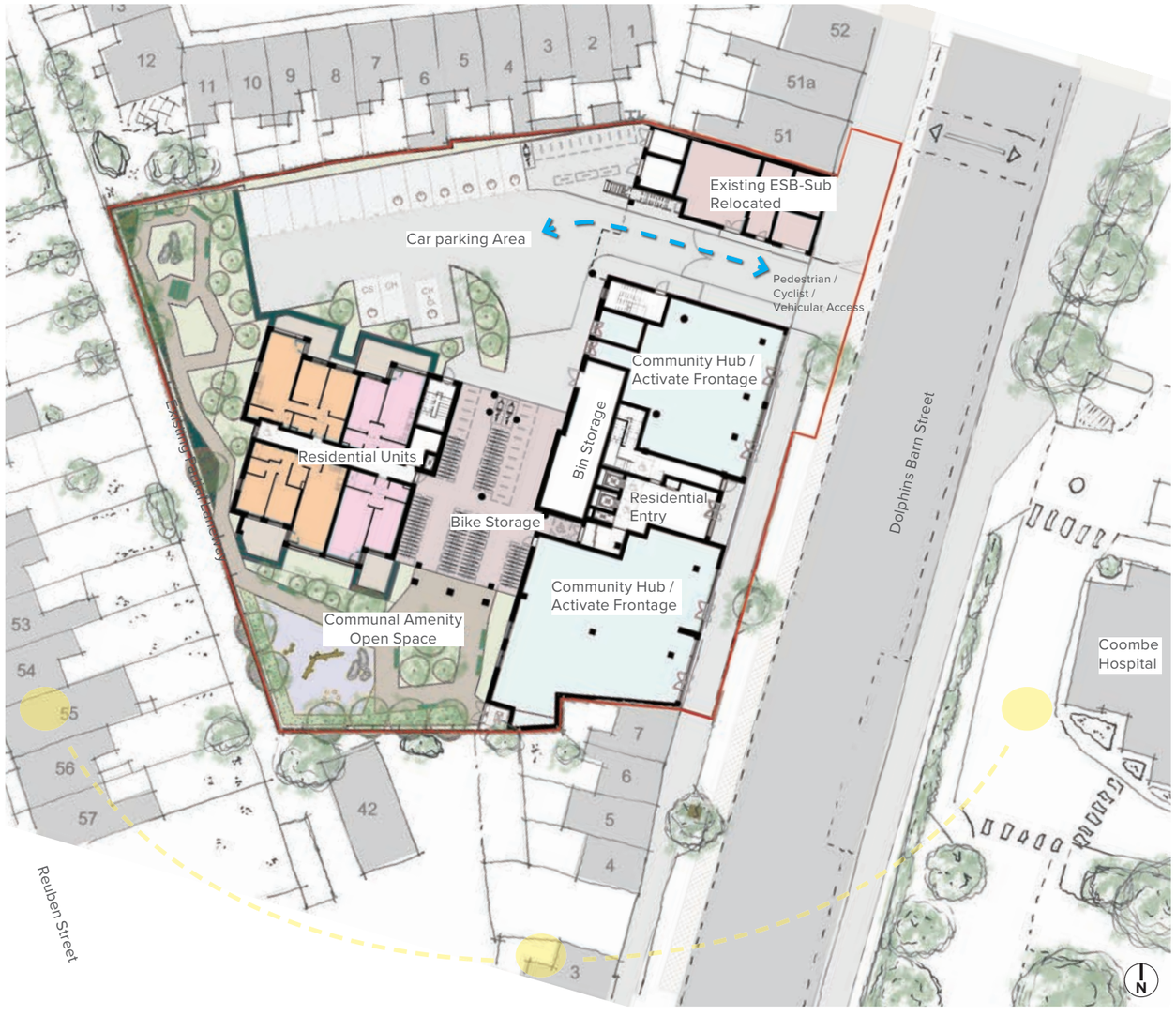
#### Urban Edge

Create a strong urban edge to Dolphins Barn Street.

#### Existing Buildings

The existing buildings have no merit and will be demolished as part of this planning application proposal.

The preliminary design option has been developed based on a strong understanding of the site dynamics providing the basis of a scheme which responds to this setting.




Proposed Site Strategy Concept Sketch

# 7.0 Layout

## 7.3 Ground Floor Plan

The ground floor plan responds to the existing site geometry and associated separation distances to the existing neighbouring properties. The ground floor layout aims to create a strong urban edge onto Dolphins Barn Street and create the opportunity for active street frontage via the community hub use which is accessed directly off the street.

The proposed layout also creates the opportunity to provide the primary building entry point to the residents communal entrance area (and associated vertical circulation cores) in a location that offers direct access from the public realm, creating active street frontage.

The centrally located primary internal community hub spaces are easily accessible from the public realm creating engagement with the street while also being serviced with car parking spaces to the rear of the site. There is also a second related Community Hub space to the southern end of the site facing onto Dolphins Barn St.

Communal amenity green spaces are located to maximise the benefit from solar penetration ensuring best use of the areas receiving direct sunlight. The car parking and cycle parking areas have been located in the space along the northern boundary which receives the least sun light.

Please refer to accompanying sunlight/daylight report prepared by Chris Shackleton for further information.

**Key**

- Site Boundary
- 1 Bed Apartment
- 2 Bed Apartment
- Community Hub
- Plant

1. On Grade Car Parking
2. Communal Open Space
3. Secure Access Gate
4. Community Hub
5. Secure Bicycle Store
6. Entrance Foyer/ Lobby
7. Bin Store
8. ESB Substation and Switch Room/ Plant Spaces




Ground floor plan

# 7.0 Layout

## 7.4 Typical Floor Plan

The typical floor level has been designed to maximise the potential for dual aspect units and also to maximise the benefit of orientation to ensure all apartment units receive good quality daylight penetration for some part of the day. In maximising the quantum of dual aspect units and achieving the desired apartment mix for the Approved Housing Body within the floor plates the scheme is provided access via a centrally located primary vertical circulation core and two secondary cores which have been positioned to minimise travel distances from the apartment units they serve.

Balconies have been located to minimise any overlooking issues and also maximise the benefit of the respective orientation for sunlight access, maximising the residents amenity. The site context and associated existing buildings/views over green-spaces and amenity spaces have also been carefully considered within the proposed layout.

The massing of the building form modulates and reduces in form on the upper floor levels in a similar manner to that of the permitted 2018 scheme and the previous SHD scheme.




Typical floor plan (second floor)

**Key**

- Site Boundary
- 1 Bed Apartment
- 1 Bed Apartment + 10%
- 2 Bed Apartment
- 2 Bed Apartment + 10%
- Circulation

1. On Grade Car Parking
2. Communal Open Space
3. Dolphins Barn Street

# 7.0 Layout

## 7.5 Roof Plan

The roof plan adjacent illustrates the careful consideration implemented throughout the various floor levels with the stepped massing to articulate and erode the building form to merge with the surrounding context and the complexities of this urban site.

The roof spaces also offers opportunity to provide sustainable PV panels helping to reduce the carbon footprint of the scheme. The roof spaces also provide SuDs attenuation in the form of blue and blue/green roofs. Please refer to accompanying report prepared by JCC Civil and Structural Engineers for further detail.

The current scheme design provides all communal amenity spaces to be provided at ground level. No roof gardens are proposed.

The following pages illustrate an analysis which compares the proposed LRD scheme massing with the previously permitted 2018 scheme  and also the previous SHD application scheme.

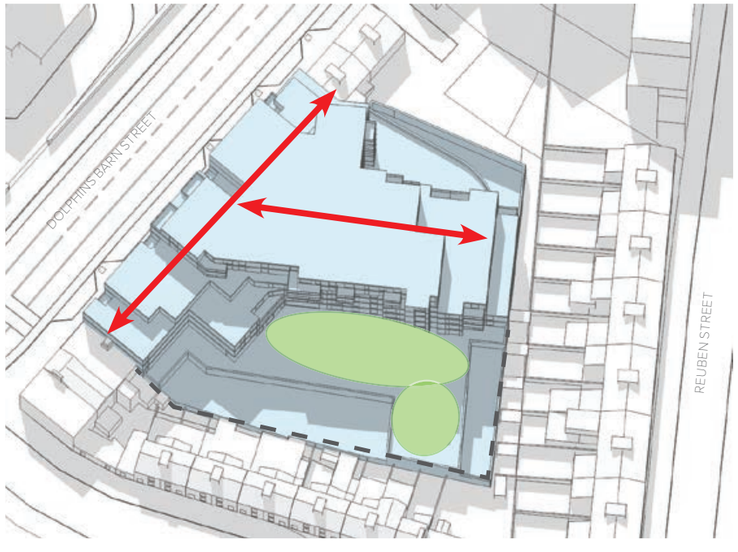



*TYPICAL FLOOR PLAN (SECOND FLOOR)*

**Key**

- Site Boundary
- 1 On Grade Car Parking
- 2 Communal Open Space
- 3 Dolphins Barn Street
- 4 Blue Roof Attenuation Strategy
- 5 Selected Green/Blue Roofs
- 6 PV Panels
- 7 Passive Surveillance, spaces over looked by apartments above.

## Analysis of Proposed Scheme Against Previous 2018 Permitted Scheme & SHD Application Scheme

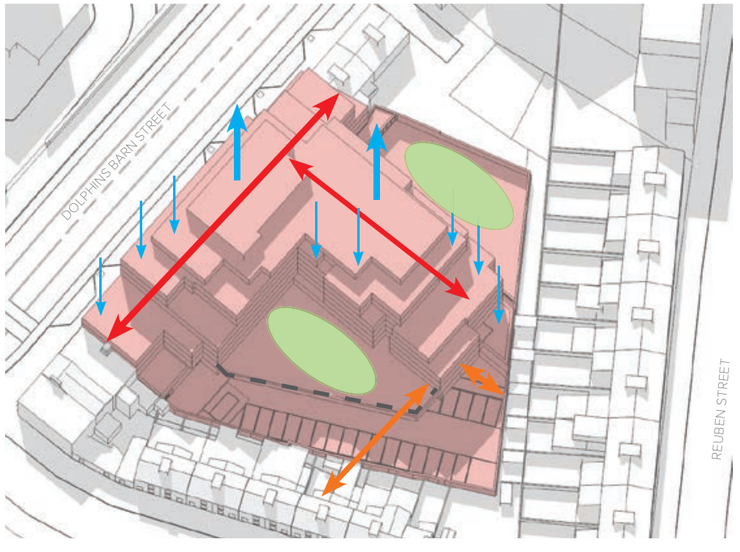



Previously permitted massing

### PREVIOUSLY PERMITTED 2018 APPLICATION SCHEME
**(DCC Reg ref: 3853/17)**

**OVERVIEW**

- Existing Granted Planning Application 3853/17 as base reference for the design
- Heights range from part 3 to part 7 storeys.
- The rear of the building is perpendicular to the houses in Reuben Street.
- Retains most of the existing boundary levels.

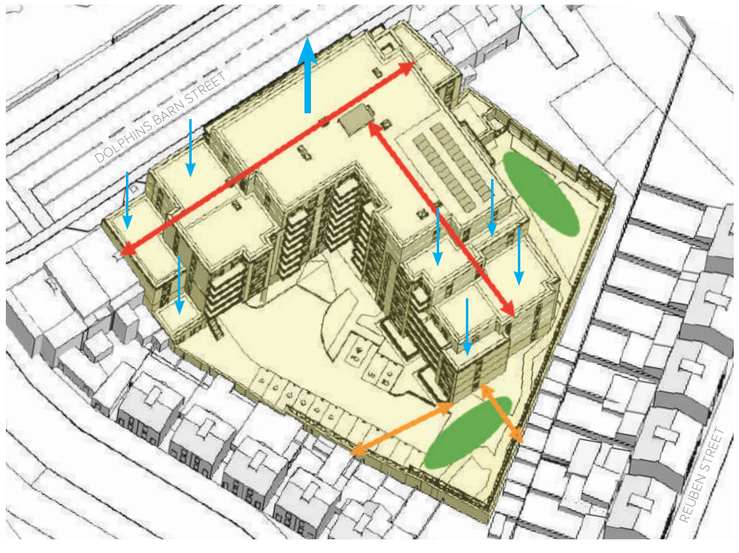



SHD Application massing

### SHD APPLICATION SCHEME
**SHD Application Scheme (ABP Ref: 312295/21 - DCC Ref: SHD0030/21)**

**OVERVIEW**

- Due to its central location, brownfield urban site, proximity to public transport corridor and precedents in the proximity, the building height is increased in line with the National Planning Policy objectives.
- Heights range from part 4 to part 9 storeys.
- The roof top to be used as an additional outdoor space with a small building set back from all sides to house a communal room and the vertical circulation.
- The existing Granted Permission is used to inform the building massing and step backs.
- The rear block is slightly rotated to form a T shape layout but still keeping c.22m from the neighbouring properties.
- The rotation of the building creates a second outdoor space on the south side on the Ground Floor level.
- The building and podiums are further back from the boundary walls from Rueben St and Emerald Sq.




Proposed LRD Application massing

### CURRENT LRD APPLICATION PROPOSAL

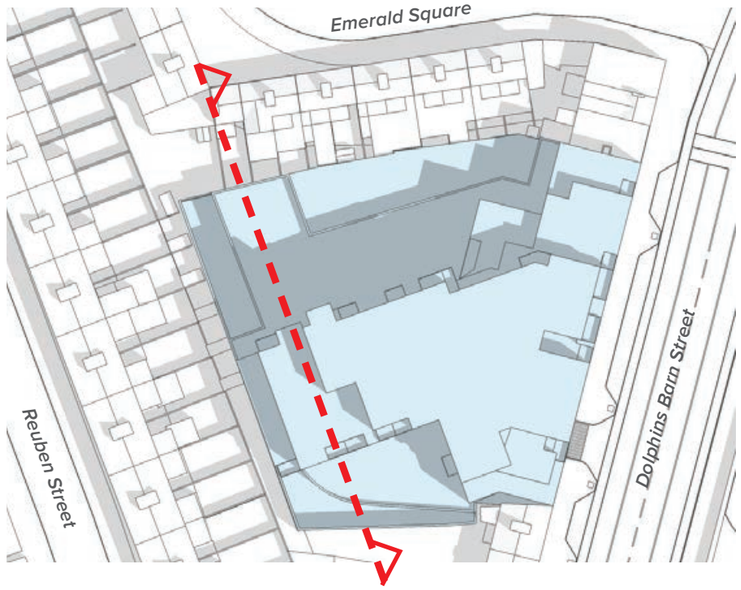
**OVERVIEW**

- Due to its central location, brownfield urban site, proximity to public transport corridor and precedents in the proximity, the building height is increased in line with the National Planning Policy objectives as per the SHD proposal building height.
- Heights range from part 1 to part 9 storeys.
- The existing Granted Permission and the SHD proposal is used to inform the building massing and step backs.
- The rear block is slightly rotated to form a T shape layout but still keeping c.22m from the neighbouring properties similar to the SHD scheme.
- The rotation of the building creates a second outdoor space on the south side on the Ground Floor level which benefits from high quality sunlight penetration for the enjoyment of future residents.
- The building achieves similar set-back dimensions from the boundary walls from Rueben St and Emerald Sq as per the previous SHD application.

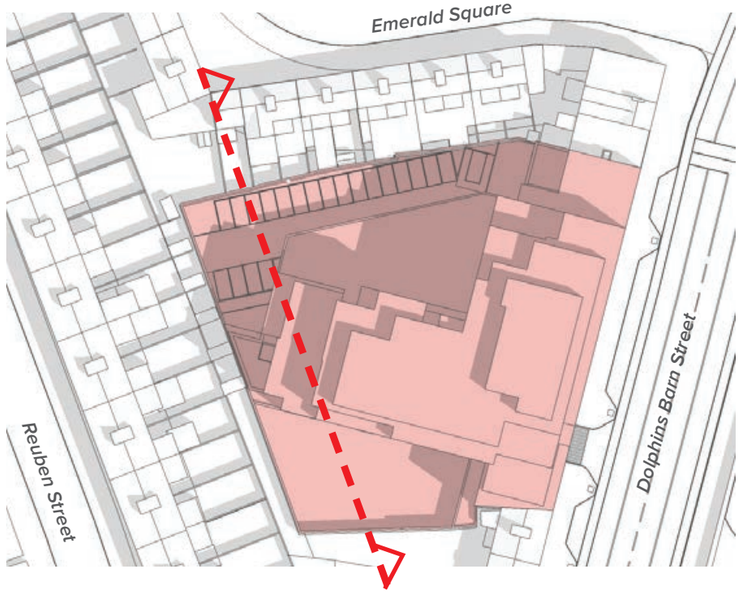
# 7.0 Layout

## 7.7 Design Analysis- Principles

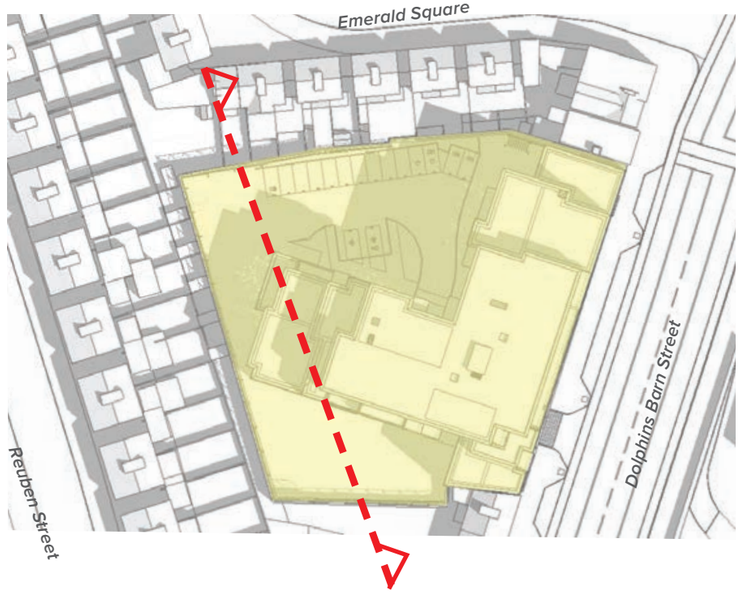
### Analysis of Proposed Scheme Against Previous 2018 Permitted Scheme & SHD Application Scheme



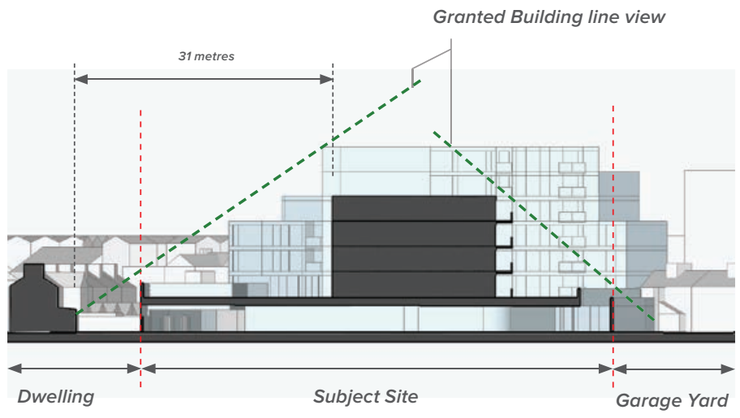

Granted permission site plan



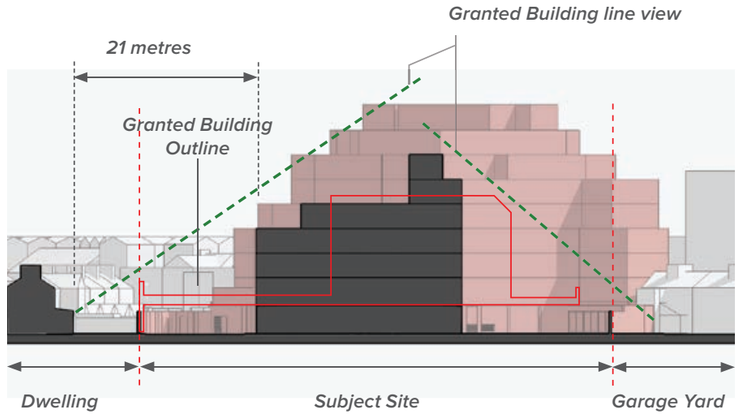

SHD site plan



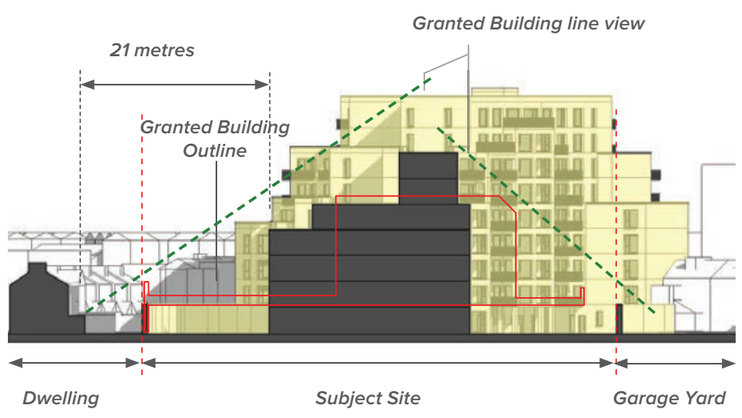

Current LRD Application proposed site plan




*GRANTED PERMISSION SECTION AA*




*SHD SECTION AA*




*PROPOSED SECTION AA*

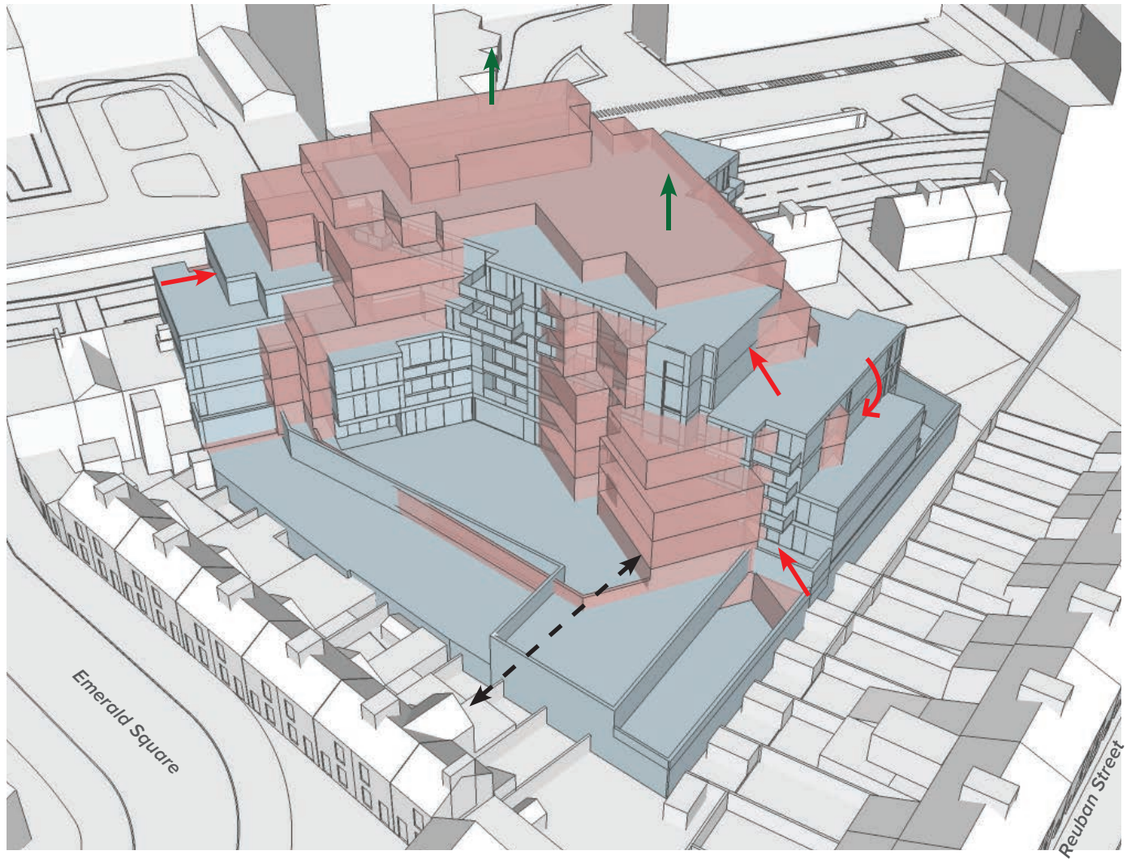
# 7.0 Layout

## 7.8 Design Analysis- Comparative Massing Study

To clearly demonstrate how the new building compares with the previously permitted 2018 design on the site, the two schemes have been superimposed together to highlight the main differences between them.

The rear return projects at a 90deg angle to the front block creating a secondary open space, while maintaining a c.22m distance from the rear of the neighboring buildings along Emerald Square. This results in a reduced massing and increased distance between the Reuban street properties.

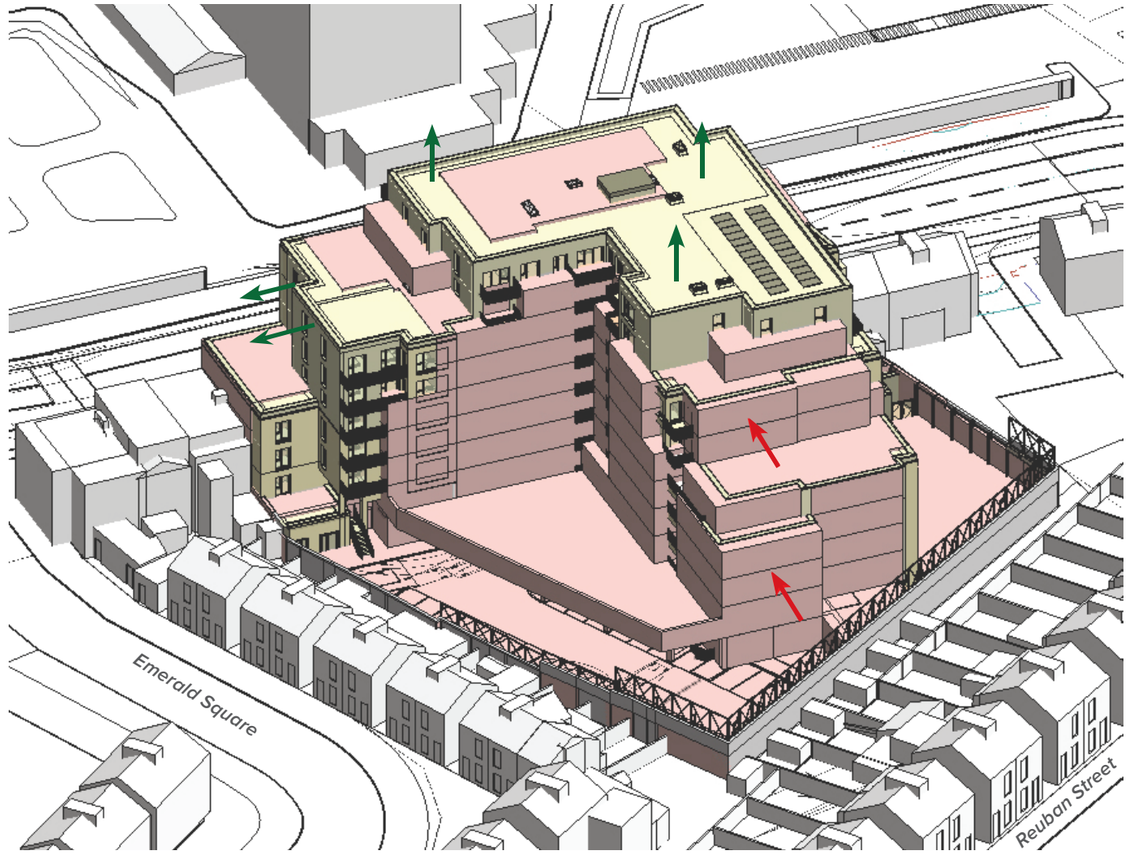
The design strategy described to the left has been adopted to inform the proposed LRD massing shown in yellow in the graphic below with amendments to provide a high quality coherent design response to the proposed unit mix and unit typologies required for the Approved Housing Body.




Permitted scheme / SHD massing analysis - north east view

Permitted Scheme 3853/18 Building

SHD Application Scheme
ABP Ref: 312295/21
DCC Ref: SHD0030/21




Proposed LRD massing / SHD massing analysis - north east view

SHD Application Scheme
ABP Ref: 312295/21
DCC Ref: SHD0030/21

Proposed LRD Building

# 7.0 Layout

## 7.9 Proposed Design

### Proposed Massing

The proposed development seeks to recognise the positive design attributes from both the previous 2018 permitted scheme and the SHD application design.

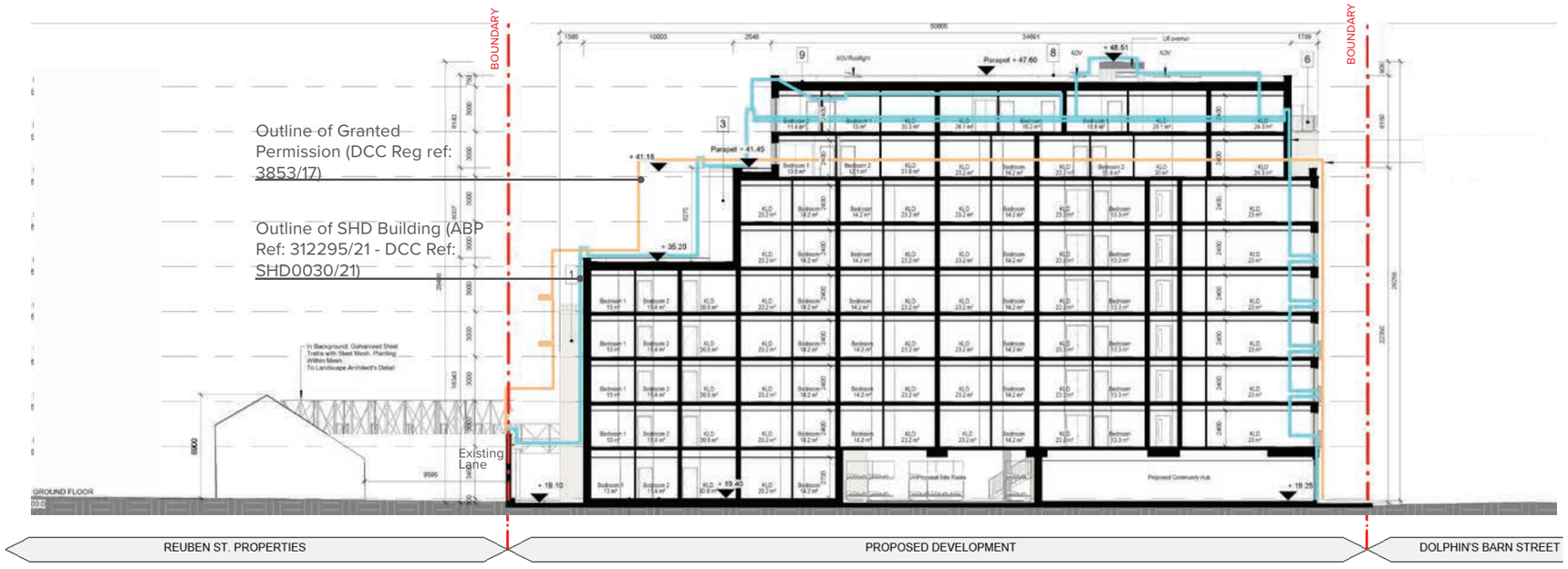
The massing has been carefully considered to achieve a human scale on the street frontage and to ensure that the building form steps down to create interest and variation through materiality and articulation to avoid any potential of a monolithic streetscape.

The proposed building although being marginally higher than the previously permitted scheme, is positioned further away from neighboring properties (see 'Outline of Granted Permission' and 'Outline of SHD Building' for reference in the adjacent illustrations and refer to proposed site plan and ground floor plan drawings). This approach has improved the daylight and sunlight for a number pf properties which were affected by the previous scheme.

Please refer to accompanying daylight/sunlight/shadow and impact on neighbours and development performance report prepared by Chris Shackleton for further information.




Key Plan




Proposed Section A-A




Proposed East Elevation (Dolphins Barn Street)

# 7.0 Layout

## 7.10 Design Guidance

The proposed scheme has been designed having regard to the following key Governmental Guidelines

- National Planning and Framework Plan 2018
- Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (2009),
- Urban Design Manual - A Best Practice Guide (2009)
- Delivering Homes, Sustaining Communities (2008)
- Quality Housing for Sustainable Communities (2007)
- Design Manual for Urban Roads and Streets (2019)
- Sustainable Urban Housing: Design Standards for New Apartments (2023),
- Smarter Travel – A New Transport Policy for Ireland (2009-2020)
- Urban Development and Building Heights (2018)
- The Planning System and Flood Risk Management (2009)
- Sustainable Residential Development and Compact Settlements - Guidelines for Planning Authorities (2024)

The scheme has also been designed having regard to the Dublin City Development Plan 2022-2028 which is the relevant statutory development plan for the area.






CGI Photomontage View: View From North East Along Dolphins Barn Street

# 8.0 Public Realm

# 8.0 Public Realm

## 8.1 Communal Open Space

### Public & Communal Open Spaces -

As previously discussed earlier in this report the eastern facade of the building has been designed to directly address the public realm. Given the urban setting and the LAP desire for an urban grain/urban edge; there is no public open space provided within the scheme this allows the scheme to maintain a strong urban edge onto Dolphins Barn Street as per the existing streetscape. This provides the opportunity to provide enhanced communal amenity spaces within the site which are secure for the benefit of the future residents.

The communal open space is located at ground level and provides:

- Informal seating and social space for gathering.
- Pedestrianised walking routes with spaces for rest and play.
- Natural planting and play area within the central lawns.
- Children's play area with equipment for a variety of ages.

The site layout has been considered to create the open space consisting of informal gathering spaces, landscaped gardens, and play area. Facilities within the open space have been designed with seating and gathering areas located in a variety of locations, with more intimate spaces closer to the apartments. Green buffer zones are incorporated to create a green separation between all private open space terraces at ground level from the communal amenity spaces. The privacy and amenity of the neighbouring properties is also considered carefully within the landscape strategy. Please refer to accompanying Landscape Design Report prepared by Murray Associated Landscape Consultants for boundary treatment details.

**Key**

- Site Boundary
- Vehicular Entrance
- Proposed Entrance
- Combined Open Space
- 1 On Grade Car Parking
- 2 Communal Open Space
- 3 Dolphins Barn Road

### Communal Amenity Space *Requirement

| | | |
|---|---|---|
| **70 One Bed (2 Person) @ 5 m²** | = | **350 m²** |
| **2 Two Bed (3 Person) @ 6 m²** | = | **12 m²** |
| **49 Two Bed (4 Person) @ 7 m²** | = | **329 m²** |
| **0 Three Bed (5 Person) @ 9 m²** | = | **0 m²** |
| **Total *Required** | = | **691 m²** |

*Required as per: Sustainable Urban Housing - Design Standards for New Apartments (July 2023).

### Communal Amenity Space Provided

| | | |
|---|---|---|
| **Internal** | = | **0 m²** |
| **External (Communal Open Space)** | = | **707 m²** |
| **Total Provided** | = | **707 m²** |

### Children's Play Area Provided

| | |
|---|---|
| **Total Provided** | **=88.72 m²** |



Precedent - Residential Communal Amenity Space Courtyard




Proposed Site Plan - Communal Amenity Space



# 9.0 Adaptability

# 9.0 Adaptability

## 9.1 Adaptability Statement

### 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 provide for 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.

### What is Adaptability?

Adaptability refers to the capacity of buildings to accommodate substantial change. Over the course of a building's lifetime, change is inevitable, both in the social, economic and physical surroundings, and in the needs and expectations of occupants. All other things being equal, a building that is more adaptable will be utilized more efficiently, and stay in service longer, because it can respond to changes at a lower cost. A longer and more efficient service life for the building may, in turn, translate into improved environmental performance over the life cycle.

The concept of adaptability can be broken down into a number of simple strategies that are familiar to most designers:

- Flexibility, or enabling minor shifts in space planning;
- Convertibility, or allowing for changes in use within the building; and
- Expandability, (alternatively shrink-ability) or facilitating additions to the quantity of space in a building.

In practice these strategies can be achieved through changes in design, and through using alternative materials and technologies. Adaptability is closely related to – but different from – two other design strategies that attempt to enhance long-term environmental performance:

- **Durability:** selecting materials, assemblies and systems that require less maintenance, repair, and replacement. Since durability extends the useful lifetime of materials and technology in a building, it is complimentary to adaptability.
- **Design for Disassembly:** making it easier to take products and assemblies apart so that their constituent elements can more easily be reused or recycled. Designing for disassembly can reduce the costs and environmental impact associated with adapting buildings to new uses. It is also possible to reduce overall environmental costs by purposely designing a building for a shorter life, and for easier disassembly and reuse of components and materials.

Independence to Integrate systems (or layers) within a building in ways that allow parts to be removed or upgraded without affecting the performance of connected systems.

#### Upgradability

Choose systems and components that anticipate and can accommodate potential increased performance requirements.

#### Lifetime compatibility

Do not encapsulate, or strongly interconnect short lifetime components with those having longer lifetimes. It also may be advantageous to maximize durability of materials in locations where long lifetimes are required, like structural elements and the cladding. Durable claddings and foundations can greatly facilitate adaptability, often tipping the scale in favour of conversion over demolition.








# 9.0 Adaptability

## 9.1 Adaptability Statement

**Record Keeping**

Ensure that information on the building components and systems is available and explicit for future use. It will assist effective decision making with regard to conversion options and prevent costly probing exercises.

**Are There Trade-off's Between Adaptability and Quality?**

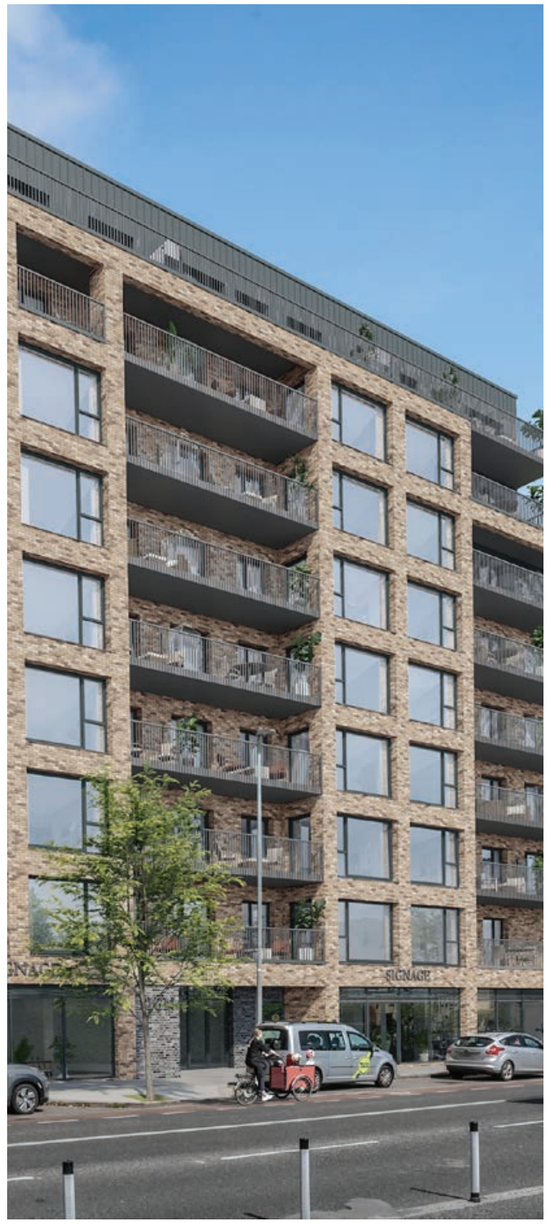
It may be necessary to explicitly recognize the possibility of trading-off adaptable building designs for improvements in overall quality of design and construction. Aesthetically pleasing, long-lasting buildings can be so enjoyable that people will adapt their needs to the existing form of the building, rather than renovate or demolish the structure. This extends building life and improves the use of space in a similar manner to adaptable designs. It means that adaptability in design may be of greatest importance for those buildings that lack high quality design and construction features.

The impact of quality on longevity of buildings has been explored by Stewart Brand in his book How Buildings Learn. Brand divides buildings that learn (namely those that survive changing circumstances abnormally well), into what he describes as low road and high road buildings. About the former he says, "nobody cares what you do in there" or in other words the building is so devoid of aesthetic value that building owners and users have no regrets about altering the building to fit any new purpose. On the other hand 'high road' buildings are those that because of their fine features deserve and receive unusual care and attention. Often these features include durable cladding, well considered detailing, high quality interior finishes, operable windows, numerous private well-lit rooms, and so on. Such buildings may go through major changes in use, despite their relatively low capacity to physically adapt to change.

The high-quality materials including a variety of brickwork & metal cladding ensure durability which combined with fine brick detailing which includes inset brickwork facade elements reinforce the architectural design quality of the building forms proposed within the Dolphin's Barn scheme. Please see chapter 12 for further detail outlining proposed materials and finishes.

Trade-offs between adaptability and quality may be especially problematic with design of interior finishes and furnishings. Over the lifetime of a building, the cost of interior finishes may exceed by several times the entire cost of all other elements of a building. While the potential for reductions in costs, embodied energy and emissions is great, it is not clear that more adaptable spaces will reduce investments in fit-out. In fact, flexible spaces may encourage re-fitting of spaces for reasons of fashion, and thereby contribute to increased lifetime costs and environmental loadings.

The Design Team working on the Dolphin's Barn project led by C+W O'Brien Architects, consider the adaptability of the buildings being of paramount importance and as such it forms part of the design process at all stages of the project. When it comes to residential properties this is more important and the ability to be able to adapt the properties later is one of the many considerations that lead to a thoughtful and well considered design.




CGI Street View From South East: Dolphins Barn Street







# **10.0** Privacy + Amenities

# **10.0** Privacy + Amenities

## 10.1 Car + Bicycle Parking

### 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 via the landscaped gardens and private open space via balconies as well as being compliant with storage requirements.

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) and meet or exceed the minimum area requirements. The private amenity balconies are accessed directly from the primary living space of the apartments.

The proposed design considered the orientation of the development in order to maximize the solar gain and natural light aspect of each apartment, 43% of the apartments are dual aspect.

Communal open space is located at Ground Floor level and is easily accessible from the primary development stair/lift core which is accessible to all residents. This provides easy accessibility and encourages use of the communal garden spaces by all residents creating  a sense of ownership and community.

Privacy and overlooking has been at the forefront in the design of the apartments and the positioning of balconies. The design has ensured that people can seek privacy within their own dwellings and balconies whilst also maximising views into the landscaped gardens below and quality of light.

Please refer to the HQA for further details of space provision for each of the apartment units.

The scheme has been designed to meet the requirements of the Approved Housing Body. This includes all one bedroom apartments being min c.50sqm. The scheme has also been designed to carefully consider the privacy of each unit and orientation maximising the benefit of views into the landscaped courtyards below and also achieving the best possible quality of sun and daylight.

Please refer to accompanying Daylight, Sunlight and Shadow report prepared by Chris Shackleton for further information.

### Community Hub Space

The proposed community hub space is envisioned as a vibrant, multi-functional space designed to provide  a space to offer the best possible flexibility for the end user. Strategically located to maximize accessibility directly off Dolphins Barn Street, the centre will create a strong active urban edge onto Dolphins Barn Street without effecting the privacy or security of the residents of the scheme.

The public and the users of the community hub will not be provided with access into the communal amenity space unless specificly granted by the community hub staff members to for example park their bicycles.



CGI View of Eastern Residents Communal Amenity Courtyard.



CGI View of Southern Residents Communal Amenity Courtyard.

# **11.0** Parking

# **11.0** Parking

## 11.1 Car + Bicycle Parking

### 11 - PARKING

How will the parking be secure and attractive?

### Car Parking

Car parking is provided at Ground level to the north of the site within a gated courtyard space, accessed via Dolphins Barn Street. The development has a low-car-traffic street design utilising part shared surface with pedestrian priority. This has been designed to promote activity with pedestrian and bicycle friendly elements.

A total of 15 no. car parking spaces (7% accessible, 50% EV charging) are provided which includes:

- 10 standard car parking spaces (residents)
- 1 no. Car Share Parking Space (residents)
- 1 standard car parking spaces (community hub)
- 1 no. accessible/disabled car parking space (community hub)
- 8 no. (50%) Electric Vehicle 'EV' charging points will be included within the scheme. The remainder of the parking spaces will be constructed to be capable of accommodating future charging points as per DCC requirements.

The car parking is located on grade to the north of the site. The adjacent graphic illustrates the parking strategy.

The and bicycle parking is secured via vehicular and pedestrian/cyclist access controlled gates which are located off Dolphins Barn Street. This ensures privacy and security is maintained for the residents of the scheme at all times.




Ground Floor Plan: Car and Cycle Parking

# 11.0 Parking

## 11.1 Car + Bicycle Parking

### Bicycle Parking

Section 4.15 through to section 4.19 of “Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities (2023)” discuss the importance of providing sufficient bicycle parking within apartment developments particularly in built-up developed areas where the provision for car-parking requirements is often reduced.

It is stated that a general minimum requirement of 1 bicycle storage space per bedroom be provided in apartment developments, and 1 bicycle storage space per 2 residential units be provided for visitor cycle parking. This aligns with the requirements of DCC development plan 2022-28.

In compliance with the above, the proposed development contains a total of 240 no. cycle parking spaces which comprises of:

- 172 no. covered and secure bicycle parking spaces for the residents.
- 60 no. bicycle parking spaces are integrated within the landscape strategy for use by visitors to the development.
- A further 8 no. cycle parking spaces are provided for use by the staff and visitors of the community hub.

The bicycle parking areas have been located to be easily accessible for residents and visitors entering both from the southern access point off Dolphins Barn Road and are secure within the courtyard spaces.

Please refer to the accompanying traffic and transport report prepared by Stephen Reid Consulting for further information.



Accessible Car Parking Spaces On The Surface



Electric Charging Spaces



Stacked Bicycle Spaces



External Visitor Bicycle Parking

# **12.0** Detailed Design

# **12.0** Detailed Design

## 12.1 Detailed Design

### 12 - DETAILED DESIGN

How well thought through is the building and landscape design?

The design proposal has evolve following comments and feedback received from DCC within the s247 stage consultation meeting and from the Planning report on recommended Opinion. The proposed development represents a quality design whilst optimising the appropriate use of this urban site which will help in meeting the ever-increasing demand for residential accommodation.

The design treatment incorporates the latest technologies to achieve the highest standards in energy efficiency, also the selected brick finishes, careful use of cladding materials, render, fenestration design and commercial frontage design will provide a new contemporary and high-quality expression for the evolving regeneration of the area.

The site is recorded on the Vacant sites Register under Ref. VS-0036. It has derelict industrial buildings, of no great architectural significance. Considering the zoning and the site location in the city and its connectivity by foot, bicycle, Luas and bus, we believe the site supports for a higher level of density than the previous granted planning permission 3853/17.

The proposed scheme responds to the subject site specifics and context as appropriate and in accordance with planning policy for building heights and the intensification of development in suitable locations,from the guideline document: Urban Development and Building Heights - Guidelines for Planning Authorities, December 2020.

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




Aerial CGI View from South East

# **12.0** Detailed Design

## 12.2 Daylight / Sunlight / Overshadowing Analysis

### Sunlight, Daylight & Shadow Assessment

A Sunlight, Daylight & Shadow assessment was prepared in accordance with the recommendations of Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice - Third Edition (BRE 2022) and the Department Apartment Guidelines.

#### Neighbours

The existing site is underdeveloped, and the proposed scheme is an urban infill and regeneration project. Impact on neighbours was assessed against the granted but lapsed permission on the site Reg. Ref.: 3853/17 and ABP Ref.: 302149-18.

The analysis examined impact on Skylight (VSC), Sunlight (APSH/WPSH) and sunlight on the Ground AKA shadow (SOG). The results showed a high level of compliance, and results are consistent with those of the granted/lapsed permission Reg. Ref.: 3853/17 and ABP Ref.: 302149-18.

The proposed development generally complies with the requirements of the BRE guidelines in relation to maintaining skylight availability for neighbours against the granted but lapsed baseline. The results are consistent with those of the granted/lapsed permission impact is neutral/positive.

Additional analyses were provided against alternative baselines of the Existing undeveloped site and the Live SHD, see the relevant Appendices.

#### Development Performance

The analysis looked at the lower floors as worst-case scenarios.  Ground, 1st and 2nd floors were assessed.

In terms of Target Illuminance 86% complied with requirements or 94% including marginals. It would be expected that compliance will increase to low 90%'s or including marginals to mid/high 90%'s when all rooms on all floors are tested.  This is consistent with similar large urban infill developments.

For sunlight to living rooms we see compliance of 74% on the lower floors which is generally consistent with the BRE defined "careful layout design" 80% target.
When all rooms on all floors are tested, we would expect compliance to exceed 80%. This would be consistent with careful design layout for applications in constrained urban / city environments.

The majority of rooms comply with the required standards. Where compliance is not met, compensatory measures have been implemented for those units.

Finally shadow for the shared amenity spaces was tested. And both areas comply with requirements with the overall space provided achieving a compliant 59%, see graphic beside.

#### Summary

The design as submitted in relation to Impact on Neighbours is consistent with the granted/lapsed permission Reg. Ref.: 3853/17 and ABP Ref.: 302149-18. The proposed design will provide quality well-lit rooms which will show results in relation to light consistent with urban development of this scale.



Sunlight Study: Shadow To Amenity Spaces

# 12.0 Detailed Design

## 12.2 Daylight / Sunlight / Overshadowing Analysis

### Compensatory Measures

The compensatory measures seek to determine a balance between the spaces with reduced daylight by identifying how other metrics for sunlight and/or the unit's aspects can compensate for this reduced daylight.

Any units which do not meet the minimum standards will be provided with compensatory measures in accordance with the requirements of the Sustainable Urban Housing – Design Standards for New Apartments 2023. Compensatory measures are as per:

**1. Daylight Adjacency**

In the cases where a room is below target, there are adjacent room/rooms within the apartment which were found to be comfortably compliant. Therefore, these units each have room/rooms that are well daylit, despite the assessed room being slightly below target.

**2. Balcony Size**

The unit has an enlarged balcony with more area than the minimum balcony size required. Ground floor units are provided with private open terrace spaces which are larger than the minimum areas required.

**3. Communal Open Space**

Compensatory measures have been provided inside and outside of the individual units with a large portion of the site being landscaped for communal open space. The proposed
development includes the provision of a large quantum of communal open space which receives high quality sunlight. The gardens contain seating areas, mixed planting and children's play space for the benefit of all residents.

The standards in the Apartment Guidelines would require 691sqm of communal open space and the proposal includes 16sqm more, totalling 707sqm.

Private Amenity Balconies provide private external amenity space but overshadow units below. The benefit of a balcony as a private amenity space adjacent to the primary living space is understood to be more beneficial to the resident than excess daylight. The design creates a design solution which aims to provide the best of both requirements.

Please refer to the accompanying Daylight, Sunlight and overshadowing analysis prepared by Chris Shackleton for full details.



CGI View: Couthern Communal Amenity Courtyard

# **12.0** Detailed Design

## 12.3 Justification of Scheme Mass & Density

### Sustainable Residential Development and Compact Settlement Guidelines for Planning Authorities (2024)

The Sustainable Residential Development and Compact Settlement Guidelines for Planning Authorities (2024) set out policy and guidance in relation to the planning and development of urban and rural settlements with a focus on residential development and the creation of compact sustainable settlements.

These Guidelines replace the Sustainable Residential Development in Urban Areas Guidelines for Planning Authorities published in 2009 and provide updated guidance to take account of current policy and economic, social and environmental considerations. There is a renewed focus in the Guidelines on the renewal of existing settlements and on the interaction between residential density, housing standards and quality design and placemaking to support sustainable and compact growth.

Given the NPF priorities for compact growth and reflecting the variety of settlements and settlement contexts where residential development takes place. The Government considers that it is necessary to expand on the number of density bands contained in the 2009 Guidelines to ensure that densities are efficient while, at the same time, tailored to the settlement context.

Section 3.3 identifies settlements, area types and density ranges for cities and metropolitan (MASP) areas. It's noted that the strategy for all cities is to support consolidation and intensification within and close to the existing built-up footprint of the city and suburbs area and metropolitan towns; and to support sustainable urban extension at locations served by public transport.

### Areas and Density Range

Section 3.3.1 of the Guidelines reviews what are termed 'settlements, area types and density ranges' for various site locations. In terms of categorisation, Table 3.1 of the Guidelines outlines density ranges for Dublin. The ranges are broken down into 'City - Centre'; 'City - Urban Neighbourhoods'; 'City - Suburban/Urban Extension'; 'Metropolitan Town'; and 'Metropolitan Village'.

In terms of categorisation, it would be our opinion that the subject site would fall under the definition of **'City - Centre'** which is defined in the guidelines as follows:

"*The city centres of Dublin and Cork, comprising the city core and immediately surrounding neighbourhoods, are the most central and accessible urban locations nationally with the greatest intensity of land uses, including higher order employment, recreation, cultural, education, commercial and retail uses. It is a policy and objective of these Guidelines that residential densities in the range* ***100 dph to 300 dph*** *(net) shall generally be applied in the centres of Dublin and Cork.*"

Residential densities in the range 100 dph to 300 dph (net) shall generally be applied at the city core and immediately surrounding neighbourhoods, like the subject site. Densities that exceed 300 dph (net) are open for consideration on a plan-led basis only and where the opportunity for densities and building heights that are greater than prevailing densities and building height is identified in a relevant statutory plan.

The site is located within the Inner City and within a Strategic Development and Regeneration Area (SDRA15 Liberties and Newmarket Square), which are a focus of compact growth with the objective to facilitate increased density and height. The site further support's 6-8 storeys as a benchmark height for new developments in this SDRA area. Considering this and that the Guidelines allow for exceptions regarding increased densities, the proposed density of 361 units per ha is justified for the subject site.

These guidelines note that the density ranges should be considered and refined based on considerations of proximity and accessibility to services and local character and amenity of the area. We have included these considerations below for the convenience of the Planning Authority.



CGI Aerial View From South East (Dolphins Barn Street)

# 12.0 Detailed Design

## 12.3 Justification of Scheme Mass & Density

**Consideration of Proximity and Accessibility to Services**

It's noted that the site falls under 'High-Capacity Public Transport Node or Interchange', considering the site is proximate to a number of public transport services, including both Luas and bus routes, which include existing and planned high frequency (i.e. 10-minute peak hour frequency) services within 1,000 metres (1km) walking distance.

**High-Capacity Public Transport Node or Interchange**

- Lands within 1,000 metres (1km) walking distance of an existing or planned high-capacity urban public transport node or interchange, namely an interchange or node that includes DART, high frequency Commuter Rail11, light rail or MetroLink services; or locations within 500 metres walking distance of an existing or planned BusConnects 'Core Bus Corridor' stop.
- Highest densities should be applied at the node or interchange and decrease with distance.
- 'Planned public transport' in these Guidelines refers to transport infrastructure and services identified in a Metropolitan Area Transport Strategy for the five cities and where a public authority (e.g. National Transport Authority, Transport Infrastructure Ireland or Irish Rail) has published the preferred route option and stop locations for the planned public transport.

As previously stated, the site is located on a Public Transport Corridor along Dolphin's Barn Road, which is serviced by a number of different routes that operate during peak hours and provide connections to nearby urban centres. The site is also located on the proposed Bus Connects route with spine/branch routes, orbital routes and other city bound routes proximate to the subject site. The subject site is also proximate to the Fatima Luas red line station, which is within c. 600m walking distance of the site. This station provides access to Conolly Station and The Point - East and Saggart - West. This forms part of the wider Luas network throughout the Greater Dublin Area and links the site directly to Dublin City Centre and the Green Luas line.

The site is considered to be a highly accessible location, suitable for the provision of additional residential units and increased building heights. Therefore, the proposed residential density of 361 units per ha (based on a full development site area of 0.332ha and development proposal of 119 units), is considered acceptable at this location.

**Consideration of Local Character and Amenity**

These guidelines note that new developments should respond to the receiving environment in a positive way and should not result in a significant negative impact on the character, including historic character, amenity or the natural environment.

The design ameliorates impacts on surrounding properties, whilst striking a balance that provides for an appropriate scale and density of development in recognition of the sites strategic and highly accessible location along Dolphin's Barn Street, an important corridor to and from the core of the city centre. The proposed context-driven use of mixed heights at different locations further mitigates against potential negative impacts on existing developments, which retains all levels of existing residential amenity afforded to adjoining properties.

Overall, the design was informed by its context and has regard to the precedent on site for 7 storeys set by the extant permission under Reg. Ref. 3853/17 and ABP Ref. 302149-18 and the emerging context surrounding the site has existing buildings, developments under construction or granted planning permissions that range from 6 – 12 + storeys.

Additionally, the subject site is located within SDRA 15 Liberties and Newmarket Square, which includes the character area of Maryland, a key opportunity site, that support's 6-8 storeys as a benchmark height for new developments in the SDRA area where conservation and design considerations permit.

Considering this, the site context will then be similar to that of the aforementioned developments



CGI View From South East On Dolphins Barn Street

# 12.0 Detailed Design

## 12.3 Justification of Scheme Mass & Density

### Urban Development and Building Height Guidelines (2018)

#### Development Management Criteria

As per the Urban Development and Building Heights Guidelines 2018 and Specific Planning Policy Requirement (SPPR) 3(a), our proposed development adheres to the Development Management Criteria. The planning authority may approve such a development if it complies with the criteria, as assessed in the context of wider strategic and national policy parameters.

> *"It is a specific planning policy requirement that where:*
>
> *(A) 1. An applicant for planning permission sets out how a development proposal complies with the above criteria; and*
> *2. The assessment of the planning authority concurs, taking into account of the wider strategic and national policy parameters set out in the National Planning framework and these guidelines then the planning authority may approve such development, even where specific objectives of the relevant development plan or local area plan may indicate otherwise"*

The Development Management Criteria are addressed in turn below:

#### At the scale of relevant city/ town

The criteria for assessment of developments at the scale of the relevant city/ town are addressed below:

> *"The site is well served by public transport with high capacity, frequent service and good links to other modes of public transport;"*

The site is well served by public transport, including both Luas and bus routes, in addition to GoCar and Bleeper Bike services.

The site is located along the R110 - Dolphin's Barn Road, which currently provides 2 no. bus stops within approximately within a short walking distance of the subject site (approx. 15m & 1-minute walk). These bus stops are served by Dublin Bus Service Nos. 27, 56a, 74, 77a and 151, which operate during peak hours, every 10/15/20/30 minutes, and provides connections to the City Centre, Tallaght, Dundrum, Citywestm Docklands, Ringsend, Clarehall, Foxborough, Newcastle and Ashington for example. The site is also located on the proposed Bus Connects route from Greenhills to the City Centre with spine/branch routes, orbital routes and other city bound routes proximate to the subject site.

The site is also located approx. 600m) from the Fatima Luas stop, which provides frequent high-capacity services to Connolly Station and The Point – East and Saggart – West.

There are also a number of cycle paths adjacent to the site, particularly along the R110 – Dolphin's Barn Street (directly to the east the site) and the R11 – Parnell Road, which is the Canal Way Cycle Route (currently subject to improvement works).

Therefore, the site is considered to be a highly accessible location, suitable for the provision of additional residential units and increased building heights, particularly considering both the Building Height Guidelines and the Compact Settlement Guidelines (January 2024) support such for developments that have good public transport accessibility, with high capacity, frequent services, and good links to other modes of transport.

> *"Development proposals incorporating increased building height, including proposals within architecturally sensitive areas, should successfully integrate into/ enhance the character and public realm of the area, having regard to topography, its cultural context, setting of key landmarks, protection of key views. Such development proposals shall undertake a landscape visual assessment, by suitably qualified practitioner such as a chartered landscape architect"*

The scheme has been designed based on best practice placemaking principles creating an active urban edge forming street frontages opening onto and engaging with the existing route of Dolphin's Barn Street. Engagement of the proposed building form with the public realm has been considered carefully by C+W O'Brien architects.

The building form has been designed to create a place with unique identity, marking the edge of the Liberties while also integrating into the developing regeneration potential of the adjoining lands. This results in significant enhancement in the character of the area.

A section of the site is located within the zone of archaeological potential for Record of Monuments and Places (RMP) 1994 DU018-020 (historic city) as Established under Section 12 of the National Monuments (Amendment) Act. However, the site is not located within a conservation area and there are no protected structures on the site.

Existing structures on the subject site represent a mixture of 18th and 19th century structure, many of which have been altered significantly and are now in poor condition. It's noted that none of the structures are protected structures or listed in the NIAH Survey. The development area is located c. 800m southwest of the closest ACA and the closest protected structure consists of a former bank (RPS 2308), located c. 155m southwest.

The proposed construction of a 4-9 storey development will not visually impact on the historic built environment, due to the distances (and existing developments) between the site and buildings that are subject to statutory protection. The height of the proposed development will not negatively affect the closest ACA and that the lack of visual impact on the historic built environment has already been illustrated by the fact that permission for a seven-story development was

**Key**

- Site Boundary
- 1 Application Site
- 2 The Coombe Hospital
- 3 Dolphins Barn Street
- 4 Reuban Street
- 5 Emerald Square




Aerial View of Site

previously granted (Planning Refs: DCC Reg. Ref. 3853/17 and ABP Ref. 302149-18).

However, careful consideration has been given to the successful integration of the scheme into the existing character of the site and area. The design strategy from the outset took into consideration the site's locational City Centre context within an SDRA, where 6-8 storeys as a benchmark for height is supported.

> *"On larger urban redevelopment sites, proposed developments should make positive contribution to place making, incorporating new streets and public spaces, using massing and height to achieve the required densities but sufficient variety in scale and form to respond to the scale of adjoining developments and create visual interest in the streetscape;*

The proposal incorporates a revitalised public streetscape along the street edge with the building line creating a continuation of the existing urban grain. The proposed development would not reduce the visual amenity of the surrounding area. Careful consideration has been given to the existing surrounding area and appropriate set back distances have been maintained to prevent the reduction of the level of amenity experienced by surrounding dwellings.

The context-driven use of mixed heights at different locations are provided and mitigate against potential negative impacts on existing developments, which retains all levels of existing residential amenity afforded to adjoining properties. The scale of the proposed development of part 4 to part 9 storeys is considered to integrate appropriately with its surroundings and has no detrimental effect on existing character and residential amenity, whilst providing an element of increased height to define a strong urban edge to Dolphin's Barn Street, an important corridor to and from the core of the city centre.

The proposed massing takes account of the above placemaking principles and enhancements to the public realm. The massing carefully considers and aims to minimize the effects of over shadowing into the communal amenity courtyards and open spaces. The layout of the scheme provides the opportunity for direct sun light to penetrate into the communal amenity gardens at ground level.

The building has been orientated to allow the residents a view into a garden space and minimize views into adjoining lands.

A daylight/sunlight study has been completed by Chris Shackleton Consulting. This consideration and study of day/sun light from early design stage helped to ensure best possible light and aspect is provided to the apartment units while creating visual interest through architectural expression along the facade frontages and also ensuring careful consideration of overshadowing on neighbouring properties.

### At the scale of district/ neighbourhood/ street

The criteria for assessment of developments at the scale of district/ neighbourhood / street context are addressed below:

> *"The proposal responds to its overall natural and built environment and makes a positive contribution to the urban neighbourhood and streetscape;"*

The proposal responds to the natural and built environment of Dolphin's Barn and makes a positive contribution to the urban neighbourhood and streetscape by creating a profile on the streetscape by facilitating ongoing intensification, infill, and compaction on this brownfield site, which currently contains a group of vacant terrace buildings fronting onto Dolphin's Barn Street and a disused industrial unit, in various states of dereliction.

Careful consideration has been given to the proposal regarding how it addresses existing neighbouring properties, with particular attention given to integrating the scheme into and enhancing the character of the surrounding area.

The high-quality design submitted provides an appropriate development which will provide a precedent for development on nearby similar sites. The development aims to deliver a new high quality residential development catering to the demand for new units as outlined in national policy documents on a currently underutilised brownfield site.

> *"The proposal is not monolithic and avoids long, uninterrupted walls of building in the form of perimeter blocks or slab blocks with materials / building fabric well considered;"*

The building form responds to the site context and orientation which has informed the block layout and massing. The varying of block massing and height creates an interesting streetscape and avoids monolithic perimeter block forms. Reinforced by quality design and materiality of the block façades this creates enhanced facade articulation and expression.

Variation in materials, and fenestration as well as changes in massing across the building breaks up the uniform appearance of the site and creates visual interest. The changes in height from 4 to part 9 storeys on the site creates a unique building profile, avoiding the feel of a monolithic one-dimensional development.

> *"The proposal enhances the urban design context for public spaces and key thoroughfares and inland waterway / marine frontage, thereby enabling additional height in development form to be favourably considered in terms of enhancing a sense of scale and enclosure while being in line with the requirements of the "The Planning System and Flood Risk Management Guidelines for Planning Authorities (2009);"*

We note that JBA Consulting undertook a Flood Risk Assessment for the proposed development at Dolphin's Barn and concluded that there are no historical records indicating any flood events at the subject site in recent times.

According to the Planning System and Flood Risk Management Guidelines the proposed development site is considered highly vulnerable. However, because the site is located in Flood Zone C, for both fluvial and coastal risk, it is considered appropriate, and the Justification Test is not required. Surface water flood risk and climate change impacts have also been screened out.

The Flood Risk Assessment was undertaken in accordance with 'The Planning System and Flood Risk Management' guidelines and is in agreement with the core principles contained within.

> *"The proposal makes a positive contribution to the improvement of legibility through the site or wider urban area within which the development is situated and integrated in a cohesive manner".*

The proposal is located at a key node on the route from the City Centre along the Dolphins Barn Street to the Long mile road. The high-quality design proposed will ensure that the development will be legible and attractive when viewed from the wider area.

# 12.0 Detailed Design

## 12.3 Justification of Scheme Mass & Density

*"The proposal positively contributes to the mix of uses and/ or building/ dwelling typologies available in the neighbourhood"*

Given the urban location of the development site, apartment type units are the most efficient use of the lands. See unit breakdown within table to the right. In reflection of the development plan zoning 'Z4 'Key Urban Villages/ Urban Villages'.' the community hub and residential entrances to Dolphins Barn street provides a significant improvement to the activity and vibrancy in the area that is not currently present.

The mix of 1- and 2-bedroom apartments is appropriate for an Approved Housing Body, particularly considering the Plan allow for standards to be relaxed for social housing needs and/or where there is a verified need for a particular form of housing, such as the subject site. In addition, the Apartment Guidelines provide flexibility in terms of unit mix for building refurbishment schemes on sites of any size, urban infill schemes on site up to 0.25 ha, schemes up to 9 units and for schemes between 10 and 49 units. The Plan further states that these standards may be relaxed for social housing development.

Considering the proposed scheme is for an Approved Housing Body and is being developed on an infill site, the proposal is therefore in accordance with the Development Plan and Sustainable Urban Housing: Design Standards for New Apartments (July 2023) requirements for residential mix and unit mix.

| Proposed Overall Residential Unit Mix | | |
|---|---|---|
| **Apartment Type** | **Number** | **Percentage (%)** |
| 1 Bed | 70 | 59% |
| 2 Beds (4P) | 49 | 41% |
| | | |
| **Total** | 119 | 100% |

### At the scale of the site/ building

The Guidelines also set out the following criteria for developments at the scale of the site / building:

*"The form, massing and height of proposed developments should be carefully modulated so as to maximise access to natural daylight, ventilation and views and minimize overshadowing and loss of light."*

*"Appropriate and reasonable regard should be taken of quantitative performance approaches to daylight provision outlined in guides like the Building Research Establishment's Site Layout Planning for Daylight and Sunlight (2nd Edition) or BS 8206-2:2008 – 'Lighting for Buildings – Part 2: Code Practice for Daylighting'.*

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

The design of the subject scheme, particularly the orientation of the residential units was carefully considered to minimise the potential for overlooking and overshadowing. Chris Shackelton Consulting have undertaken a sunlight and daylight access and overshadowing analysis and have been involved in the design development, to ensure the proposal will comply with the BRE and BS standards for impacts on neighbouring development and internal lighting to the apartments and communal open space.

*"The proposed development has been carefully designed as to maximise access to natural daylight, ventilation and views and to minimize overshadowing and loss of light."*

As discussed above, the proposed building form, massing and height has been carefully considered to achieve the following:

- Significant enhancement to the surrounding public realm with legibility from street level.
- Day/sunlight penetration from the south of the site, through to the communal amenity courtyards, into the apartments and also down onto the streetscape.
- A mass and form which responds to the surrounding street frontage; creating a strong urban edge. Providing a strong architectural massing and design quality with a strong urban edge onto Dolphin's Barn Street
- A mass and form which responds to the existing expansive linear road infrastructure. The wide roads, verges and junctions are the dominant element of the townscape to the north of the site. The proposal provides a suitable mass in response to the 9 to 12 storey Earls Court Building facing onto Dolphins Barn Street.
- Offer relief to a regular heights pattern of 2 to 12 storeys along Dolphins Barn Street. A continuous height along the length of dolphins Barn Street will lack relief/visual interest and legibility. The subject site, with its strategic location as a node justifies an increase in height on the subject site to maximise the amenity benefit and create a strong backdrop to the Liberties

As such it is respectfully submitted that the proposed development has been carefully designed as to maximise access to natural daylight, ventilation and views and to minimize overshadowing and loss of light.



Precedent: Communal Amenity Space Landscaping



CGI View From North West, Communal Amenity Courtyard.

# 12.0 Detailed Design

## 12.3 Justification of Scheme Mass & Density

### Specific Assessments

The Building Height Guidelines criteria also sets out that for support proposals at some or all of the scales outlined, specific assessments may be required and these may include:

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

A full analysis of the microclimate will be prepared and submitted as part of any forthcoming application if appropriate.

*"In development locations in proximity to sensitive bird and / or bat areas, proposed developments need to consider the potential interaction of the building location, building materials and artificial lighting to impact flight lines and / or collision."*

As outlined in the updated ecology note, prepared by Enviroguide, the proposed scheme has been assessed for roosting and foraging bats.
The Site was subject to a Preliminary Ecological Appraisal (PEA) on the 28th of May 2024, which identified the following potential ecological constraints:

- Invasive plant species.
- Potential bat roosting features.
- Requirement for an AA screening.

A comprehensive invasive plant species survey was carried out on the same day. The Site was subject to one further bat emergence survey.
One dusk emergence survey was conducted at the Site on the 18th of July 2024 by two surveyors, assisted by three Nightfox Whisker IR cameras and Batlogger M2 detectors.




Building Block Heights




Subject Site Location and surrounding building heights.

# **12.0** Detailed Design

## 12.3 Justification of Scheme Mass & Density

No bats were observed emerging or entering any surveyed buildings or structures during the emergence survey. Bat activity was generally quite low with a small number of bats utilizing the Site for foraging. It is important to note that these detections outlined in Table 2 of the ecological note are not representative of individual bats but rather activity and due to the small nature of the Site, it is likely that the same small number of bats are being recorded multiple times across each detector.

*"An assessment that the proposal allows for the retention of important telecommunication channels, such as microwave links."*

As the subject buildings are not considered to be of significant height this assessment is not required in this instance.

*"An assessment that the proposal maintains safe air navigation"*

Given the development is removed from any airports or air strips this report is not required.

*"An urban design statement including as appropriate, impact on the historic built environment"*

There are no Protected Structures onsite, and the site is not located within an Architectural Conservation Area.

The development proposes no potential impact on any nearby protected structures.

*"Relevant environmental assessment requirements, including SEA, EIA, AA and Ecological Impact Assessment, report"*

The desktop surveys combined with the PEA have informed the requirement for further surveys and assessments at the Site. An invasive species survey was conducted on the day of the PEA and an ISMP has been provided. The Site only required one further survey, that being a bat emergence survey. No bats were recorded emerging from any structure on Site and no protected species are residing at the site. As such, an EcIA is not required.

Enviroguide have concluded that an AA Screening report is to be undertaken for stage 3, which will subsequently inform the need of an NIS report.

Furthermore, no further protected species surveys are required and therefore, an Ecological Appraisal report would provide sufficient information to inform planning with the additional impact assessment as undertaken in an Ecological Impact Assessment (EcIA) not being needed given the lack of protected species. These reports will be submitted alongside the planning application for the Proposed Development and will aid the competent authority in considering their decision as part of any forthcoming application.

In consideration of above, the current proposal for 120 no. apartment units can be positively considered on this site by the competent authority. Specifically, the proposal has addressed the specific development criteria requirements of the Guidelines and is in compliance with the key SPPRs. Most notably the site's location is considered to address the very spirit and intent of the Guidelines that being one proximate to public transport and a variety of services.
It is respectfully submitted that the proposed development has had regard to the planning policy framework as set out in the Building Height Guidelines.










Photomontage: Dolphins Barn Street looking South West.

# 12.0 Detailed Design

## 12.4 Dual Aspect Ratios

### Dual Aspect Ratio

Specific Planning Policy Requirement of the "Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities (2023)" states the following:

> *"(i) A minimum of 33% of dual aspect units will be required in more central and accessible urban locations, where it is necessary to achieve a quality design in response to the subject site characteristics and ensure good street frontage where appropriate in.*
>
> *(ii) In suburban or intermediate locations it is an objective that there shall generally be a minimum of 50% dual aspect apartments in a single scheme."*

The submitted design will provide a total of 51no. Dual Aspect units giving an **overall percentage of 43% of the units**. It is submitted that this is fully compliant with the above policy and is in excess of the 33%.

### Aspect

The aspect of all units has been considered carefully to optimise the orientation of the site and sun/day light to apartment units. Dual aspect units are provided where possible while the proposed layouts also avoid overlooking between units while achieving passive surveillance into the communal areas and adjacent public streets.

The existing site is underdeveloped, and the proposed scheme is an urban infill and regeneration project. As the site is a brownfield site, located in a very central and well-connected accessible location, where good street frontages will be required in order to create a strong public realm there is a balance between these design requirements and the need to provide dual aspect apartments.

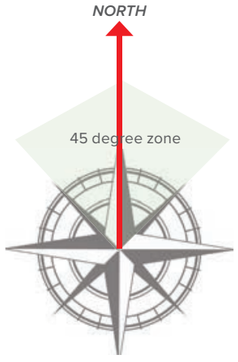
Due to the bay-window design of dual aspect being utilised throughout the scheme we have separated these from the true dual aspect units for the purposes of calculating the dual aspect percentage to demonstrate how well the design performs with a high dual aspect ratio for this restricted infill city site.

The facade of the building facing North is stepped. Each step is contains at least one full standard window and a secondary window at 90 deg to this which allows light in from an alternative direction. By orientating the apartments living spaces on these corners the dual aspect is maximised however the units on the northern only facade have not been included within the numbers in the Dual Aspect table below.

It is submitted that there are no single aspect north facing units. The quality of daylight into the units is being maximised within the design and carefully developed in conjunction with the sunlight and daylight consultant Chris Shackleton.

Please refer to Chapter 1.3 for further detail regarding aspect and orientation of the apartment units within the scheme.

| | | DUAL ASPECT APARTMENTS | | |
|---|---|---|---|---|
| | | 1 BED | 2 BED | TOTAL |
| 00 | Ground Floor | 0 | 2 | 2 |
| 01 | First Floor | 1 | 5 | 6 |
| 02 | Second Floor | 1 | 5 | 6 |
| 03 | Third Floor | 1 | 5 | 6 |
| 04 | Fourth Floor | 3 | 4 | 7 |
| 05 | Fifth Floor | 3 | 3 | 6 |
| 06 | Sixth Floor | 3 | 3 | 6 |
| 07 | Seventh Floor | 3 | 3 | 6 |
| 08 | Eighth Floor | 3 | 3 | 6 |
| | TOTAL | 18 | 33 | 51 |
| | | | | 43% |
| Light Achieved from two Aspects- 56 Units: | | | | (47%) |




Total - 120 units

- Dual Aspect - 51 Units (43%)
- Light Achieved from two Aspects - 56 Units (47%)
- Single Aspect - 12 Units (10%)

- 1 Bed Apartment + 10%
- 2 Bed Apartment
- 2 Bed Apartment + 10%
- Circulation




Typical floor plan (second floor)

# **12.0** Detailed Design

## 12.5 Elevational Organisation

### Elevational Organisation

The facade design evolves in response to the existing streetscape, location, and orientation of Dolphins Barn street. Its massing and form step up in height, creating a dynamic relationship with neighbouring structures. This approach aims to respect and harmonize with the proportions and character of the emerging context.

The prevailing material in the current surrounding context is brick which is used on the majority of housing developments in the locality. The proposed combination and juxtaposition of solid and void elements of the proposed Dolphins Barn Street facade will create a dialogue with the surrounding urban fabric.

The solid brick elements provide a grounded, sturdy appearance that complements the historical character of the area, while the metal railings introduce a contemporary touch, allowing for permeability and interaction with the street. This balance between solidity and openness ensures that the building engages with its environment in a meaningful way, reflecting both tradition and modernity, while also softening the massing and reducing any monolithic geometry.

The material selection of high quality durable products with low maintenance requirements will contribute to a quality design that will retain their aesthetic over a long time period.

The introduction of a contemporary metal cladding will add a richness to the urban fabric and compliment the traditional brick finishes.

The ground floor street frontages are expressed with open glazed facade. The entrance to the primary residential circulation core has been set-back to create a defined and inviting arrival space / entrance but also still visually relates to the scale of the massing above.



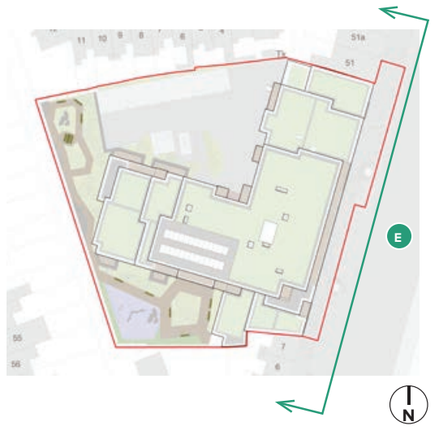
East Elevation


CGI View: Dolphin Barn Street From North East


CGI View: Dolphin Barn Street From South East







Key Plan

# 12.0 Detailed Design

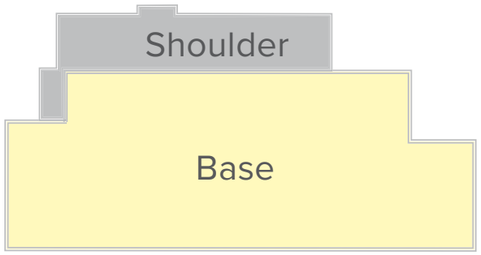
## 12.6 Materiality Articulation

The materials being considered are being kept simple and clear to create order between elements and to achieve a connection to the existing built context.

### BASE

The proposed building aims to enhance and build upon existing materiality in the area while maintaining a distinct character. Dublin 8 is renowned for its brick buildings and the proposal will utilise a modern grey brick to combine with the variety of brick types and colours of the surrounding buildings and it will be used on the ‘base’ as the main material. A secondary darker brick is proposed on the Ground Floor Level which relates to the communal residents main entrance and also the facade of the Community Hub.

The use of brick as the primarily material will maintain and enhance the urban fabric of the Dolphins Barn area and surrounding context.




East Elevation

### SHOULDER

Following the Architectural Principals of defining the base as the main visual element and the shoulders as a secondary element. It is proposed that shoulders will be finished with a lighter material such as a cladding finish.

The aim is for the material palette for the development to be kept simple and clear to create order between the elements and to achieve a connection to its context. The material selection has been chosen with care to enhance the soft landscape and to create a scheme that is pleasant and homely for the residents and relates to its context.

### STREET MATERIALS

The variety in the brickwork is a defining feature of the surrounding neighborhood, lending it a charming Victorian character. The proposed scheme aims to introduce a contemporary design by using bricks in various shades of grey. This will highlight a modern aesthetic while seamlessly blending with the buff, white, render  and grey façades that are already present on the street.



Reuben Street houses



Earl’s Court Apartments



Adjoining existing buildings



The Coombe Hospital



Cork Street surrounding buildings



Cork Street Student Accommodation

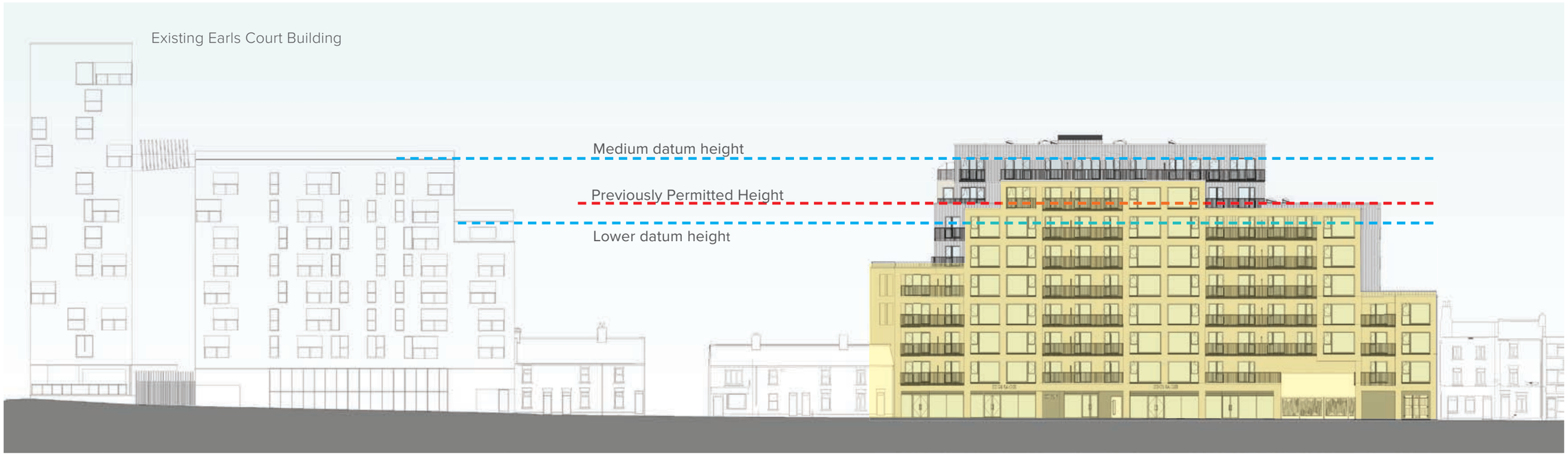
# **12.0** Detailed Design

## 12.6 Materiality - Elevations

As the main visual element from the street, the proposed materiality composition is comprised of textured brick, varying window openings and recessed metal balconies. The ground floor level provides active frontage with open glazed facades and alternative brick colour. The entrance to the community hub unit has been set-back to create a defined and inviting entrance.
To prevent against overbearing interfaces between the new and existing development, the building form erodes and steps up and down varying in mass and height to relate to the variety in building heights of adjoining buildings along this urban street.
At the shoulder level, set backs and different materiality has been introduced. A lighter cladding material is proposed to soften the upper floor set-back levels. This helps to emphasise the ‘base’ and also to reduce the perceived building height from street level.



CGI of Proposed Dolphins Barn Street Elevation




The design of the Dolphis Barn Street elevation is defined mainly by a brickwork form which relates to the adjoining existing built context.

# **12.0** Detailed Design

## 12.6 Materiality - Elevational Treatment

### Urban Design Criteria; Considerations

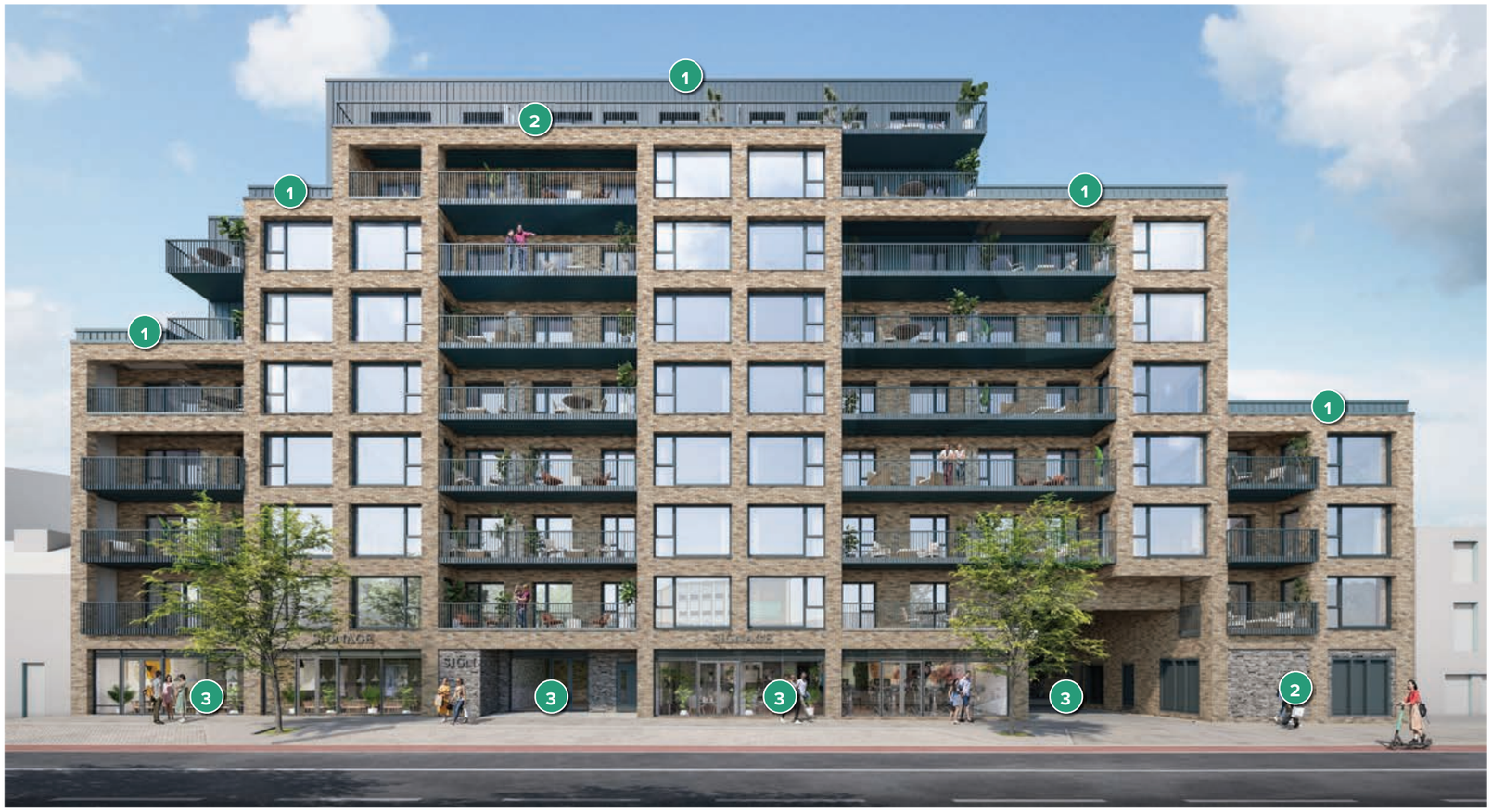
**The proposed scheme design aims to align with the following urban design criteria:**

- **Variations in prevailing heights and the vertical expression of taller built elements should serve to promote a sense of legibility and place**. Part of this is managing the transition between existing and new urban fabric by means of a height strategy that fosters a consistent and legible urban form while providing visual interest and avoiding a monotonous intrusion into the streetscape or skyline. [4.3.5 Appendix 10; Building Height and Density Guide 2022]

- … **articulation of built volumes into primary and secondary massings to break down the apparent scale of a development;** shaping of roof forms or expression of fenestration patterns within a facade to provide visual interest; and so on. Specific attention should be paid to such design strategies where new development immediately adjoins existing development at a lower scale. [4.3.5 Appendix 10; Building Height and Density Guide 2022]

- Proposals should avoid creating streets or spaces that are not overlooked by development to deter antisocial behaviour but should also ensure that **sufficient consideration is given to threshold spaces and building edges to maintain privacy of residential uses at the street edge**.

- The proposal should provide a richness to the detailing and **high quality materials and create a material palette that is sympathetic to surrounding urban fabric** and builds on the established sense of place, whilst also creating order between the elements. [4.3.12 Appendix 10; Building Height and Density Guide 2022]




CGI of Proposed Dolphins Barn Street Elevation

**Key**

1. Variations in height
2. Variation in material palette
3. Active mixed use to street level

# 12.0 Detailed Design

## 12.7 Proposed Materials

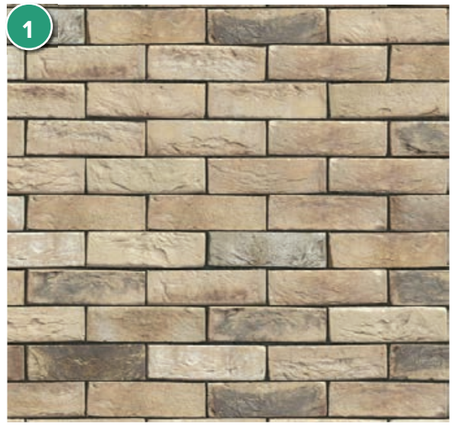
### Materiality - Facade Expression

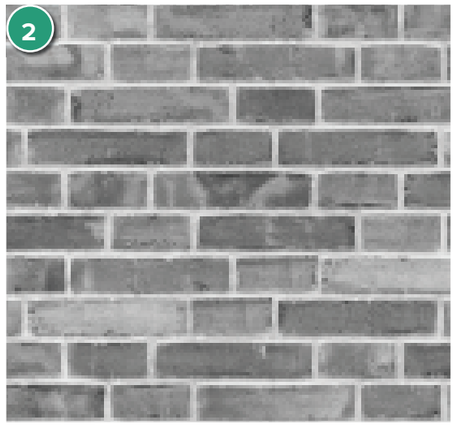
Each of the developing elevations have been considered carefully regarding aspect, massing and scale. High-quality materials will be used throughout the development.  Brick is the predominant material for façades with a metal cladding on the top storeys. Render has also been incorporated to introduce variety to the material palate in selected areas of the rear courtyards.

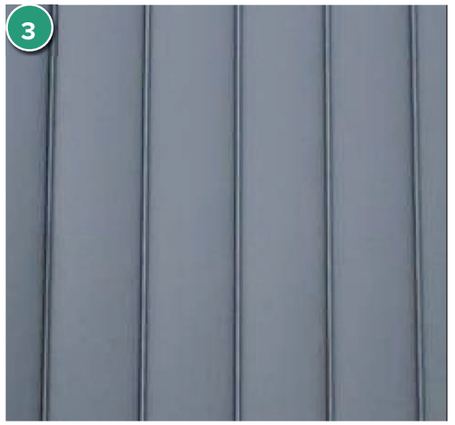
The proposed building provides blue roof SUDs attenuation systems and also blue/green roofs with spaces provided for PV panels.

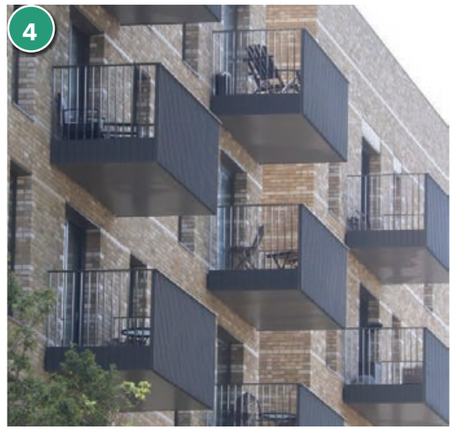
- The use of brick as the predominant material provides warmth and gives human scale to the facade and is a proven durable facade material. It was also selected for its robustness, domesticity and ease of maintenance.

- The upper levels utilise a grey cladding material to soften the upper set-back levels and provide variation within the articulation of the façades. The colour of the grey cladding material use on the upper most floors resonates down through the facade via the expression of the window frames and balcony designs.



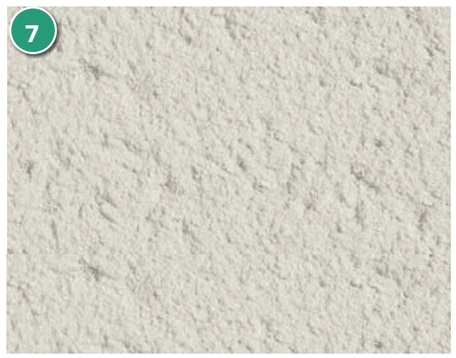







**Materiality Key**

1. Selected Brick Type 1
2. Selected Brick Type 2
3. Profiled Metal Cladding
4. Metal Railings
5. Blue/Green Roof
6. Green Roof with Solar Panels
7. Selected Self-Colour Render



# **12.0** Detailed Design

## 12.7 Proposed Materials

### Durability

The selection of durable materials also provide low maintenance requirements. Innovative building techniques requires building designers to be adequately knowledgeable and utilise a skill-set to combine this technology with material selection to create components with lower life-cycle costs.

Quality design and construction is fundamental to ensuring the materials selected will be long life and maintain quality aesthetic throughout their life. Brickwork and metal cladding are robust materials and combined with quality detailing shall ensure minimal facade staining. The principal of high durability will follow through to internal spaces with hard-wearing materials being utilised in communal circulation lobbies/areas.




**Materiality Key**

1. Selected Brick Type 1
2. Selected Brick Type 2
3. Profiled Metal Cladding
4. Metal Railings
5. Blue/Green Roof
6. Green Roof with Solar Panels
7. Selected Self-Colour Render

# **12.0** Detailed Design

## 12.8 Community Hub

### Community Hub Strategy

The scheme includes Community Hub spaces that can accommodate are currently designed as a flexible open space. It is intended that this space will be operated by an The Iveagh Trust (An Approved Housing Body). This space will not be directly accessible by the residents. The community hub spaces are sufficiently sized to be flexible, providing multi-functional spaces to meet the varying requirements of the future use as determined by the occupier.

The positioning of the Community Hub spaces within the scheme has been carefully considered to respond to the public realm and urban frontages in a thoughtful manner. This includes reactivating the urban street frontage along the eastern boundary and providing a new contemporary and high-quality expression for the evolving regeneration in the area. Additionally, it ensures passive surveillance, animation, and engagement between the future use and the public, which aids in the formation of a community.




Proposed Ground Floor Layout

**Key**

Site Boundary

Community Hub Use (523.5 sqm)







Precedent: Flexible Community Hub Spaces

# **12.0** Detailed Design

## 12.9 Landscape Strategy

### Landscape Proposals

The Landscape design proposals have been developed on a number of levels to address the integration of existing buildings, proposed architecture, access, infrastructure and context. The landscape design is intended to create and heighten qualities and characteristics in the open spaces enjoyed in nature such as change, surprise, awareness of transition and movement; weather, seasonal change, use and maturing.  Pockets of nature are created within the hard-landscaped open spaces of the development, which are surfaced in durable attractive and hard wearing materials to give the external spaces textural character.

Landscape proposals for the site are intended to contribute towards:

- A unique sense of place;
- A site-specific design proposal generated from existing landscape elements and context;
- A high-quality environment;
- A permeable layout that assists ease of movement for pedestrians and vehicular traffic;
- A development that acknowledges the local landscape character and integrates well into the receiving environment.
- A development that promotes beneficial effects on biodiversity by providing new habitat.

Key features include a communal courtyard, a car park along the northern boundary, and a shared access entrance. The communal courtyard, positioned along the west and south boundaries, integrates a play area, sensory garden, and secret garden, providing diverse recreational and leisure opportunities. There are seating area, large and small gathering space, play spaces, and open unprogrammed space for residents.

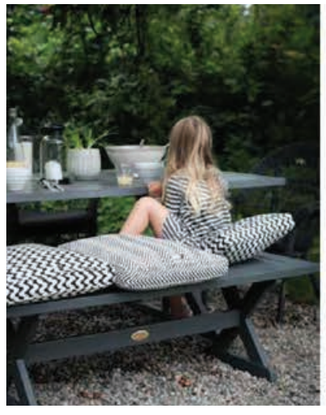
Specific visual screening elements are proposed to minimise the potential for visual impact from residential properties facing Reuben Street and Emerald Square and along the southern boundary. The treatments vary depending on the existing conditions and sightlines. Please refer to Murray Associates Landscape Consultants drawings and Landscape Design Statement for further details.




Proposed Landscape Layout















Precedent: Landscape composition and planting

# **12.0** Detailed Design

## 12.10 Ecological Recommendations

### Biodiversity Enhancement Plan

The Proposed Development is located in an area of hardstanding surfaces, derelict buildings, and is overrun with non native invasive species. As such, this Site offers an easy opportunity to increase the biodiversity of the area.

### Swift Brick Boxes

A Swift box/bricks scheme is proposed to be installed at the top of the brick façade highlighted, ate least 5 metres above the ground, in safe areas where they will not be disturbed. This measure will enhance the potencial bird nesting habitat in the area during is Operational Phase and help recover the declining swift population, which are now Red Listed in Ireland (Gilbert et al., 2021).

### Bat Boxes

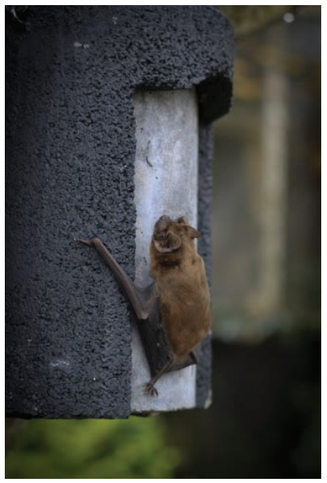
Two summer bat boxes (e.g., Schwegler Woodcrete 1FF design or similar) will be erected.

on Site as part of the Proposed Development. The boxes will be installed as part of the landscaping works, so as to not delay their deployment and potential positive impacts.

The proposed mitigation measures have been recommended to prevent harm to any species that may be utilising the Site and following their successful implementation, no significant negative effects on any protected species or habitats are expected as a result of the Proposed Development.



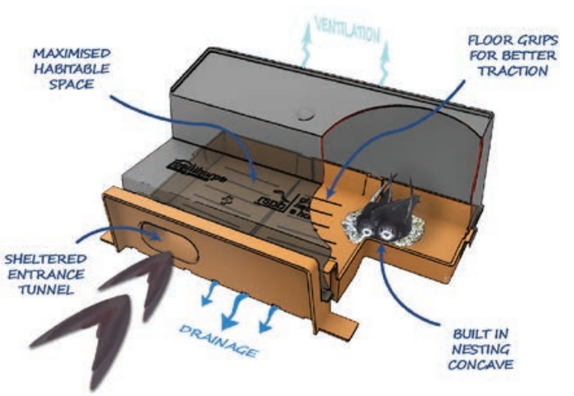

Proposed Landscape Layout with area for swift and bat boxes in red





Bat box reference








Swift brick box reference



# 13.0 CGI's

# **13.0** CGI’S

## 13.1 Proposed CGI’s



CGI 1 View from Dolphins Barn Street



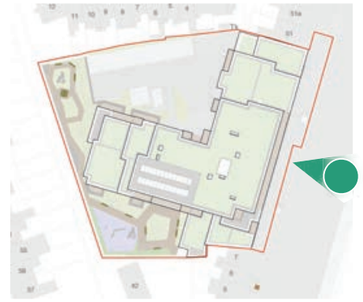
Key Plan

# **13.0** CGI’S

## 13.1 Proposed CGI’s



CGI 2 View from Dolphins Barn Street



Key Plan

# **13.0** CGI'S

## 13.1 Proposed CGI's



CGI 3 View of Communal Amenity Space



Key Plan

# **13.0** CGI’S

## 13.1 Proposed CGI’s



CGI 4 View of Communal Amenity Secret Garden space



Key Plan

# **13.0** CGI'S

## 13.1 Proposed CGI's



CGI 5 View from Dolphins Barn Street



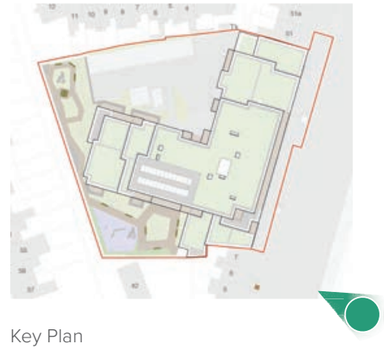
Key Plan

# **13.0** CGI’S

## 13.1 Proposed CGI’s



CGI 6 Aerial View from Dolphins Barn Street



Key Plan

# **14.0** Development Schedules

# 14.0 Development Schedules

## 14.1 Summary Schedule

**Total Unit No:**

**119** units

**Dual Aspect Units:**

**43** %

**Residential Density:**

**332** units per ha

**Site Coverage:**

**37** %

**Communal Open Space:**

**707** sqm achieved

**691** sqm required

| 43-50 Dolphins Barn St, Dublin 8 | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Proposed Building** | | | | | | | | |
| Floor/Unit Type | 1 Bed | 1 Bed + 10% | 2 Bed 3 Person | 2 Bed 4 Person | 2 Bed 4 Person + 10% | No. Apts. Per Floor | No. Dual Aspect Units | G.I.A (m2):* |
| Ground Floor: | | 2 | 0 | 2 | 0 | 4 | 2 | 1,178.00 m² |
| First Floor: | 1 | 9 | 0 | 3 | 3 | 16 | 6 | 1,280.60 m² |
| Second Floor: | 1 | 9 | 0 | 6 | 2 | 18 | 6 | 1,443.20 m² |
| Third Floor: | 1 | 9 | 0 | 6 | 2 | 18 | 6 | 1,439.10 m² |
| Fourth Floor: | 1 | 10 | 0 | 5 | 1 | 17 | 7 | 1,332.00 m² |
| Fifth Floor: | 1 | 8 | 0 | 4 | 1 | 14 | 6 | 1,124.90 m² |
| Sixth Floor: | 1 | 8 | 0 | 4 | 1 | 14 | 6 | 1,124.90 m² |
| Seventh Floor: | | 4 | 0 | 4 | 1 | 9 | 6 | 785.40 m² |
| Eighth Floor: | | 5 | 2 | 1 | 1 | 9 | 6 | 759.00 m² |
| **Unit Type Totals:** | **6** | **64** | **2** | **35** | **12** | Total No. Units | **119** | **51** |
| | **70** | | **49** | | | | | |
| **Unit Ratio** | **5.0%** | **53.8%** | **1.7%** | **29.4%** | **10.1%** | Dual Aspect Ratio | **43%** | |
| | **59%** | | **41%** | | | | | |

| G.I.A of Development m2: | **10,467 m²** |
|---|---|

* Gross Internal Floor Area

| **Residential Unit Type** | 1 Bed | 1 Bed + 10% | 2 Bed 3 Person | 2 Bed 4 Person | 2 Bed 4 Person + 10% | TOTAL |
|---|---|---|---|---|---|---|
| **Average Unit Type Size** | 48.86 m² | 51.81 m² | 70.78 m² | 75.30 m² | 84.86 m² | |
| **Number Of Unit** | 6 | 64 | 2 | 35 | 12 | **119** |
| **Residential G.I.A. Total** | **293.20 m²** | **3,283.50 m²** | **141.60 m²** | **2,627.90 m²** | **1,025.60 m²** | **7,372 m²** |

| **Residential Common Areas** | Circulation (vert.& hor.) | Services** | Residential Lobby | TOTAL |
|---|---|---|---|---|
| **Residential Common Area G.I.A. Total** | 1,381.11 m² | 204 m² | 57 m² | **1,642.11 m²** |

**Plant rooms, ESB rooms, Bin Store

| **Community Hub Total G.I.A.:** | **523.5 m²** |
|---|---|
| Community Hub 1 Internal Area: | 216.50 m² |
| Community Hub 2 Internal Area: | 307.0 m² |

| **External Communal Amenity Space Provided:** | **707 m²** |
|---|---|
| External Communal Amenity Space Required: | 691 m² |

# 14.0 Development Schedules

## 14.1 Summary Schedule

| Proposed Building | |
|---|---|
| Ground Floor Foothprint | 1,332 m² |

| Proposed Building | |
|---|---|
| Total Building Gross Internal Floor Area | 10,467 m² |

| | m² | ac | ha |
|---|---|---|---|
| Application Site Area* | 3580.32 | 0.88 | 0.358 |
| Density (total no of units/area) | | 135 | 332 |

*Site Boundary Line

| | |
|---|---|
| Site Coverage | 37% |
| Plot Ratio | 2.92 |

Both Plot Ratio and Site coverage are calculated based on application site area( Area within red boundary line)

| Car Parking | | | | | |
|---|---|---|---|---|---|
| No. Standard for Residents | 12 | | | | |
| No. Car Sharing Space (for Residents) | 1 | | | | |
| No. Standard for Community Hub | 1 | | | | |
| No. Designated Accessible Space (for Community Hub) | 1 | | | | |
| Total No. of Car parking Spaces | 15 | Car Parking Ratio* | 0.13 | Total No. of EV Charging Car parking Spaces (included within the 15no. total car spaces) | 8 |

* Total no of Car parking Spaces divided into the total number of units. Note: For reference only.

| Bicycle Parking (Residential) | | | |
|---|---|---|---|
| Residents' Bicycle Spaces (Required): | 162 | Visitors' Bicycle Spaces (Required): | 60 |
| Residents' Bicycle Spaces (Provided): | 172 | Visitors' Bicycle Spaces (Provided): | 60 |
| Total Residents' Bicycle Spaces (Provided) | 172 | Total Visitors' Bicycle Spaces (Provided) | 60 |

| Bicycle Parking (Community Hub) | | | |
|---|---|---|---|
| Community Hub Long Stay Bicycle Spaces (Required): | 1 per 5 Staff = 1 Required | Community Hub Short Stay Bicycle Spaces (Required): | 1 per 100 sq. m GFA = 5 Required |
| Community Hub Long Stay Bicycle Spaces (Provided): | 2 | Community Hub Short Stay Bicycle Spaces (Provided): | 6 |
| Total Community Hub Long Stay Bicycle Spaces (Provided): | 2 | Total Community Hub Short Stay Bicycle Spaces (Provided): | 6 |

| Total Bicycle Parking (Residential + Community Hub) | 240 |
|---|---|



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ARCHITECTS

DUBLIN • LONDON • CORK • GALWAY

cwoarchitects
c-w-o-brien-architects
info@cwoarchitects.cim
www.cwoarchitects.com