

Architectural and Urban Design Statement

Residential Development

Woodtown

Ballycullen

Dublin 16



Content

2.	Table of Contents	38.	12 Principles of Urban Design
3.	Introduction	42.	Appendix D of the Sustainable Residential
4.	Practice Profile		Development and Compact Settlement Guidelines
5.	Development Description		
6.	Design Team and Supporting Documentation	47.	Summary of Proposal
7.	LRD Pre-Planning Process	48.	Conclusion
11.	Site Information and Location		
12.	Legislative Context	49.	Appendix A: Photographic Site Survey
13.	Development Standards		
14.	Site Zoning		
15.	Planning History		
16.	Site Connections		
17.	Bus Connects		
18.	Overview of Design Proposal		
19.	Existing Green and Blue Infrastructure		
20.	Natural Hydrology		
21.	Gradient Management in Design		
22.	Proposed Site Layout		
24.	Building Height Strategy		
25.	Public Open Space		
26.	Receiving Environment		
27.	Urban Design Rationale		
28.	Place Making		
29.	Character Areas		
32.	Pedestrian Priority		
33.	Home Zones		
34.	Local Streets		
35.	Green Infrastructure		
37.	Architectural Expression		

Introduction



This planning proposal has been prepared for a residential development at Woodtown Ballycullen, Dublin 16, on behalf of Lagan Homes Ireland Ltd.

Publication recently of new government policy “Sustainable and Compact Settlement Guideline for Planning Authorities”, January 2024 in support of Low-Rise Medium density housing has informed the design of this proposed residential development. These new guidelines have allowed for new opportunities to achieve higher density development in an efficient, sustainable and sympathetic manner. The layout and composition of this site provides for a higher density development of 48.4 dwellings per hectare, while providing for all own-door dwellings and a strong urban response.

We explore in this proposal how they can be implemented and create a high quality neighbourhood comprising largely of houses and exclusively of own door units. In their analysis of the potential for Low-Rise, Medium/ High Density housing for Ireland, the RIAI has identified that the current formula, whilst achieving the required density, does not generally produce the high standards of sustainable residential communities to which architects, urban designers and the general public aspires. The result has been that low density enclaves of houses and high density enclaves of apartments , as opposed to sustainable integrated neighborhoods and communities have been common solutions. The SCSG outlines that the continued application of suburban housing standards dating from the early 1900’s is hampering innovation in the housing sector in Ireland. In particular, a reliance on suburban housing standards is precluding compact housing models that have the potential to offer a broader range of housing options in urban areas and provide for the more efficient use of zoned and serviced land.

Low-rise medium density housing models are common in the UK and Europe and offer significant potential to contribute to compact urban growth when applied at the right locations.

We believe that a more sustainable, and affordable and

integrated solution that provides housing at an appropriate density can be achieved on this site with the considered implementation of the new guidelines.

The key design principles that alter previous norms we are working with are listed below.

Firstly, a reduction in back gardens dimensions between opposing first floor windows from 22m to 16m. This most powerful of changes reverses a century of low-density suburban policy and recognizes that adequate privacy is much more a function of design than of distance per se.

Secondly a change to private open space to provide in each case:

1 bed house 20 sq. metre min
2 bed house 30 sq. metre min
3 bed house 40 sq. metre min
4 bed + house 50 sq. metre min

Finally, a reduction in car parking provision in accordance with the National Sustainable Mobility Policy 2022 and in CAP23 for reduced private car travel

Quality of Design and Placemaking are emphasized in the document and we respond to this with the design of a legible urban form. Active streetscapes and high levels of passive surveillance are provided throughout the proposals. These proposed changes allow for a neighbourhood that is not dominated by the car, has a rich and diverse spatial experience, is safe for play and for socialising with your neighbours.

JFOC Architect’s previous work in medium density low-rise development was selected for inclusion in the Housing Agency/Irish Architecture Foundation exhibition Housing Unlocked in 2022. Continued engagement with this research led us to win the recent RIAI Town Centre Living competition for a site in Roscrea.

Practice Profile



JFOC Architects was founded in 1987 by John O'Connor and the directors now include Dominic Stevens & Claire McManus.

As a design-led practice with strong technical competencies, we specialise in large-scale housing for the public and private sectors, with over nine thousand high-quality housing units delivered to date and a further fifteen hundred dwellings currently on site or in the design and planning process. Our other specialisations include commercial, public and religious buildings.

The practice is involved in ongoing research projects as well as guiding the profession. Dominic lectures at the Dublin School of Architecture, TUD; and is a member of ARENA, the European architectural research network. Claire is the RIAI Spokeswoman on Housing and is a sitting member of the RIAI Council. She holds an MBA and is involved in the research and the development of RIAI policy with respect to Housing and Building Control.

Low - Rise/ High Density Housing is an area of particular interest to JFOC Architects. The Irish Architecture Foundation / Housing Agency exhibition "Housing Unlocked" in 2022 selected our proposal for "Homes4Community".

This proposal illustrated new solutions for economic, practical and desirable homes in a wonderful open green setting, while having the high density required to support local services and viable communal amenities , making a strong argument for a low rise, high density form of development. We developed this proposal in collaboration with timber frame manufacturers and with a community led housing group, Common Ground.

Communities are formed in the spaces between dwellings. These must be carefully designed to nurture the formation of community. Our proposal provides a series of spaces for these interactions; from a shared bench at the front door to open green spaces. It fosters a strong sense of community, yet remains affordable.

We were delighted to win the commission through the RIAI Town Centre Living Competition for a social housing project in Roscrea, one of four projects selected from over one hundred entries. This is an exemplar project on low-rise high density housing.

The new Low-Rise High Density Housing outlined in the SCSG opens up the opportunity to extend this research onto larger sites such as this one at Ballycullen.

Development Description

Lagan Homes Ballycullen Limited intend to make a planning application for planning permission for a Large Scale Residential Development (LRD) in the townland of Woodtown, Ballycullen, Dublin 16. The lands are located to the east of Abbots Grove Park, south-east of Abbots Grove Avenue, south of Stocking Avenue and Stocking Wood estate, and west of White Pines Park.

The proposed development will consist of 502 no. residential units (108 no. 1-bed, 170 no. 2-bed, 162 no. 3-bed; 62 no. 4-bed) comprising 197 no. 2 storey houses (terraced/semi-detached/detached) (19 no. 2-bed, 116no. 3-bed; 62no. 4-bed) and 28 no. 3 and 4 storey simplex/duplex apartment blocks providing 305 no. apartments (108 no. 1-bed apartments, 151 no. 2-bed apartments, 46 no. 3-bed apartments). The proposed development also includes a crèche (c. 475 sq.m), public open space, car parking (surface/undercroft), bicycle parking, bicycle storage structures and lockers, bin stores, and 8no. ESB substations. Vehicular access to be provided from the existing spur road connection to Stocking Avenue to the west of the site, and via Stocking Wood Drive to the east of the site (with relocation of existing ESB substation and associated works to the existing hammerhead). Additional pedestrian only routes will be provided into Abbot's Grove Park and Stocking Wood Copse with future connections provided for into Stocking Wood Manor, White Pines Park and the future school site to the north of the application site. The proposed development includes all associated site development works (including site reprofiling, retaining structures and downing of ESB overhead lines), landscaping, boundary treatments and services provision.

Design Team and Supporting Documentation



This planning application has been prepared collaboratively by the design team for this project.

Client:	Lagan Homes Ireland Ltd	LH
Architect:	JFOC Architects	JFOC
Landscape Architect:	Niall Montgomery + Partners	NMP
Planning Consultant:	Stephen Ward and Associates	SWA
C&S Engineers:	Waterman Moylan Consulting Engineers	WM
M&E Engineers:	Waterman Moylan Consulting Engineers	WM

Supporting Documentation has been provided by:

Arborist:	Arborcare	ABC
Daylight and Sunlight:	Solearth Design Analysis	SE
Visual Impact:	Macro Works	MW

Supporting Documentation for this Planning Application is summarised below. A full Schedule of Documentation also accompanies the application:

- Architectural drawings including Site Location Map, Site Layout Plans, Phasing Plan, Dwelling types, Creche Design and Contiguous Elevations and Site Sections
- Architectural Design Statement
- Housing Quality Assessment
- Accommodation Schedule
- Part V Allocation proposal
- Engineering Site Layouts
- Engineering Services Reports including Flood Risk Assessment and Energy Report. A Traffic and Transport Assessment and DMURS Report will be prepared for the full Planning Application
- Landscape Masterplan, Boundary Treatment and Landscape Design Report
- Ecological Impact Assessment (EIAR)
- Daylight and Overshadowing Study
- Natura Impact Statement
- Visual Impact Assessment (EIAR)
- Uisce Éireann Confirmation of Feasibility

LRD Pre-Planning Process
SDCC Planning Department Feedback

ITEM	FEEDBACK	COMMENT	ITEM	FEEDBACK	COMMENT
Site statistics:	Apartment typology table showing amount & percentage of simplex & duplex apartments.	An apartment typology table showing the amount and percentage of simplex and duplex apartments has been included in the Schedule of Accommodation.	General Design Considerations:	Consider proximity to units along northern & western boundary - ensure proposed scheme does not introduce overlooking issues for existing residential properties.	Careful consideration of the existing residential properties along the northern and western boundaries have been made:
	Total area of creche & associated play area. Plans of the same, labelling of total creche & play area.	Plans & elevations of the creche and a plan of the creche play area have been included with the planning application. Please refer to PD6000's. The creche and associated play areas are included in the Schedule of Accommodation.			Northern Boundary to Stocking Wood:
	Breakdown of residential to visitor car parking and show these labeled in site layout plan.	A Site Layout Plan showing the breakdown of residential to visitor parking spaces has been provided. Please refer to 23.120.PD1003. The breakdown of visitor and residential parking spaces is included in the Schedule of Accommodation.			A bespoke house type with finished floor levels 1.5m below the road level have been designed to go along the northern boundary adjacent to Stocking Wood, in response to the steep nature of the site in this area. "House Type F" is entered at the stairs half landing. The stairs takes you down to the living space on the ground floor. Gardens are significantly below the access road level. This approach minimises concerns with respect to overlooking. An alternative layout without primary windows at first floor level on the rear elevation has been provided if concerns remain in specific locations. We would note that all housing in Stocking Wood 'sides on' to the boundary with the site and no primary windows face the site. Details of the relationships with adjoining houses are included in the application. Please refer to 23.120.PD1007-1010
	Confirm gross site area.	The gross site area of the site is 103,753m ² .			Western & Northern Boundary To Abbots Grove:
Principle of development:	Site layout plan overlayed with sites land use zonings.	A Site Layout Plan overlayed with the site's land use zoning is included in the documents. Please refer to page 14.	A site layout plan which includes all key features including the proposed contours of the site and the immediately adjoining land along sites northern & western boundaries. Any existing watercourses & related setbacks to same, all existing hedgerows both on and immediately adjacent to the site as well as proposed school site to the north.		Level changes between the existing housing at Abbots Grove and the proposed scheme are more modest, and therefore a more conventional approach has been deployed. Our separation distances between opposing first floor windows are in excess of the 16m allowed for in the DHLGH Sustainable & Compact Residential Guidelines. We have omitted housing from the design where the the change in level is the greatest, i.e. at 1 and 17 Abbot's Grove Avenue. Please refer to 23.120PD1003

LRD Pre-Planning Process SDCC Planning Department Feedback

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Building Height:	<i>Include additional existing and proposed level details & longitudinal sections.</i>	Additional existing and proposed level details and longitudinal sections have been included within the final submission. Please refer to 23.120PD6000's	Residential Accommodation Standard:	<i>Summary page at front of SoA / HQA to include a summary of unit types and number of persons each unit type caters for.</i>	A summary page at the start of the Schedule of Accommodation has been provided. The summary includes 'a summary of the unit types' and the 'number of persons' each unit type caters for. The proposed development is in line with the 'Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities' (2024) 'Sustainable Urban Housing: Design Standards for New Apartments' (2023) and the South Dublin County Development Plan 2022-2028.
Site Contours:	<i>Building height strategy - show heights across full area of site with statement detailing how final heights have been established and who.</i>	A Building Height Strategy showing building heights across the entire site is included in this Design Statement. Building heights are modest, ranging from 2 to 4 storeys, whereby all housing is two storeys in height and duplex/simplex apartments vary from 3-4 storeys. This has been informed by the site constraints and previous feedback received from SDCC. Our 4-Storey buildings are designed to sit into the hillside and navigate much of the change in level across the site. Apartments are accessed from the ground level on one side and first floor level on the other. Where new housing is located to adjacent existing housing, 2-Storey house types are chosen. As above, in response to the steep nature of the site, a bespoke house types (Type F) with finish floor levels 1.5m below the road level have been designed to go along the northern boundary adjacent to Stocking Wood.		<i>Detailed HQA or schedule of accommodation outlining detailed floor plans of all unit types, including handed versions of any units providing mirrored layouts.</i>	Detailed floor plans have been provided of all units, including handed versions of all mirrored dwellings.
Unit Mix:	<i>Existing site layout confirming existing site levels across full site.</i>	An existing site layout confirming existing site levels across full site has been provided. Please refer to 23.120PD1002.		<i>Storage must meet all necessary standards.</i>	Storage is primarily accessed off circulation space. Where a portion of the storage is provided in bedroom areas, this area does not count in the room area calculation and therefore the relevant bedroom size is in excess of the required size. Please refer to the Schedule of Accommodation / HQA and drawings 23.120PD3000's and 4000's.
	<i>Policy H1 Objective 12 of the SDCC CDP states that a minimum of 30% of units must be 3-bed. Clear breakdown of unit mix throughout the development & figures for simplex & duplex units separately.</i>	Policy H1 Objective 12 of the SDCC CDP states that a minimum of 30% of units must be 3-bed. 32% of all dwellings proposed are 3-Beds.		<i>Dual Aspect.</i>	100% of the units will be dual aspect and therefore the scheme exceeds the requirements of SPPR4 of the Apartment Guidelines.
				<i>Ensure roof space is sufficient to allow for conversion to habitable accommodation - floor plans & elevations to demonstrate how this is achieved.</i>	Per our Building Height Strategy, low pitch roofs with hipped gables have generally been utilised in the development to minimise the impact of dwellings uphill from adjoining houses, both new and existing. However the roof heights in appropriate locations have been adjusted to be suitable for future attic conversion, subject to planning permission / building regulation compliance, for example Mid-Terrace House Types (D,G) and all House Types at Crescent.

LRD Pre-Planning Process
SDCC Planning Department Feedback

ITEM	FEEDBACK	COMMENT	ITEM	FEEDBACK	COMMENT
Design Types:	<i>Adequate separation distances between existing and proposed units in line with SCSG 24'.</i>	Separation distances between first floor opposing windows have been provided, along with details of the adjoining properties and any windows close to the site boundary. Separation distances meet or exceed the standards set out in the DHLGH Sustainable & Compact Settlement Guidelines 2024. Please refer to 23.120.PD1008 and 23.120.PD2005.	Roads:	<i>Footpaths and cycle lane links extended along existing spur at Abbots Grove.</i>	Pedestrian connections have been made with the existing spurs at Abbots Grove. Please refer to 23.120.PD1003 and to NMP Landscape Architect documents & drawings.
	<i>Additional cross-sections/ longitudinal sections from differing perspectives showing level changes.</i>	Additional cross sections / longitudinal sections from differing perspectives showing level changes have been provided. Please refer to 23.120.PD6000's. Please also refer to documents provided by NMP Landscape Architects and Waterman Moylan Consulting Engineers.		<i>Extend footpath and carriageway into Stocking Wood Drive.</i>	The footpath and carriageway has been extended into Stocking Wood Drive. Please refer to 23.120.PD1003 and to WM Consulting Engineers & NMP Landscape Architect documents & drawings.
	<i>Longitudinal cross sections along western and northern boundaries where site slopes towards adjoining residential developments.</i>	Longitudinal and cross sections along the western and northern boundaries have been provided. Please refer to 23.120.PD6000'. Please also refer to documents provided by NMP Landscape Architects and Waterman Moylan Consulting Engineers.		<i>Any proposed future connections should be constructed to the boundary to ensure the avoidance of ransom strips.</i>	All future connections are designed to be constructed to the boundary to ensure the avoidance of ransom strips. We have provided for tie in with Abbots Grove along the western boundary and we have the ability to connect to Stocking Wood Copse as well.
Childcare Provision:	<i>Consider if creche would be better serviced at northern end of woodland spine, closer to site entrance.</i>	The creche has been moved to the northern end of the woodland spine as suggested by the Council. We agree that this is a better location closer to the entrance and lands zoned for educational purposes.		<i>The road layouts show two different road options for the eastern side of the development. The roads department would prefer the circular option, as this provides greater permeability for vehicles.</i>	The circular route option is included in the planning application, per the Council's feedback.
	<i>Overall area of creche both on planning description and associated creche plans - detailed plans and dimensions of play area.</i>	Detailed plans and dimensions of the creche and its associated play area have been included. Please refer to 23.120.PD5000's. The creche and play areas are included in the Schedule of Accommodation / HQA.		<i>Revise refuse collection strategy - particularly in south of development.</i>	Bin collection points have been provided in the south of the development. Please refer to 23.120.PD1003 and to the Waste Management Strategy.
	<i>Elevations of creche.</i>	Elevations of the creche are included in the application. Please refer to 23.120.PD5002-5004. It has active frontage to the street and to the garden side.		<i>Reduce car parking from 86% to 80%.</i>	Car parking has been reduced to 80% per the Council's feedback. Please refer to Schedule of Accommodation.
				<i>Provide for mobility impaired users at apartment parking areas & creche.</i>	Car parking for mobility impaired users have been provided at apartment parking areas & creche. Please refer to 23.120.PD1003.

LRD Pre-Planning Process
SDCC Planning Department Feedback

ITEM	FEEDBACK	COMMENT
Roads:	4 staff bike parking spaces & 11 visitor spaces at creche.	4 staff bike parking spaces & 11 visitor spaces have been provided at the creche. Please refer to 23.120. PD1003
	Proposed pedestrian links from sites to bus stops.	Proposed pedestrian links to the bus stops have been provided. Please refer to 23.120.PD1003
	Rationalise public & private areas to make boundaries clear with respect to Taking in Charge. Remove small spaces where possible.	A rationalised Taking-in-Charge drawing has been provided. Please refer to 23.120.PD1002
	Avoid ransom strips.	All future connections are designed to be constructed to the boundary to ensure the avoidance of ransom strips.
	Minimum 20% of total parking spaces to be EV charging.	Please refer to WM Consulting Engineers for details of the parking spaces to be EV charging.
	5% of parking spaces for mobility impaired users.	A minimum of 5% of parking spaces are for mobility impaired users. Please refer to 3.120.PD1003.
	Bike storage compliant with recent cycle design manual.	Bike storage is compliant with recent cycle design manual. Storage for bulky bikes such as cargo bicycles has been provided. Please refer to 23.120. PD7001.
	Doors of bike storage shall not open over public areas.	Doors of bike storage do not open over public areas.

Site Information and Location

The site is situated on the southwestern edge of Dublin, roughly 2.2 km from Knocklyon and near the M50 motorway (about 1.5 km away). It is bordered to the north by the existing Stocking Wood and Abbott Grove residential developments, to the west by the existing Abbott Grove residential development, to the east by undeveloped land, and to the south by land designated as rural amenity.

The primary access to the site is via an existing road from Stocking Avenue. The site features a steeply sloped topography, rising from the adjacent northern lands (Abbott Grove and Stocking Wood residential developments). Additionally, the site has several unique characteristics, including a notable stand of mature trees at its center, a central stream meandering among these trees, and extensive views of the Dublin Mountains (Montpelier Hill).

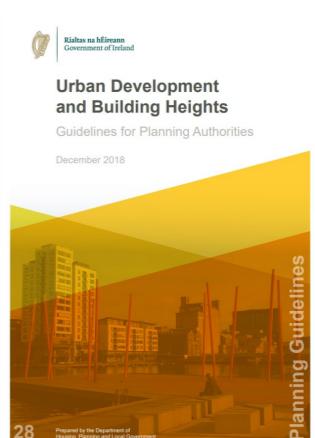
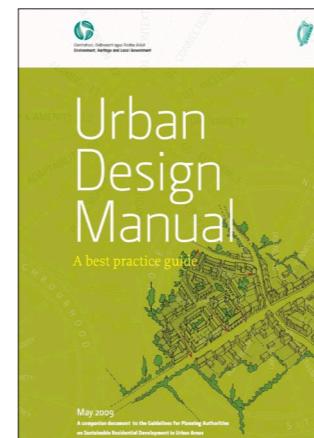
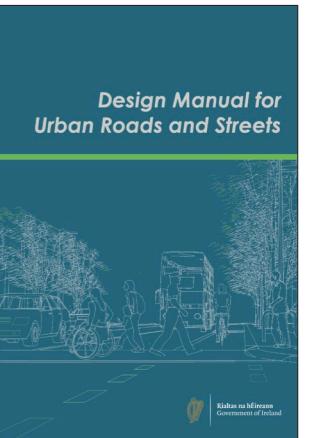
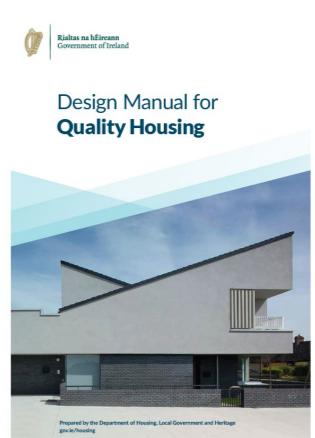
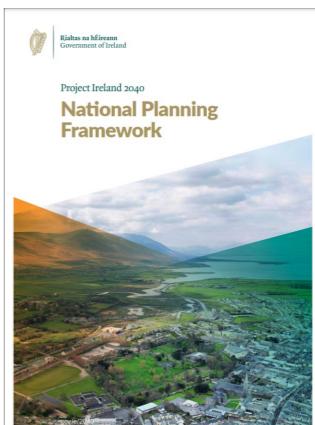
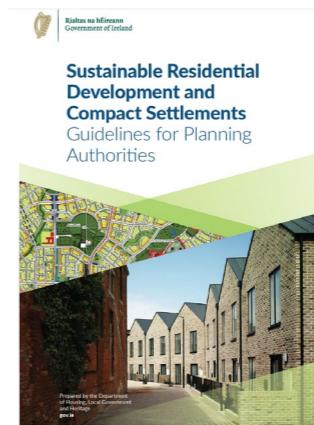
The site is well-served by public transport links. Several Dublin Bus routes operate in the vicinity, providing direct access to the city center and other key areas within Dublin. Additionally, the site benefits from its proximity to the M50 motorway, which allows for connections to the Luas light rail network and other regional bus services. The site is within walking distances to local shops and bus stops, as well as being within easy cycling distance of the Tallaght Luas stop.



Legislative Context

The Sustainable and Compact Settlement Guidelines for Planning Authorities (SCSG) 2024 for Planning Authorities has been the basis for the proposed amendments to this scheme. In all other respects, it has been designed in accordance with the South Dublin Development Plan. Other guidelines remain important and relevant to this proposed development and include:

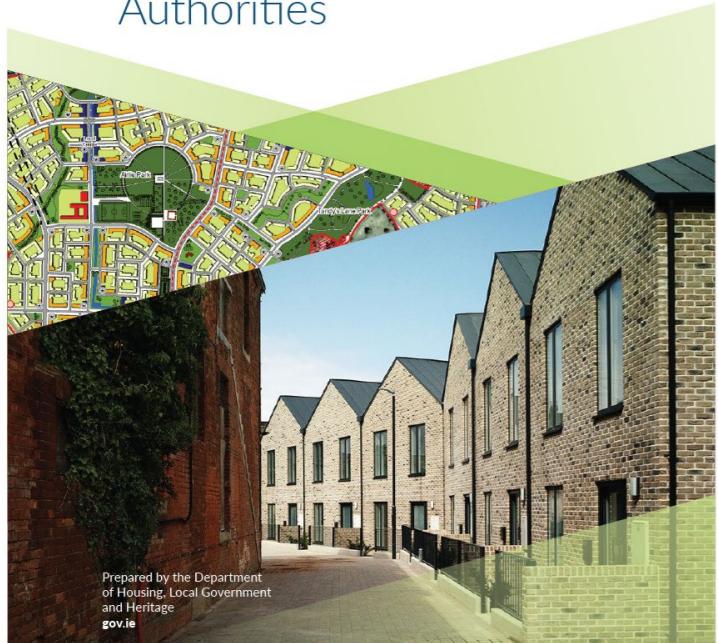
- Urban Design Manual (2009)
- Design Standards for New Apartments (2023)
- Best practice guidelines Quality Housing for Sustainable Communities (2007);
- Design Manual for Urban Roads and Streets (2019)
- Design Manual for Quality Housing
- Universal Design Guidelines for Homes in Ireland (2015)
- Regional and Spatial Economic Strategy - The National Planning Framework
- South Dublin County Development Plan 2022-2028



Development Standards



Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities



Prepared by the Department of Housing, Local Government and Heritage gov.ie

The Sustainable and Compact Settlements Guidelines (SCSG) for Planning Authorities have expanded on the high-level strategy of the NPF and set detailed criteria for residential development to support the development of compact and sustainable settlements. These guidelines will reinforce the need for more compact and efficient forms of development and the need to consider the different contexts in which housing development takes place.

Density

Under the terms of the SCSG, the appropriate density for this site is in the range of 35 - 80 dph.

Cities:

Densities of 100-300 dph in central areas, densities of 40-200 dph in urban areas densities of 40-80 dph in suburban & edge areas.

Metropolitan Towns:

Densities of 40-100 dph in town centres and urban areas and densities of 35-50 dph in suburban and edge areas.

The proposed density of 48.4 dph is consistent with the SCSG and the South County Dublin Development Plan.

Separation:

The SCSG propose a minimum separation distance of 16 metres between opposing upper floor windows that serve habitable rooms at the rear of houses and duplex units. Provision for further reductions where there are no opposing windows serving habitable rooms, and where suitable privacy measures are designed into the scheme to prevent overlooking of habitable rooms and private amenity spaces. Our proposed scheme provides for a minimum of 16m between first floor windows. This is a departure from the 22m. previously designated in the South County Dublin Development Plan.

Following on from the sketch proposals for the site previously provided as a part of the first pre-planning submission have been developed following the meeting

and subsequent discussions with South County Dublin Development Plan. Detailed proposals have been prepared for the LRD Preplanning meeting including detailed drawings, 3D renderings and daylight and sunlight analysis.

Private Open Space Requirements:

Private amenity space has been provided in line with SPPR 2 of the SCSG as per the Table 1. of this document. This is a reduction on the sizes previously set out in the South Dublin Development Plan. As illustrated in the accompanying documents, the private gardens will be high quality spaces that have been carefully considered in the design of this sustainable and efficient residential development.

Public Open Space Requirements:

The minimum public open space requirement of 15% of the total site area (net) for new residential development in statutory development plans is set out in the SCSG. For this site we have proposed a public open space provision of 22.10% of the net site area in line with the South County Dublin Development Plan.

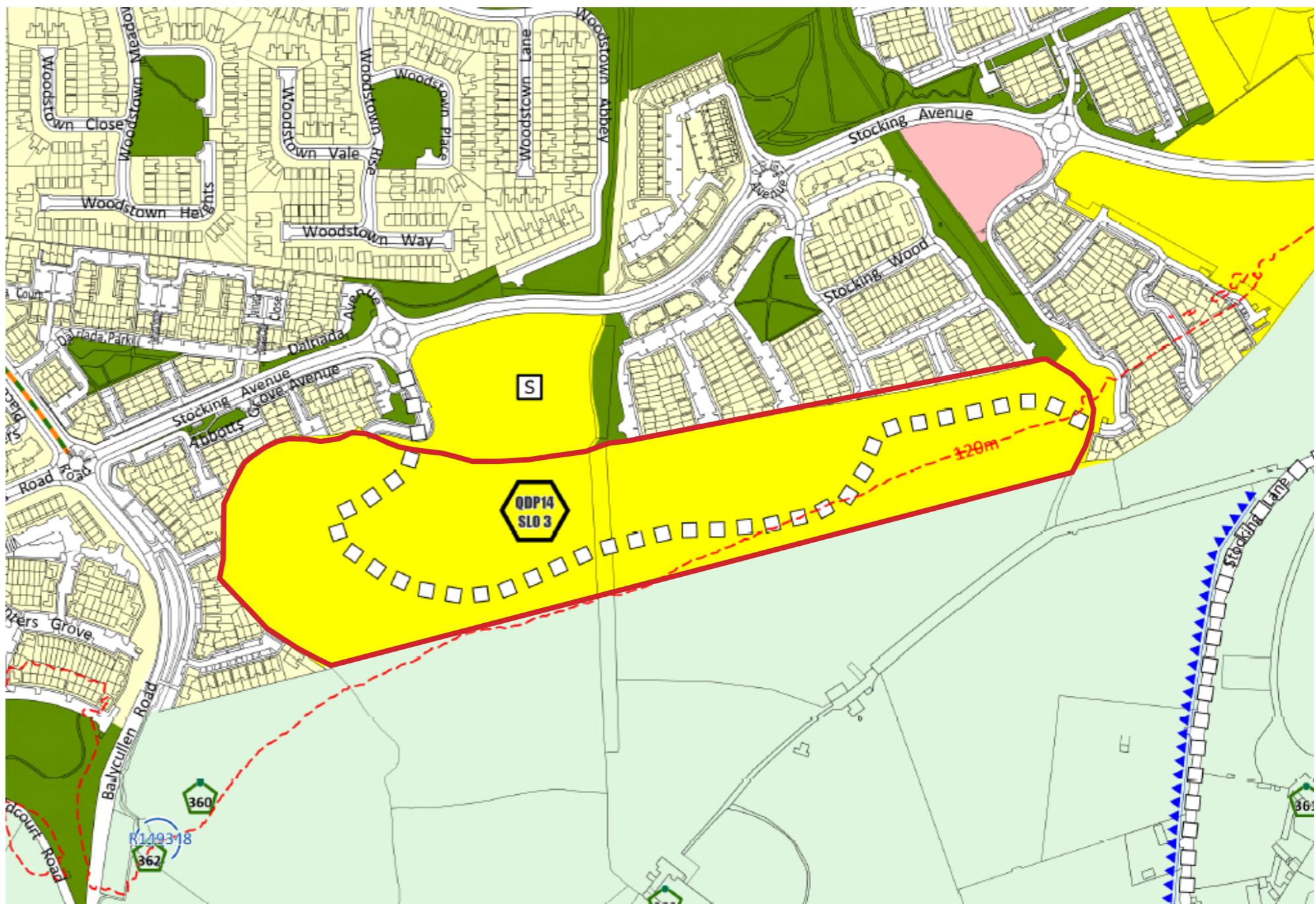
Car Parking Requirements:

In order to meet the targets set out in the National Sustainable Mobility Policy 2022 and in CAP23 for reduced private car travel, the SCSG outlines that it will be necessary to apply a graduated approach to the management of car parking within new residential development.

In 'Cities', 'Metropolitan Towns' and 'Large Towns (10,000+ population)' car parking should be graduated based on location and access to services by public transport, walking and cycling. In areas of high accessibility, car-parking provision should be minimised, substantially reduced or wholly eliminated, while in areas of medium accessibility, car-parking provision should be substantially reduced. We have proposed a reduced carparking provision with a minimum of 1 space per 1 or 2 bedroom dwelling, and 1.48 spaces per 3 or 4 bedroom dwellings, plus additional visitor and creche carparking spaces.

Site Zoning

The South Dublin County Development Plan 2022-2028 assigns Zoning Objectives to all lands in the County. The Zoning Objective and corresponding Land Use Zoning Tables identify the classes of development and uses that are permitted in principle, open for consideration or not permitted within each land use zone. The entire site is zoned 'RES-N: To provide for new residential communities in accordance with approved area plans'. The proposed development is in line with these zonings.



Planning History

Planning Reference	Applicant	Development Description	Decision	Date
SHD3ABP-310578-21	Ballycullen Limited Partnership	329 residential units comprising 140 x2 storey houses (terraced/semi-detached/detached) and 4 x2-5 storey apartment blocks comprising 57 x1-bed apartments and 132 x2-bed apartment/duplexes. The proposed development also includes a 2-storey creche, a new public park, residential pocket parks, communal open space, car parking (surface/undercroft), bicycle parking, bin stores, plant areas/utilities infrastructure. Vehicular access to be provided from the existing road connection to Stocking Avenue to the west of the site, and via Stocking Wood Drive to the east of the site (with relocation of existing ESB kiosk and associated works to the existing hammerhead providing	Permission Granted by South Dublin County Council and An Bord Pleanala. However, decision was quashed following a judicial review on the following summarised grounds: That the Board decision is in material contravention of the development plan and local area plan in relation to zoning; the Ballycullen and Oldcourt LAP (BOLAP); objective SSP36/SSP37 and objective G2 of objective 6; car parking standards for apartments; and phasing requirements for BOLAP. No public participation or EIAR documents on ABP	11.10.21
SD07A/1035/EP	Ballycullen Limited Partnership	Extension of Duration Application for SD07A/1035 permission.	Extension of Duration Refused for the following 2 reasons: 1. The development does not comply with Policy WD6 of the 2010-16 County Development Plan in relation to incorporation of SUDS. 2. The permission is not consistent with the Ministerial Guidelines "The Planning System and Flood Risk Guidelines" (2009)	11.10.13
SD07A/1035	Ballycullen Limited Partnership	386 no. residential units (192 houses and 194 apartments), creche, community facility, car parking, bicycle parking, storage and bin storage and site works.	Permission Granted subject to 23 conditions including: 2. Phase 1, 249 number units and the crèche and community centre shall be constructed at the western side of the site and the remaining units at the eastern side of the site shall be constructed under Phase 2. 3. The public open space between the eastern and western sections of the development shall be completed before the commencement of Phase 2 of the development. Open spaces shown between clusters 1, 2, 3, and 4 shall be completed prior to occupation of adjoining units. 4. Unit number 249 shall be omitted, and this area shall be incorporated into the adjoining open space. Prior to commencement of development, a revised layout in this regard shall be submitted for the written agreement of the planning authority.	08.01.09
SD06A/0611 ABP Ref. PL06S.219949	Ballycullen Limited Partnership	396 no. residential units (245 houses and 151 apartments), all ancillary site development, landscaping, and boundary treatment works.	Permission Refused for the following reason: It is the policy of the planning authority, as set out in the current Development Plan for the area, when considering new housing development in this area, to have due regard to the high amenity value and proximity to the Dublin Mountains. Having regard to the prominent, elevated location of the site and to the layout proposed, which entails an undue degree of excavation into the mountain slope with consequent large scale retaining structures, it is considered that the proposed development would be excessively obtrusive and would seriously injure the visual amenities of the area. The proposed development would, therefore, be contrary to the proper planning and sustainable development of the area.	30.03.07

Site Connections



Bus Connects

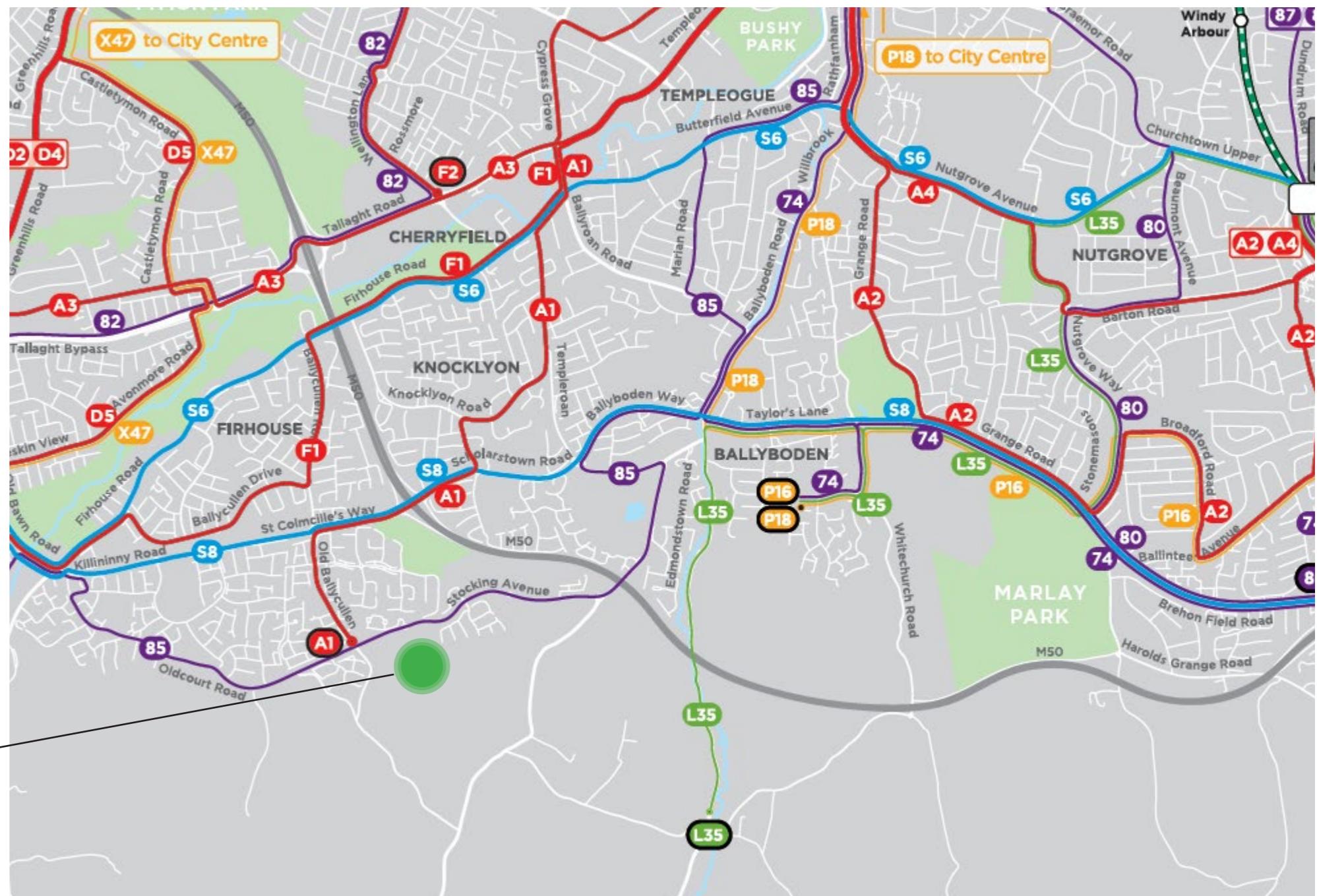
The subject site of this application is located adjacent to one of the main spine routes outlined in the BusConnects proposals. The A1 spine route is located within a short walk of the site.

The new Bus Connects scheme for Dublin will significantly benefit the residential development site, particularly due to its proximity to the A1 spine. This innovative public transport initiative aims to streamline and enhance the efficiency of Dublin's bus network, ensuring more reliable and frequent services.

Being near the A1 Spine means residents will have quick and convenient access to one of the primary bus corridors, facilitating easy commutes to the city centre and other key areas. This improved connectivity will not only reduce travel times but also decrease reliance on private cars, contributing to a more sustainable and environmentally friendly community.

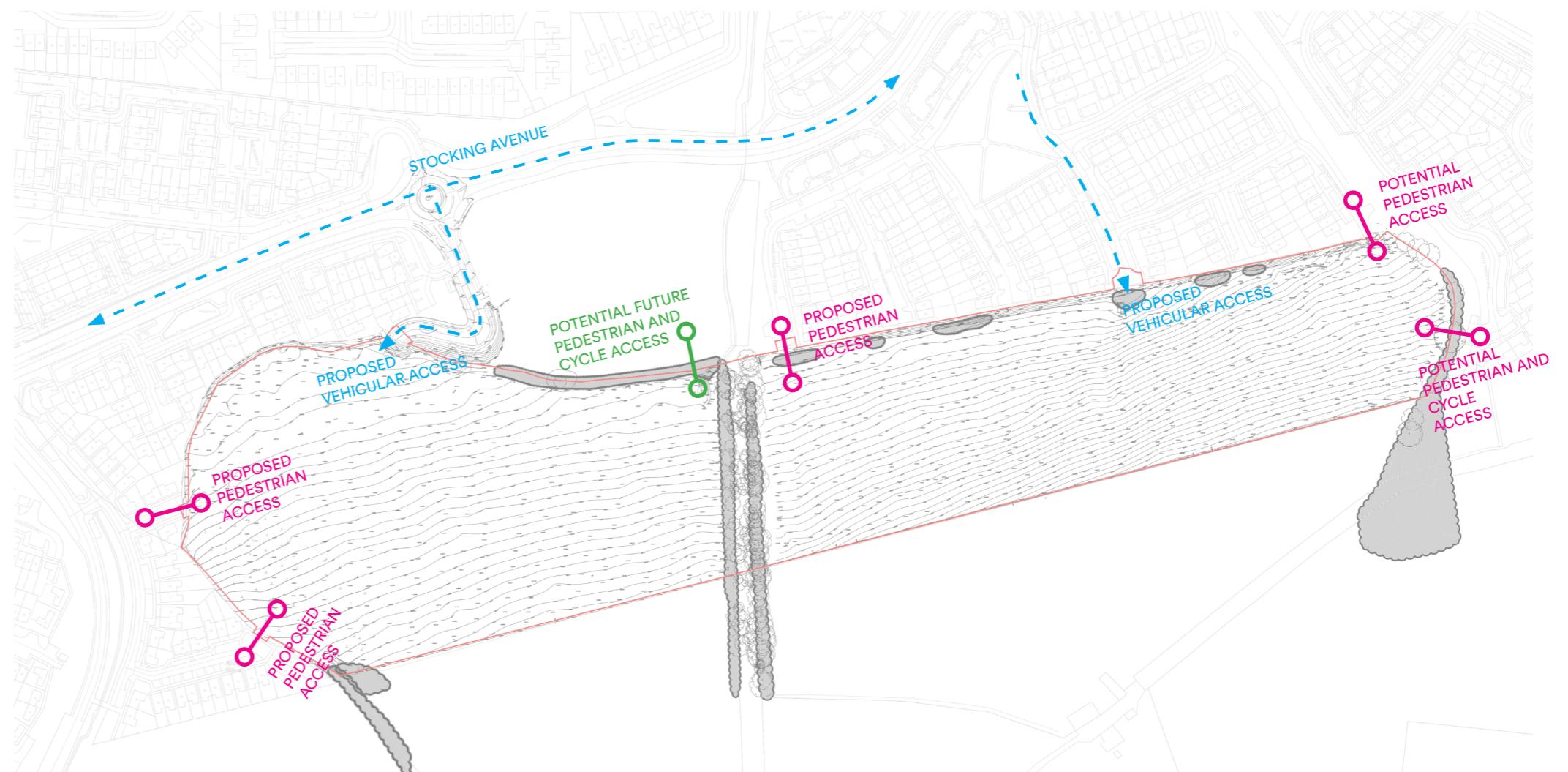
The proposed A1 Spine route will have a frequency of a bus every 12 minutes on a week and 20 minutes on weekends, subject to capacity and passenger numbers according to the Bus Connects proposals.

The location of the site of this application is indicatively shown as the green dot in the BusConnects site plan extract on this page.

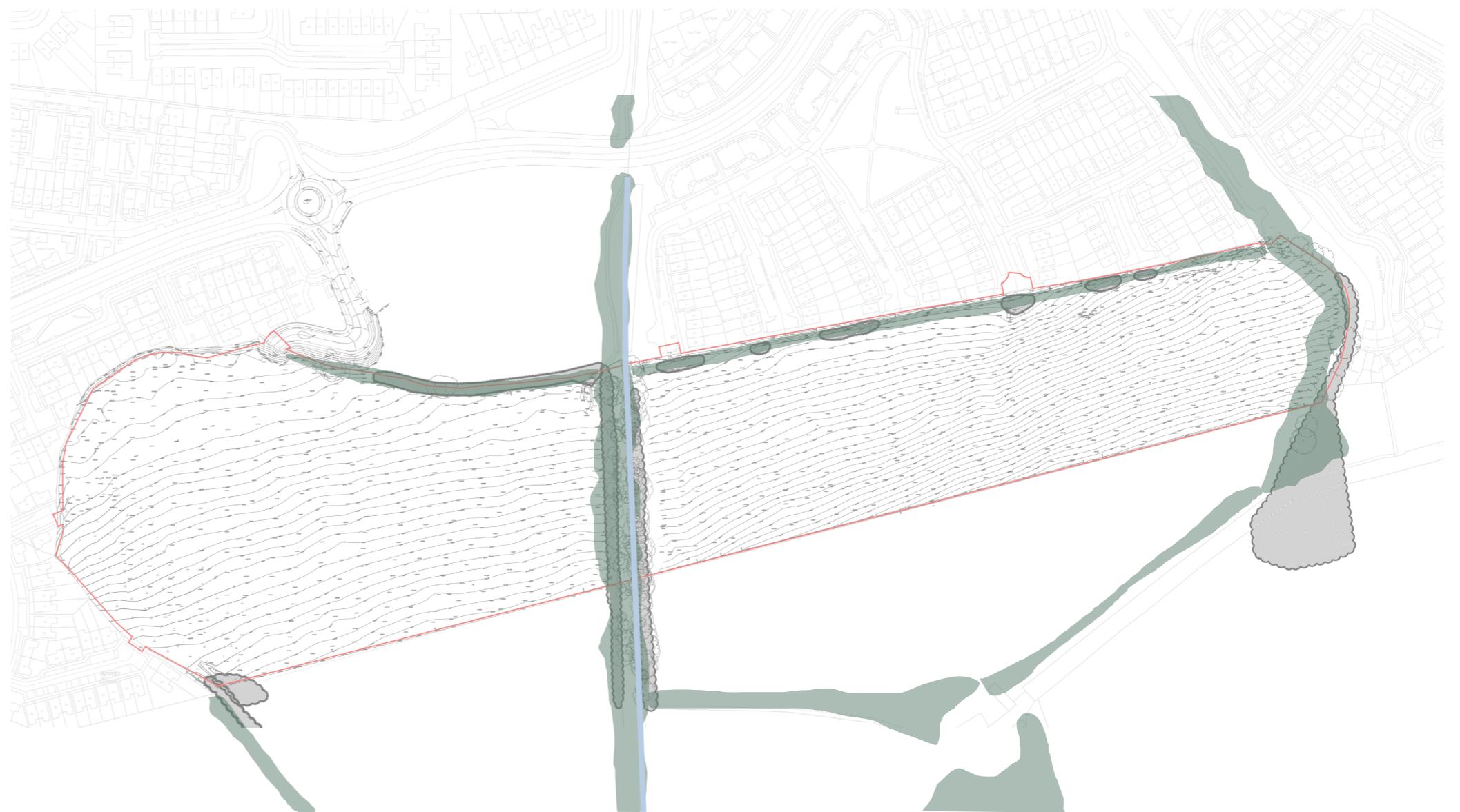


Overview of Design Proposal

Connections and Access



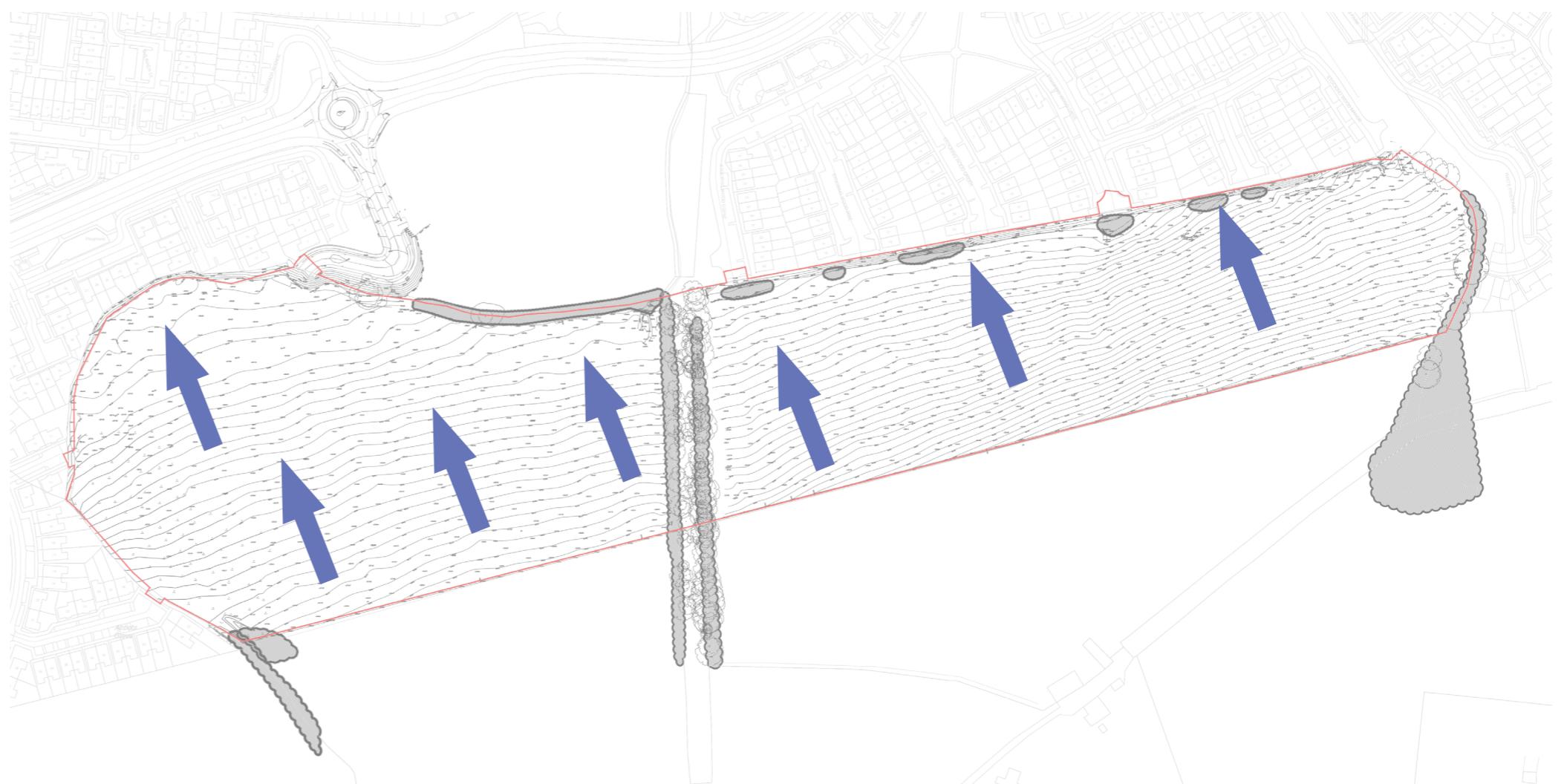
Existing Green and Blue Infrastructure



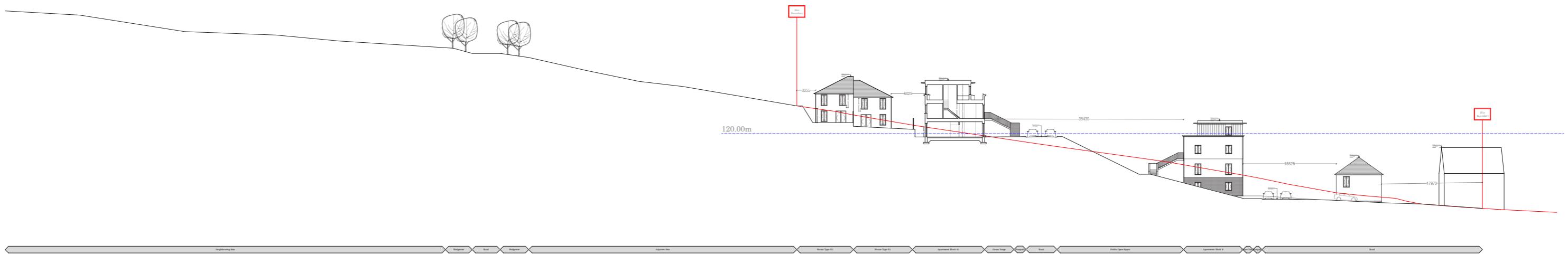
Natural Hydrology

The natural hydrology of this greenfield site, which slopes steeply from south to north, plays a crucial role in its drainage characteristics and presents an opportunity for incorporating sustainable urban drainage systems (SuDS) into the residential development. The site's existing hydrology patterns can be leveraged to manage stormwater effectively, reducing the risk of flooding and promoting groundwater recharge. By utilizing the natural slope, SuDS such as swales, infiltration trenches, and rain gardens can be strategically placed to channel and filter runoff as it moves northward.

These systems will not only enhance the aesthetic and ecological value of the development but also mitigate the impact on the surrounding environment by replicating natural water movement and promoting sustainable water management practices. This approach ensures that the development remains resilient to extreme weather events while maintaining harmony with the site's inherent topography and hydrological dynamics.



Gradient Management in Design



Utilising the existing slope and landscape of the site for residential development can be effectively managed through careful design, ensuring housing is delivered on the steep site at gradients that comply with Part M of the building regulations.

By strategically terracing the land and integrating planted retaining walls where needed, the natural topography can be efficiently adapted to meet accessibility standards.

On the eastern side of the site, duplex units are employed alongside retaining landscape features to manage the steep level changes effectively. This design allows for a smooth transition between different elevations, ensuring that housing units are accessible and visually cohesive. Gently sloping pathways, ramps, and steps are incorporated where necessary, ensuring that all areas are easily navigable for residents.

This approach respects and enhances the unique landscape character of the site and ensures that the development is inclusive, safe, and compliant with regulatory requirements, providing a high-quality residential amenity for all residents.

Proposed Site Layout

The proposed large scale residential development (LRD) seamlessly integrates into the existing area and the proposed masterplanned context of Ballycullen.

It achieves this by enhancing connectivity and complementing local character. Proposed urban blocks articulate themselves in line with SUDS strategies, orientation and topography for the area and incorporate urban design decisions to emphasize a sense of place throughout the proposal.

Proposed green infrastructure allows for a continuity of public parks and open spaces that are framed by buildings ensuring they feel secure and usable.

Strategically positioned near public transport routes and commercial centers, the development ensures easy access to essential services and amenities, promoting a walkable and public transit-oriented community.

The architectural design and landscaping reflect the neighborhood's historical and cultural aesthetics, for example the Crescent mirrors historical townland boundaries, fostering a sense of continuity and belonging. The incorporation of green spaces, creche, and sustainable building practices aligns with the area's future urban planning goals, creating a vibrant, inclusive, and environmentally responsible living environment.





SITE INFORMATION

Total Units: 502

Housing Mix

2 Bedroom House	19	9.6%
3 Bedroom House	116	58.9%
4 Bedroom House	62	31.5%

Net Site Area: 10.38 ha

Proposed Density: 48.4 units / ha

Public Open Space: 22,927m² (22.10%)

Overall Unit Mix

Apartments 305 60.8%

Housing 197 39.2%

Bedroom Totals Overall

1 Bedroom 108 21.5%

2 Bedroom 170 33.5%

3 Bedroom 162 32.3%

4 Bedroom 62 12.4%

Car Parking Provision

House Parking 200

1.48 car spaces per 3 and 4 Bed House 264

1 car space per 2 Bed House 19

Apartment Parking: 0.8 spaces per Apartment 244

Creche: 15

Visitors: 21

Bicycle Parking Provision

House Bicycle Parking (1 per bedroom, in back gardens) 506

Terrace House Bicycle Parking (1 per bedroom, in storage locker) 128

Apartment Bicycle Parking (1 per bedroom, in storage locker) 548

Visitor Bicycle Parking (1 per 2 apartments, public access) 153

Creche Bicycle Parking 16

1,351 Total Bicycle Spaces

Housing Types Proposed

4	Type A1 3 Bed, 2 Storey Semi-Detached 107.6m ²
10	Type A2 3 Bed, 2 Storey End of Terrace
9	Type E1 4 Bed, 2 Storey Detached 127.8m ²
6	Type B1 3 Bed, 2 Storey Semi-Detached 107.6m ²
28	Type E2 4 Bed, 2 Storey Semi-Detached 130m ²
36	Type B2 3 Bed, 2 Storey End of Terrace 107.6m ²
16	Type C1 4 Bed, 2 Storey Semi-Detached 130m ²
8	Type C2 4 Bed, 2 Storey Semi-Detached 130m ²
1	Type C3 4 Bed, 2 Storey Semi-Detached 130m ²

Apartment Types Proposed

BLOCK A	6 no. Type 1a: 1 Bed, 2 Person 47m ² 2 no. Type 1b: 1 Bed, 2 Person 47m ² 6 no. Type 2a: 2 Bed, 4 Person 82.9m ² 2 no. Type 2b: 2 Bed, 4 Person 84.2m ²
BLOCK B, A2	6 no. Type 1a: 1 Bed, 2 Person 47m ² 2 no. Type 1b: 1 Bed, 2 Person 47m ² 6 no. Type 3a: 2 Bed, 4 Person 82.9m ² 2 no. Type 3b: 2 Bed, 4 Person 84.2m ²
BLOCK C	8 no. Type 1a: 1 Bed, 2 Person 47m ² 6 no. Type 2a: 2 Bed, 4 Person 82.9m ² 2 no. Type 2b: 2 Bed, 4 Person 84.2m ²
BLOCK D	5 no. Type 1a: 1 Bed, 2 Person 47m ² 5 no. Type 2a: 2 Bed, 4 Person 82.9m ² 2 no. Type 2b: 2 Bed, 4 Person 84.2m ²
BLOCK E	3 no. Type 1a: 1 Bed, 2 Person 47m ² 2 no. Type 2a: 2 Bed, 4 Person 82.9m ² 2 no. Type 2b: 2 Bed, 4 Person 84.2m ²
BLOCK F	2 no. Type 1a: 1 Bed, 2 Person 47m ² 1 no. Type 1b: 1 Bed, 2 Person 47m ² 2 no. Type 2a: 2 Bed, 4 Person 82.9m ² 2 no. Type 2b: 2 Bed, 4 Person 84.2m ²
BLOCK G	6 no. Type 1a: 1 Bed, 2 Person 47m ² 6 no. Type 2a: 2 Bed, 4 Person 82.9m ² 2 no. Type 2b: 2 Bed, 4 Person 84.2m ²
BLOCK H	1 no. Type 1d: 1 Bed, 2 Person 47m ² 6 no. Type 2a: 2 Bed, 4 Person 82.9m ² 2 no. Type 2b: 2 Bed, 4 Person 84.2m ² 6 no. Type 4a: 2 Bed, 4 Person 94.0m ² 1 no. Type 4b: 2 Bed, 4 Person 94.0m ²
BLOCK I	2 no. Type 1d: 1 Bed, 2 Person 47m ² 7 no. Type 2a: 2 Bed, 4 Person 82.9m ² 2 no. Type 2b: 2 Bed, 4 Person 84.2m ² 7 no. Type 4a: 2 Bed, 4 Person 94.0m ²
BLOCK J	6 no. Type 1a: 1 Bed, 2 Person 47m ² 6 no. Type 1b: 1 Bed, 2 Person 47m ² 2 no. Type 2a: 2 Bed, 4 Person 82.9m ² 6 no. Type 2a: 2 Bed, 4 Person 84.2m ² 2 no. Type 2b: 2 Bed, 4 Person 94.0m ²
BLOCK K	3 no. Type 1d: 1 Bed, 2 Person 47m ² 3 no. Type 2b: 2 Bed, 4 Person 82.9m ² 2 no. Type 2b: 2 Bed, 4 Person 84.2m ² 3 no. Type 4a: 2 Bed, 4 Person 94.0m ² 1 no. Type 4b: 2 Bed, 4 Person 94.0m ²
BLOCK L	2 no. Type 1b: 1 Bed, 2 Person 47m ² 2 no. Type 1d: 1 Bed, 2 Person 47m ² 2 no. Type 3a: 2 Bed, 4 Person 82.9m ² 2 no. Type 3b: 2 Bed, 4 Person 84.2m ² 2 no. Type 4a: 2 Bed, 4 Person 94.0m ²
BLOCK M, S, T, Y	1 no. Type 1a: 1 Bed, 2 Person 47m ² 2 no. Type 1d: 1 Bed, 2 Person 47m ² 2 no. Type 3a: 2 Bed, 4 Person 82.9m ² 2 no. Type 3b: 2 Bed, 4 Person 84.2m ² 2 no. Type 4a: 2 Bed, 4 Person 94.0m ²
BLOCK N, O, P, Q, R, U, V, W, X	2 no. Type 1d: 1 Bed, 2 Person 47m ² 2 no. Type 3a: 2 Bed, 4 Person 82.9m ² 2 no. Type 3b: 2 Bed, 4 Person 84.2m ² 2 no. Type 4a: 2 Bed, 4 Person 94.0m ²
BLOCK Z, B, 2	2 no. Type 1a: 1 Bed, 2 Person 47m ² 2 no. Type 1b: 1 Bed, 2 Person 47m ² 2 no. Type 2a: 2 Bed, 4 Person 82.9m ² 2 no. Type 2b: 2 Bed, 4 Person 84.2m ²

Refer to Accommodation Schedule and Housing Quality Assessment for full breakdown of site and unit information

Building Height Strategy

Building heights are modest, ranging from 2 to 4 storeys, whereby all housing is two storeys in height and duplex/simplex apartments vary from 3-4 storeys. This strategy has been informed by the site constraints and previous feedback received from the Council.

Where new housing is located to adjacent existing housing, 2-storey house types are chosen. Generally low roof profiles with hipped roofs have been utilised, though some mid-terraces have been adjusted to allow for future attic conversions per feedback from the Council.

Bespoke house types with finish floor levels 1.5m below the road level have been designed to go along the northern boundary adjacent to Stocking Wood, in response to the steep nature of the site in this area. "House Type F" is entered at the stairs half landing. The stairs takes you down to the living space on the ground floor. Gardens are significantly below the access road level. Sections demonstrating these relationships are included with the application.

Our 4-Storey buildings are centrally located within the development. These are designed to sit into the hillside and navigate much of the change in level across the site. Ground level apartments are accessed from the lower side, while upper floor apartments are accessed from the higher side.



Public Open Space

Existing landscape character and features have been respected and responded to within the design proposal. Existing trees and landscape features have been retained and enhanced.

Within the scheme the public open spaces are arranged to maximise connectivity across the site between pocket parks to a large linear park. This linear park acts as a way finding element in the layout.

The linear park provides a interconnected, green corridor as a main pedestrian and cycle route from the scheme to the link road and to adjacent sites. This promotes active travel and healthier movement patterns.

Public open spaces have been carefully designed to ensure access for all and a range of activities.

Private amenity spaces have been carefully designed to ensure access for residents to private amenity space is maximised. A range of public open spaces have been designed with a variety of activities and characteristics appropriate to their scale and location.



Receiving Environment



N