



DESIGN STATEMENT

PROPOSED RESIDENTIAL DEVELOPMENT

LOCATION

LANDS AT KILGOBBIN ROAD, STEPASIDE, CO. DUBLIN

APPLICANT

KAVCO

SEPTEMBER 2025

DOWNEY

29 Merrion Square, D02RW64

www.dwny.ie



DOWNEY

TABLE OF CONTENTS

01 INTRODUCTION

- 1. Purpose of Statement 01

02 SITE CONTEXT

- 1. Site Location and Description 02

03 SITE ANALYSIS

- 1. Existing Site Statistics 03
- 2. Aerial Site Views 03
- 3. Land Use Assessment 04
- 4. Transport/Mobility 05

04 PLANING HISTORY

- 1. Site Specific Planning History 06

05 PLANING POLICY

- 1. Core Strategy & Settlement Strategy 07
- 2. Land Use Zoning - Subject Site 08
- 3. Flood Zoning - Subject Site 09
- 4. Connectivity and Movement 10
- 5. Density 11
- 6. Height 12
- 7. Separation Distances 13

- 8. Dual Aspect 13
- 9. Mix of Uses 13
- 10. Car Parking 14
- 11. Bicycle Parking 15
- 12. Public Open Space 16
- 13. Private Open Space 16
- 14. Communal Open Space 16
- 15. Childcare 17

06 DESIGN STRATEGY

- 1. Proposed Site Statistics 18
- 2. Proposed Development 18
- 3. Access/ Egress/ Layout 19
- 4. Outline Proposal 20,21
- 5. Materiality/ Visual Interest / Natural Light 22,23
- 6. Building Height 24
- 7. Public Open Spaces 25
- 8. Communal Open Spaces 26

07 BICYCLE DESIGN STATEMENT

- 1. Planning Policy 27
- 2. Bicycle Spaces Breakdown 28
- 3. Visitors Bicycle Spaces 29
- 4. Residents Bicycle Spaces - Internal 30
- 5. Residents Bicycle Spaces - External 31
- 6. Chargers for e-bikes, cargo bike spaces, and Bike Repair Station 32

08 APPENDIX - CGIS 33,34,35,36

09 ENVIROMENTAL CONSIDERATIONS 37

10 CONCLUSION 38

01 INTRODUCTION

1.1 Purpose of Statement

DOWNEY, 29 Merrion Square, D02 RW64, have prepared this Urban Design Statement, on behalf of the applicant, KILGOBBIN APARTMENTS LIMITED, to accompany a planning application to Laoghaire Rathdown County Council for a proposed Large Scale Residential Development at Kilgobbin Road, Newtown Little, Stepside, County Dublin.

The purpose of this Statement is to outline the design evolution that has been achieved through careful considerations given to the locational attributes of the site and its wider context, local planning policy and recent pre-planning consultation with Dún Laoghaire Rathdown County Council which effectively reflect on the appropriate development policy of the site.

With respect to the nature of the proposed development, the Statement also demonstrates how the proposal encapsulates design considerations as set out under the 12 Criteria of “Urban Design Manual: A Best Practice Guide (May 2009)”.



Figure 1. (Left) Urban Design Manual and the 12 Criteria

Figure 2. (Right) Dún Laoghaire Rathdown County Council

02 SITE CONTEXT

2.1 Site Location and Description

Located adjacent to Kilgobbin Road, Sandyford, Co Dublin, and within the administrative area of Dun Laoghaire Rathdown County Council. This subject site is situated 600 meters east of Belairmine Village Centre and Plaza, 800 metres west of the Leopardstown Village Centre Shopping Mall, 2km southeast of Carrickmines Retail Park, within close proximity of numerous recreational amenities and sports club and is circa 16km south of Dublin City Centre.

There is one sole current access point to the site with this being onto Kilgobbin Road from the site's western boundary.

The subject site is bordered to the south by the ruins of Kilgobbin Castle, to the east by Kilgobbin Road, to the west by the Belarmin Vale residential development and neighbourhood centre as well as two separate Primary Schools (Gaeilscoil Thaobh Na Coille Primary School and Stepside Educate Together National School) and established residential developments such as Sandyford Hall to the north.

The subject site is currently mainly greenfield in nature, with an existing residential dwelling known as 'Riverside Cottage' being located alongside its western site boundary.



Figure 3 (left). View North across the Site from the Southwestern Boundary.

Figure 4 (middle). Hard Standing Area on the Southern Boundary.

Figure 5 (right). View South from the Northern Boundary.



Figure 6. Site Location in red outline, Extracted from Google Earth



Figure 7. Aerial View of Subject Site (approximate boundaries of the site outlined in red).



Figure 8. Aerial View of Subject Site (approximate boundaries of the site outlined in red).

03 SITE ANALYSIS

3.1 Existing Site Statistics

— Ownership Site Boundary
13753.7 SQ.M | 1.37 Hectares | 3.39 Acres

— Subject Application Site Boundary
12193.9 SQ.M | 1.21 Hectares | 2.99 Acres

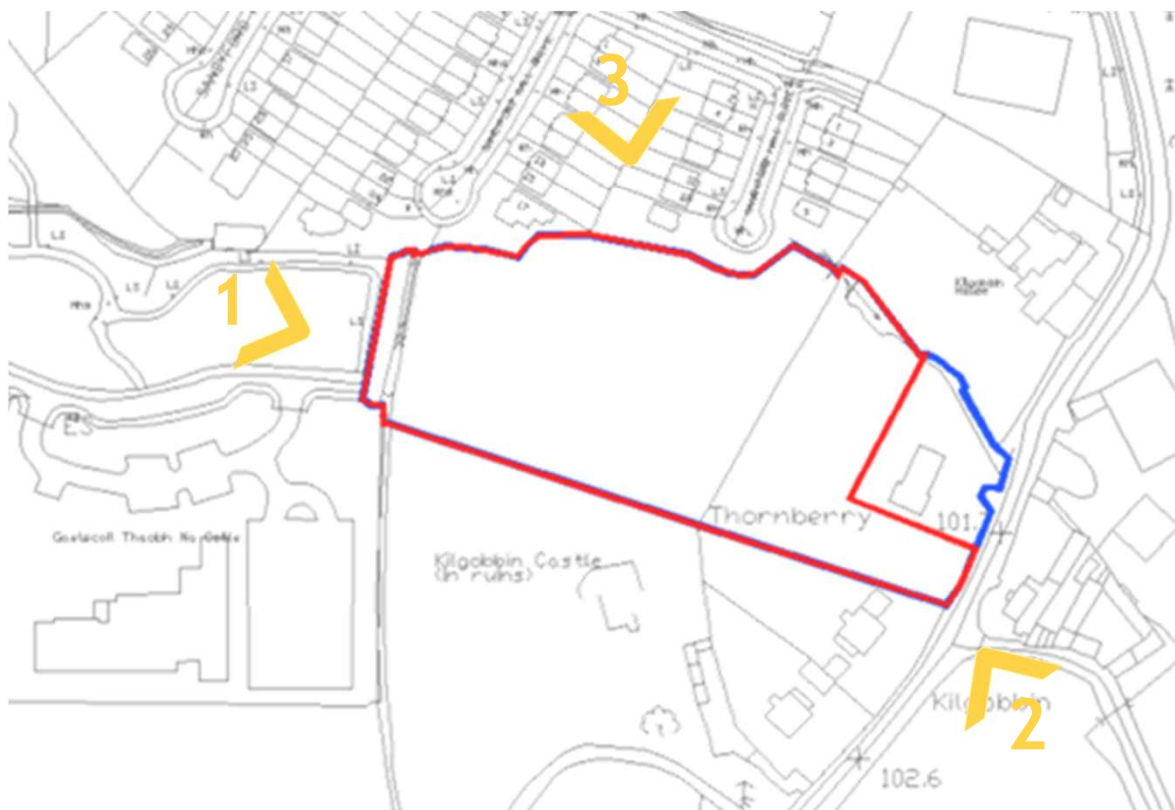


Figure 9. Extracted from Site Location Map

3.2 Aerial Site Views



Figure 10. View 1 - Extracted from Google Earth



Figure 11. View 2 - Extracted from Google Earth



Figure 12. View 3 - Extracted from Google Earth

3.3 Land Use Assessment

The surrounding area to the subject site is mainly residential, featuring mostly 1- and 2-story houses.

In addition to these homes, the area includes several green spaces, parks, and open areas that offer recreational opportunities for residents.

There are also educational institutions near to the entrance to the subject site that includes pitch area and playground area providing various activities.



Figure 13. – Indicated views, Extracted from Google Earth



Figure 14. –Gaelscoil Thaobh na Coille - Extracted from Google Earth

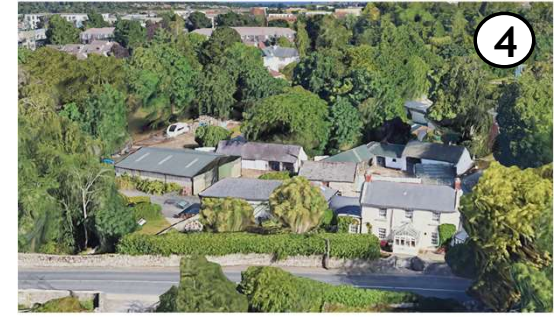


Figure 17. – Houses facing Kilgobbin Road - Extracted from Google Earth



Figure 15. –Sandyford Hall Houses - Extracted from Google Earth



Figure 18. –Castle Lodge - Extracted from Google Earth



Figure 16. – House facing Kilgobbin Road - Extracted from Google Earth



Figure 19. – Green area - Extracted from Google Earth

3.4 Transport / Mobility

The site is located within an extremely well-connected location, just off Kilgobbin Road and Ballyogan Road and the M50 motorway linking the area to the City Centre by car.

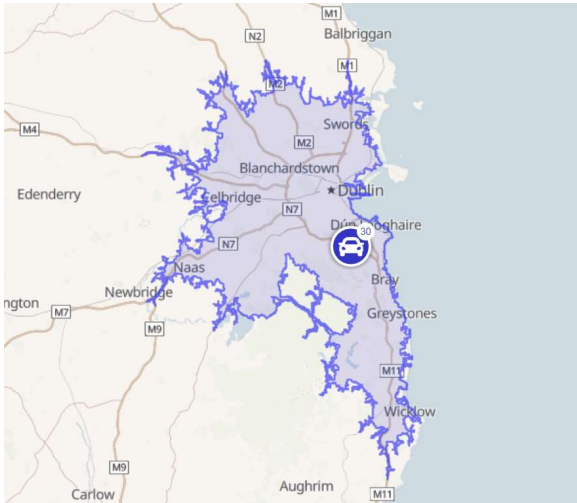


Figure 20. Map Illustrating Accessible Areas by a 30min. Drive from the Subject Site

Bus stops in the immediate area are served regularly by bus routes including the 44, 47 and 118. These routes can take local residents from Belmarine, Stepside through Ringsend to Pearse Street, from Enniskerry village through O'Connell Street to DCU and from Kiltiernan village through Donnybrook to Eden Quay.

The subject site is located within an 850-meter walking distance of the Gallops Tram Stop which serves the Luas Green .



Figure 21. Map Illustrating Bus Stops (highlighted in yellow) in Proximity to the Subject Site (Highlighted in Red).



Figure 22. Map Illustrating the Proximity between the Subject Site and The Gallops Luas Stop.

It should also be noted that as part of the overall Dublin BusConnect Scheme, a number of new routes are proposed which are in immediate proximity to the site of this assessment. These include firstly, Other City Bound Routes, new services operating into Dublin City Centre, such as the no. 86, 87 and 88.

Secondly, a new Local Route, services providing important connections within local areas linking to local retail centres and to onward transport connections, named the L13 (Ringsend Bus Garage) is planned to pass by the subject sites eastern boundary as is the proposed P13 (Kiltiernan) Peak-Only Route.

These proposed public transport upgrades will have the effect of ensuring consistent and timely public transport into several areas of Dublin including the City Centre from the location of the subject proposal, in turn ensuring that the proposed development on site aligns with the principles of sustainability and limiting any car dependency for future residents.



Figure 23. Map Illustrating the proposed Bray – City Centre BusConnects Route.

04 PLANNING HISTORY

4.1 Site Specific Planning History

DOWNEY have researched the planning history pertaining to the subject site and found There have been two previous planning applications pertaining to the subject site, dating from 2005 to 2018. These previous applications are as follows:

- Reg Ref. D05A/1000 (PL06D.217333)** – By Order dated 10th July 2007, An Board Pleanála granted planning permission to Douglas & William Richardson for development comprising of 8 no. detached dwellings (7 no. three storey, five bed units; 1 no. two storey, four bed unit); and 26 no. apartments (20 no. 2 bed and 6 no. three bed units) in a single three and four storey block with feature corner element.

- Reg. Ref. D18A/0074 (ABP-303695-19)** – By Order dated 16th July 2019, An Bord Pleanála granted planning permission to William & Douglas Richardson for development comprising of 4 no. residential blocks ranging in height from 2 to 4 storeys, accommodating 43 no. residential duplex and apartment units, all with balconies or terraces (9 no. 1-bed, 19 no. 2-bed, 15 no. 3-bed).

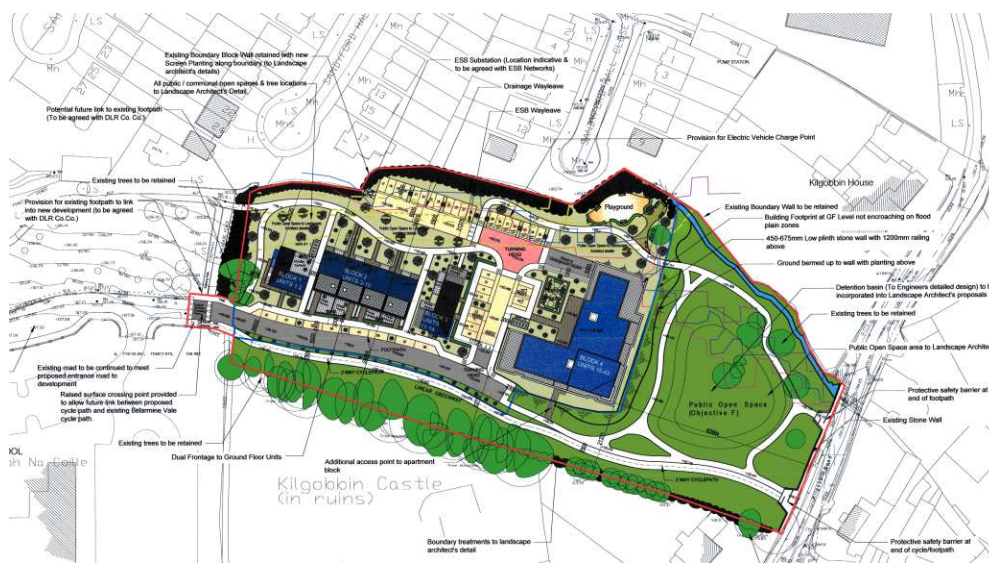


Figure 24. Map Illustrating the proposed Bray – City Centre BusConnects Route.

- Reg. Ref. ABP32193725** – This application is currently live on the site and was registered 27th February 2025 for development consisting of flood defences at key locations along the Carrickmines and Shanganagh rivers.

05 PLANNING POLICY

The subject site is located within the functional area of Dun Laoghaire Rathdown County Council. The development of the site is therefore informed by the policies and objectives of the Dun Laoghaire Rathdown County Development Plan 2022-2028.

5.1 Core Strategy & Settlement Strategy

The purpose of the Core Strategy is to guide the spatial direction of future development and regeneration in the County in line with the principles of compact growth with a key objective to ensure that the quantum and location of development is consistent with National and Regional policy.

The vision of the Dun Laoghaire Rathdown County Development Plan is to grow the county in a long-term sustainable way to ensure the County continues to develop as a series of well-served, well-connected towns, villages and communities and a low carbon economy.

The plan states that, *“The central focus of the Core Strategy is on residential development and in ensuring that there is an acceptable equilibrium between the supply of zoned, serviced land for the projected demand for new housing, over the lifetime of the Plan”*.

In this instance, the proposed residential development contributes to the core strategy by consolidating development within the existing town settlement boundaries of Stepside, completing development of appropriately zoned, and currently underutilised, lands.

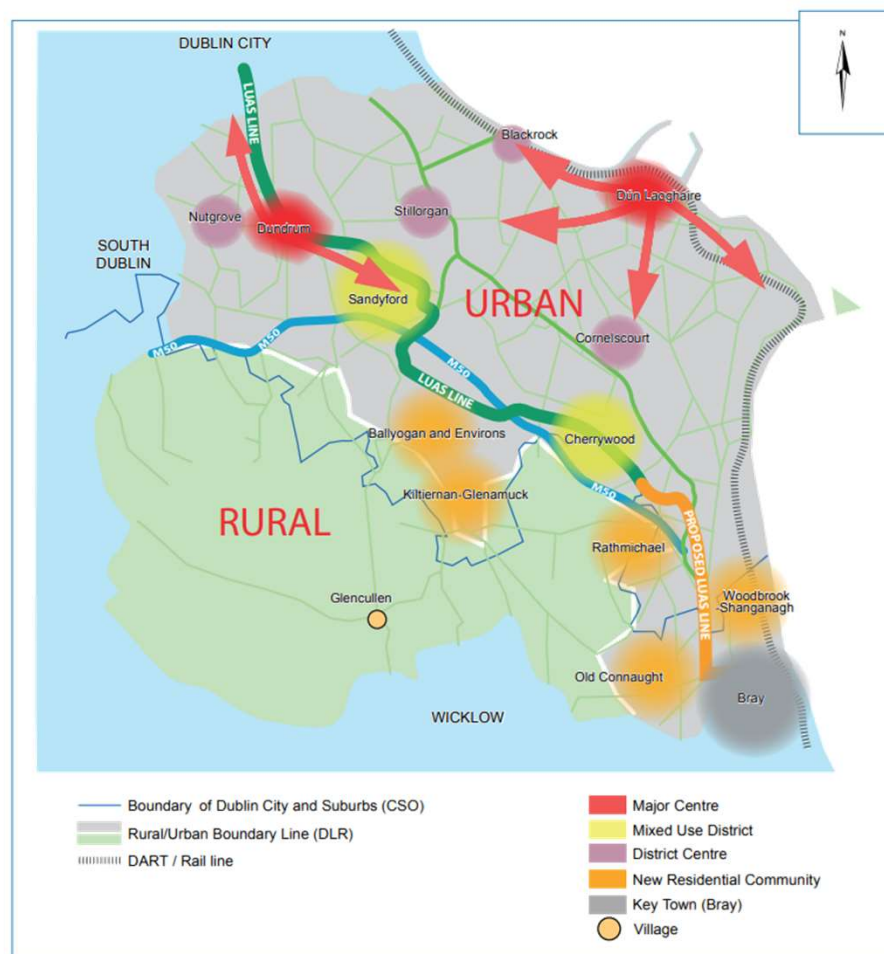


Figure 25. Core Strategy Map, Extracted from the County Development Plan 2022-2028

5.2 Land Use Zoning – Subject Site

Object 'A' – 'To provide residential development and improve residential amenity while protecting the existing residential amenities.'

The permitted in principle to 'Assisted Living Accommodation, Community Facility a , Childcare Service a , Doctor/Dentist etc. a , Education , Health Centre/ Healthcare Facility a , Open Space, Public Services, Residential, Residential Institution, Travellers Accommodation.'

Open for consideration to 'Allotments, Aparthotel, Bring Banks/Bring Centres, Carpark , Caravan/Camping Park-Holiday, Caravan Park-Residential, Cemetery, Cultural Use, Embassy, Enterprise Centre, Funeral Home, Garden Centre/Plant Nursery, Guest House, Home Based Economic Activities, Hotel/Motel, Household Fuel Depot, Industry-Light, Part Off-License, Office Based Industry , Offices less than 200sq.m.c , Offices in excess of 200 sq.m. , Service Station, Place of Public Worship, Public House, Residential – Build to Rent, Restaurant, Service Garage, Shop Neighbourhood, Student Accommodation, Sports Facility, Tea Room/Café, Veterinary Surgery.'

Object 'F' - 'To preserve and provide for open space with ancillary active recreational amenities'

The permitted in principle to 'Community Facility , Cultural Use , Open Space , Sports Facility , Travellers Accommodation'

Open for consideration to 'Allotments, Carpark , Cemetery, Craft Centre/Craft Shop , Childcare Service , Crematorium , Education , Garden Centre/Plant Nursery , Golf Facility , Guest House , Place of Public Worship , Public Services, Tea Room/Café.'

As shown on the zoning map taken from the County Development Plan – 2022-2028, the area is designated as having archaeological potential. And there are 2NO. Trees being present along the western boundary and 1NO. being present along the southern boundary.

The surrounding area are zoned as object 'A', object 'F', objective 'SNI', protected structures and to protect and preserve trees and woodlands. Objective 'SNI' - 'To protect, improve and encourage the provision of sustainable neighbourhood infrastructure.'

Is proposed solely within lands zoned under Objective A, with no proposed residential development taking place on lands zoned Objective F. In turn, the subject proposal sees development of a much-needed nature proposed within an appropriately zoned and serviced site.



Figure 26. Map 6 and 9, Extracted from the County Development Plan 2022-2028



Figure 27. Land Use Zoning to the site, Extracted from the County Development Plan 2022-2028

Zoning Objective

- Objective 'A'
- Objective 'F'
- Record of Monuments and Places (For areas of Archaeological Potential)
- Objective 'SNI'
- Protected Structures
- To protect and preserve Trees and Woodlands
- Subject Site

5.3 Flood Zoning – Subject Site

Flood zones are geographical areas categorized based on their likelihood of flooding, serving as crucial tools in flood risk management, planning, flood warning, and emergency preparedness. According to the 2009 guidelines in "The Planning System and Flood Risk Management," there are three levels of flood zones: Flood Zone A, B, and C.

Flood Zone A (high probability of flooding) is for lands where the probability of flooding is greatest (greater than 1% or the 1 in 100 for river flooding and 0.5% or 1 in 200 for coastal flooding).

Flood Zone B (moderate probability of flooding) refers to lands where the probability of flooding is moderate (between 0.1% or 1 in 1,000 and 1% or 1 in 100 for river flooding and between 0.1% or 1 in 1,000 and 0.5% or 1 in 200 for coastal flooding).

Flood Zone C (low probability of flooding) refers to lands where the probability of flooding is low (less than 0.1% or 1 in 1,000 for both river and coastal flooding).

On the north of the subject site includes small areas designated as Flood Zone A and B, as shown on the flood map from the County Development Plan 2022-2028.

The proposed development have purposefully not been located on any area of the subject site which has been designated within a Flood Zone under the current Dun Laoighaire County Development Plan. A Flood Risk Assessment, prepared by Molony Millar Consulting Engineers, will be submitted with this pre-planning application for the development on this site.



Figure 28. Site photo illustrating watercourse present within subject site.



Figure 29. Map 6 and 9, Extracted from the County Development Plan 2022-2028

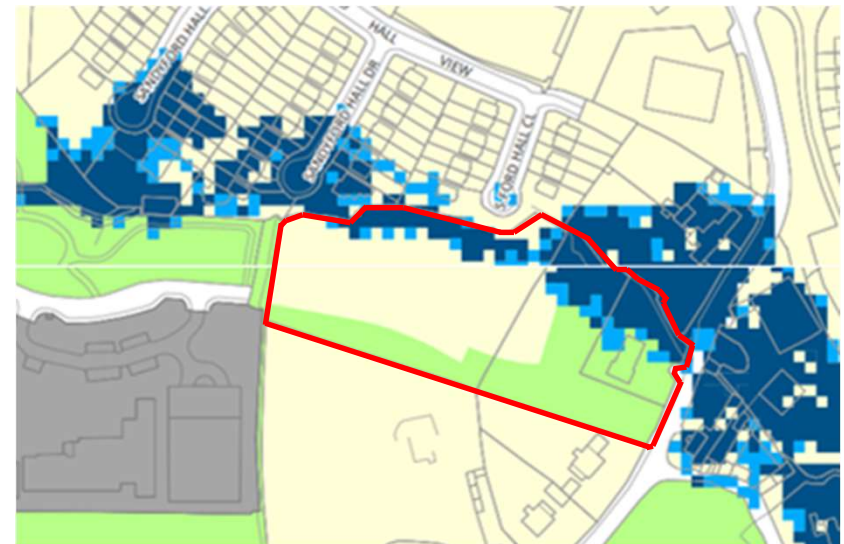


Figure 30. Flood Zoning to the site, Extracted from the County Development Plan 2022-2028

Zoning Objective

- Flood Zone A
- Flood Zone B
- Subject Site

5.4 Connectivity and Movement

In relation to connectivity and movement, the Development Plan stresses the need for development to take place in locations that are adequately serviced by public transport infrastructure.

Policy Objective T1: Integration of Land Use and Transport Policies highlights the importance of ensuring land use and zoning are aligned in a manner which ensures sustainable development in a manner which supports the modal shift:

“It is a Policy Objective to actively support sustainable modes of transport and ensure that land use and zoning are aligned with the provision and development of high-quality public transport systems.”

The Plan notes that the integration of new housing, employment and services with high-capacity public transport corridors in conjunction with attractive walking and cycling networks and permeable links to rail and bus stations is a key priority and consideration for development going forward into the future with section 12.3.3.2 of the County Development Plan noting *“As a general principle, and on the grounds of sustainability, the objective is to optimise the density of development in response to type of site, location, and accessibility to public transport.”*



Figure 31. Map Illustrating the Proximity between the Subject Site and The Gallops Luas Stop.

In effect, the Development Plan supports higher density of development at locations judged to be well connected to public transport infrastructure, such as this development proposes.

It is submitted that as detailed previously within this pre-planning report, the subject site boasts exceptional accessibility by means of public transport, most notably with regard to the Gallops Luas Station being located within 850 meters of the subject site, offering consistent and reliable high frequency light rail services from to as far south as Brides Glenn and as far north as Broombridge and Cabra.

5.5 Density

Section 4.3.1.1 of the Dun Laoghaire County Development Plan outlines that it is an aim of the Local Authority during the lifetime of this plan to incentivise and permit development of higher densities within appropriately located areas, citing that the achievement of higher densities ensures the efficient use of land and promotes compact consolidated development of underutilised sites in line with national and regional planning policy. The following policies and objectives would be relevant to the density of a residential development upon the subject site:

4.3.1.1 Policy Objective PHP18 - Residential Density:

“It is a Policy Objective to:

Increase housing (houses and apartments) supply and promote compact urban growth through the consolidation and re-intensification of infill/brownfield sites having regard to proximity and accessibility considerations, and development management criteria set out in Chapter 12.

Encourage higher residential densities provided that proposals provide for high quality design and ensure a balance between the protection of existing residential amenities and the established character of the surrounding area, with the need to provide for high quality sustainable residential development.”

As noted previously Section 12.3.3.2 of the current Dun Laoghaire Rathdown Development Plan outlines the following with regard to density:

“In general, the number of dwellings (houses or apartments) to be provided on a site should be determined with reference to the Government Guidelines document:

- ‘Sustainable Residential Development in Urban Areas – Guidelines for Planning Authorities’ (2009).
- Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities (2020).”

“As a general principle, and on the grounds of sustainability, the objective is to optimise the density of development in response to type of site, location, and accessibility to public transport.”

In consideration of these provisions of the current Development Plan and national policy presiding over the subject site including the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities the subject development proposes a density of 98.4dph.

The proposed development is submitted to propose an acceptable density given its highly accessible location, immediate availability of high-frequency public transport and location in relation to a high-quality public transport corridor as well as in consideration of presiding policy of all levels, in turn contributing towards the pressing need for increased housing supply and housing choice in Dublin 18 and the wider Dun Laoghaire Rathdown administrative area.

5.6 Height

The Dun Laoghaire Rathdown Development Plan 2022-2028 is clear in its support for increased building height in all urban contexts, subject to ensuring the highest standards of urban design, architectural quality and place-making outcomes.

Policy Objective PHP42: Building Design & Height states that:

- *“It is a Policy Objective to: Encourage high quality design of all new development.*
- *Ensure new development complies with the Building Height Strategy for the County as set out in Appendix 5 (consistent with NPO 13 of the NPF).”*

Regarding proposals of increased height and density, the Development Plan outlines that such proposals must demonstrate compliance with the 3-no. Policy Objectives of the Building Height Strategy contained within Appendix 5 of the Development Plan as follows:

- Policy Objective BHS 1 – Increased Height.
- Policy Objective BHS2 – Building Height in areas covered by an approved Local Area Plan or Urban Framework Plan (UFP must form part of the County Plan).
- Policy Objective BHS 3 – Building Height in Residual Suburban Areas.

DOWNEY submit that the subject proposed height of 4 to 5 (Block A) and 5 to 6 (Block B) no. storeys is most appropriate, in turn, leading to the creation of a development of a compact and high-density nature as advocated for by the current development plan as well as national planning guidance while ensuring that the residential amenities of neighbouring properties are not to be degraded in any negative way.

5.7 Separation Distances

As per the Development Plan, ‘a minimum clearance distance of circa 22 metres, in general, is required between opposing windows.’ This guidance from the Development Plan has been superseded since by the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities which prescribes a reduced minimum separation distance is 16 metres. **The proposed development exceeds the required separation distances. The nearest distances are as follows: approximately 30 metres between Block A and House No. 17 on Sandyford Hall Drive; approximately 28 metres between Block B and House No. 14 on Sandyford Hall Close; and approximately 29 metres between Block B and the existing dwelling known as ‘Riverside Cottage’, located near the eastern site boundary.**

5.8 Dual Aspect

SPPR 4 of the Apartment Guidelines outlines that proposed developments located in ‘suburban or intermediate locations’ requires a minimum of 50% of apartments to be dual aspect. **The proposed development provides for 53% of the apartments to be dual aspect which comfortably exceeds the minimum requirements.**

5.9 Room Sizes and Mix of Units

The minimum apartment sizes and mix of unit types permitted within the Development Plan are in accordance with the 2022 ‘*Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities*’. It is a specific planning policy requirement of these Guidelines that the majority of all apartments in a proposed scheme of 100 or more apartments must exceed the minimum floor area standards for any combination of the relevant 1- or 2-bedroom unit types, by a minimum of 10% (any studio apartments must be included in the total but are not calculable as units that exceed the minimum by at least 10%).

The proposed units have been reviewed to ensure they meet the required floor areas, widths, aggregate floor areas, and storage spaces. Supporting documentation, including detailed drawings and the Housing Quality Assessment prepared by DOWNEY, has been provided under separate cover for reference by Dún Laoghaire–Rathdown County Council.

5.10 Car Parking

The current Dun Laoghaire Rathdown County Development Plan 2022 – 2028 provides for the creation of four distinct parking zones to ensure adequate residential parking, while also aiming to reduce car dependency where appropriate.



Figure 32. Parking Zone Map Extracted from the Development Plan (subject site highlighted in red).

As per the current Dun Laoghaire Rathdown Development Plan, the subject site is considered to be within Zone 3 of its Parking Zone Map.

Land Use Category	Zone 3
House (1 Bedroom)	1
House (2 Bedroom)	1
House (3+ Bedroom)	2

Figure 33. Maximum Parking Standards for Development of Residential Land Use as per the Dun Laoghaire Rathdown County Development Plan 2022-2028.

The subject proposal sees the provision of 54 no. parking spaces for the 120no. proposed residential units is appropriate.

The subject number of parking spaces is reduced in comparison to maximum parking standards for residential development outlined within the current development due to the subject site proximity to the existing high-quality and high-frequency public transport services.

DOWNEY submit that it is important to note that the location of the proposed development within proximity to numerous existing public transport options allows for car parking provision standards to be minimised, substantially reduced or eliminated in certain circumstances. Therefore, it is considered that the proposed development is consistent with the mentioned standards set out within the Dun Laoighaire Rathdown Development Plan.

5. 11 Bicycle Parking

The importance of adequate provision of bicycle parking for new development is emphasised throughout the Dun Laoghaire Rathdown County Development Plan 2022-2028 with Table 14.17 outlining minimum bicycle parking standards for developments.

Section 12.4.6 of the Development specifically addresses the provision of new bicycle parking within new developments noting:

“Cycle parking should accord with the Council published – ‘Standards for Cycle Parking and Associated Cycling Facilities for New Developments’ (2018) or any subsequent review of these standards. These are minimum cycle parking standards.”

The following table outlines bicycle parking standards outlined within the ‘Standards for Cycle Parking and associated Cycling Facilities for New Developments’ (2018) referred to within the subject County Development Plan.

Residential Development type	1 short stay (visitor) parking space per: (Minimum of 2 spaces)	1 long stay parking space per: (Minimum of 2 spaces)
Apartments, Flats, Sheltered housing	5 units	1 unit
Houses - 2 bed dwelling	5 units	1 unit
Houses - 3+ bed dwelling	5 units	1 unit
Sheltered housing	5 units	1 unit
Student Accommodation	5 bedrooms	2 bedrooms

Figure 34. Minimum Bicycle Parking Standards for Development of Residential Land Use as per the Dun Laoghaire Rathdown County Development Plan 2022-2028.

In total, **Blocks A and B provide 120 apartment units.**

Block A comprises 44 residential units, including: 27No. one-bedroom units (2-person), 13No. two-bedroom units (3-person), 1No. two-bedroom unit (4-person) and 3No. three-bedroom units (5-person). **Block B** comprises 76 residential units, including: 40No. one-bedroom units (2-person), 12 No. two-bedroom units (3-person), 16 No. two-bedroom units (4-person) and 8No. three-bedroom units (4-person).

A detailed table below outlines the proposed bicycle storage provision. A total of **273 bicycle parking spaces** are included in the scheme.

NUMBER OF BICYCLE STORAGE				
	TWO-TIER SPACES	SHEFFIELD SPACES	CARGO BIKE	TOTAL
BLOCK A	36	35 (including 5 e-bike spaces)	3	74
BLOCK B (B-1+B-2+B-3)	46	79 (including 11 e-bike spaces)	6	131
BLOCK A - external block	0	12	0	12
EXTERNAL VISITORS	-	56	-	56
TOTAL	82	182	09	273

Figure 35. Table Showing the Proposed Number of Bicycle Storage Spaces

A total of **56 external bicycle parking spaces** are proposed for visitors.

This provision meets the required quantum for residents and supports sustainable modes of transportation, aligning with relevant policies and guidelines. As such, it is considered that the provision is sufficient and generally consistent with the pertaining standards.

5.12 Public Open Space

Section 12.8.3.3 of the Dun Laoghaire Rathdown County Development Plan 2022-2028 lays out the requirements for open space quantity for residential development, requiring a 15% provision of public open green space for residential development.

DOWNEY submits that the subject public open space has been apportioned between Zoning Objective A and Zoning Objective F. Accordingly, 2,386.3 sqm, representing 19.6% of the total public open space, is allocated to Zoning Objective A, while 3,698 sqm, or 30.3%, is allocated to Zoning Objective F.

5.13 Private Open Space

Section 12.8.3.1 of the Dun Laoghaire Rathdown County Development Plan 2022-2028 outlines the private open space minimum requirements for all houses, and for apartments.

Type/No. of bedrooms	Minimum square metres
Studio	4 sq. m.
One	5 sq. m.
Two (3 persons)	6 sq. m.
Two (4 persons)	7 sq. m.
Three	9 sq. m.
Four +	12 sq. m.

Figure 36. Table 9. Private Open Space Requirements for Residential Development for Apartments as per the Dun Laoghaire Rathdown County Development Plan 2022-2028.

Private open space is provided in the form of balconies, with this being complemented by the provision of communal open space located on the top floor of both Block A and Block B, as well as a communal open space on the first floor of Block B.

5.14 Communal Open Space

Section 12.8.3.2 outlines the following communal space requirements for apartment development within Dun Laoghaire Rathdown County.

Unit Type	Minimum Area per Unit
Studio	4 sq. m
One Bed	5 sq. m
Two bedrooms (3 bed)	6 sq. m
Two bedrooms (4 bed)	7 sq. m
Three bedrooms	9 sq. m
Four +	12 sq. m.

Figure 37. Table 10. Communal Open Space Requirements for Residential Development as per the Dun Laoghaire Rathdown County Development Plan 2022-2028.

In Block A, a communal open space of 238.1 sqm is proposed on the rooftop. In Block B, communal open spaces are proposed on both the first floor (127.9 sqm) and the roof level (485.5 sqm), resulting in a total of 613.4 sqm for Block B. Together, Blocks A and B provide a combined total of 851.5 sqm of communal open space, equating to 7% of the total site area.

It is submitted that this provision exceeds the minimum communal open space requirements set out in the current Dún Laoghaire–Rathdown County Development Plan, as demonstrated in the accompanying Housing Quality Assessment prepared by DOWNEY, to which the Local Authority is respectfully referred.

5.15 Childcare

Policy Objective PHP6 addresses the provision of childcare facilities within Dun Laoghaire Rathdown

- “Encourage the provision of appropriate childcare facilities as an integral part of proposals for new residential developments and to improve/expand existing childcare facilities across the County. In general, at least one childcare facility should be provided for all new residential developments subject to demographic and geographic needs”.
- “Encourage the provision of childcare facilities in a sustainable manner to encourage local economic development and to assist in addressing disadvantage”.

DOWNEY submit that the lack of provision of a childcare facility with this subject proposal is to be justified through an audit of existing childcare facilities within the area that is to determine whether there is sufficient capacity within the existing childcare facilities to cater for any additional demand generated from the residential development being proposed.

In light of the above, it is therefore considered that the proposed development is consistent with the policies and objectives of the Development Plan.



Figure 38. The creche is highlighted in yellow and the subject site in red. The distance between them is 4 minutes by car, 7 minutes by bus, and a 17-minute walk. - Extracted from Google Earth

06 DESIGN STRATEGY

6.1 Proposed Site Statistics

Plot Area

12131.9sq.m | 1.21 hectares | 2.99Acres

Gross Floor Area

10,572 sq.m

Footprint of Building

2,237 sq.m

Site Coverage

18%

Plot Ratio

0.87

Density

98.4/HA

Public Open Space (Zoning Objective A)

19.6%

Public Open Space (Zoning Objective F)

30.3%

Communal Open Space

7%

6.2 Proposed Development

The proposed scheme provides a high-density development in close proximity to current and future high-capacity public transport networks. It optimizes urban land use, maintains a compact urban form, and addresses housing demand in line with Government policy. The unit mix, offering 1, 2, and 3-bedroom units, caters to individuals and families at all life stages, fostering a new community in a strategic location.

The development promotes sustainable residential growth on appropriately zoned land, increasing housing supply and choice in the Kilgobbin area and the wider Dún Laoghaire–Rathdown region. This proposal well-suited to the site, respecting its surrounding environment.

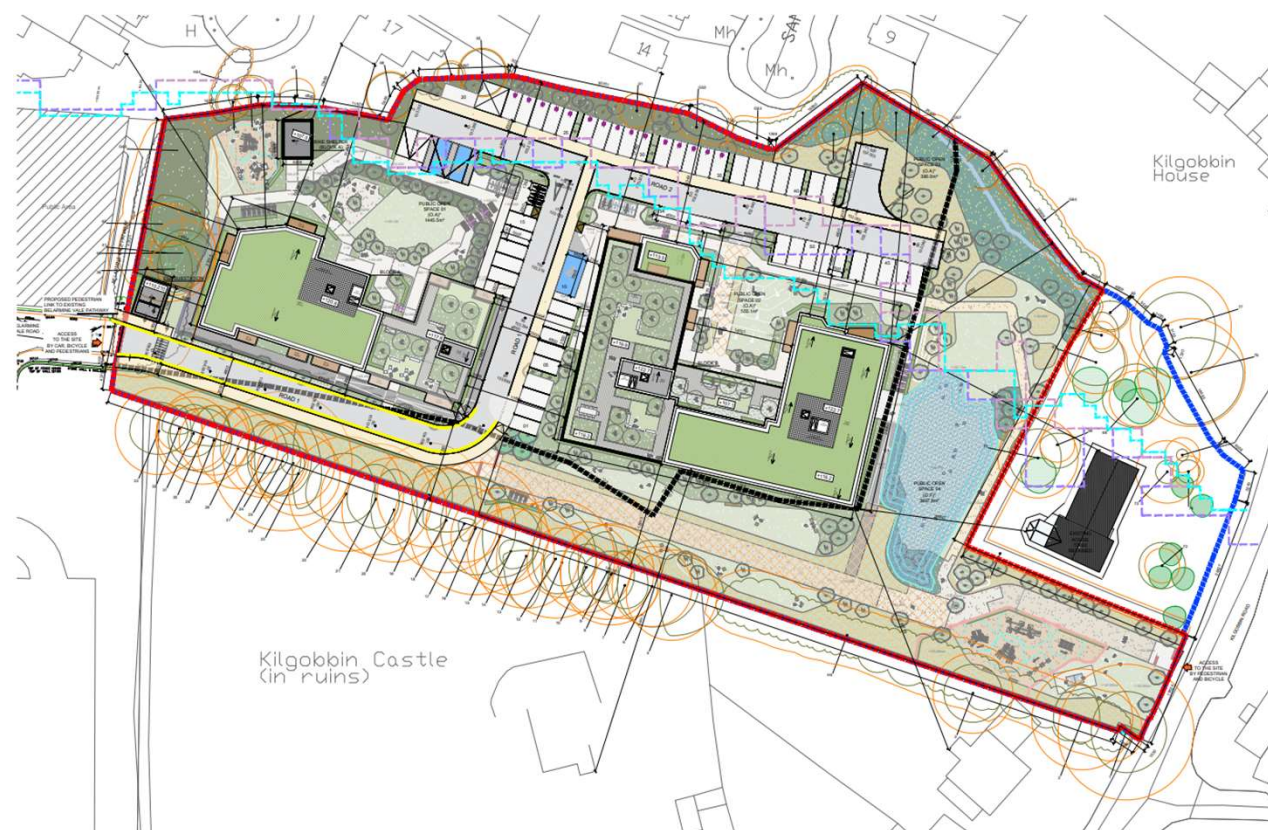


Figure 39. Proposed Site Plan with Roof Plan

6.3 Access / Egress / Layout

The project comprises 120 apartments distributed across two blocks: Block A with 44 units (4–5 storeys) and Block B with 76 units (5–6 storeys). The site is accessible by car, bicycle, and pedestrians from Belarmine Vale Road, with additional pedestrian and bicycle access from Kilgobbin Road.

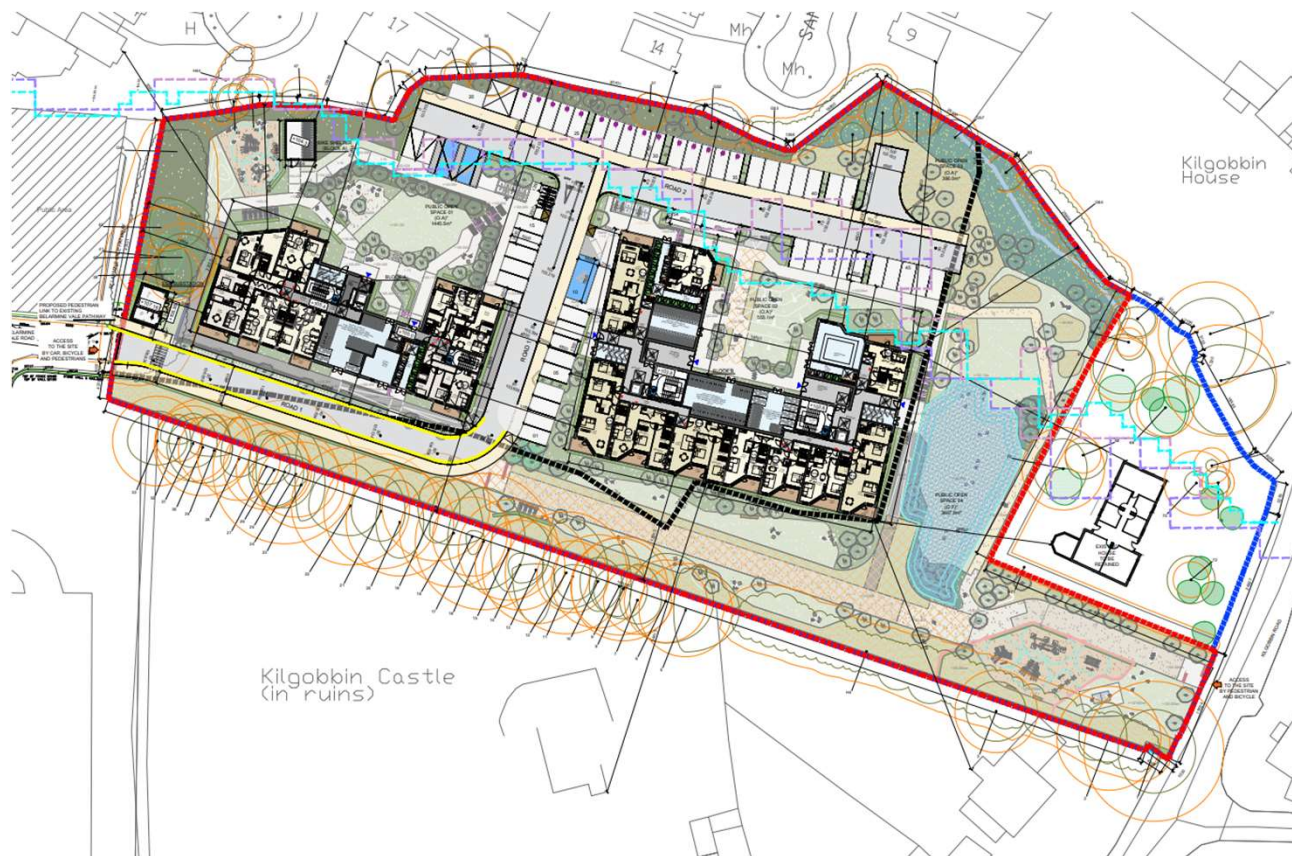


Figure 40. Proposed Site Plan with Ground Floor Plan

A total of 54 car parking spaces are proposed, comprising 3 accessible spaces, 36 standard spaces, and 15 spaces equipped with Electric Vehicle (EV) charging points. In addition, 3 dedicated motorcycle parking spaces are also included in the proposal. Bicycle facilities are comprehensively integrated across the site, with multiple parking areas and two secure storage units. These units accommodate cargo bikes, bicycles with charging points, double-tier racks, and Sheffield stands, ensuring a variety of user needs are met.

The site layout also incorporates designated areas for a substation and switch room, supporting the development's operational requirements.

The development incorporates ample recreational spaces, including playgrounds for children and seating and relaxation areas, all designed to create a welcoming and well-landscaped environment. Despite the varying levels of the site, accessibility is ensured through the use of stairs and ramps, fully compliant with Part M regulations.

6.4 Outline Proposal

Block A is a 4 to 5-storey building comprising a total of 44 units, distributed as follows: 27No. one-bedroom units (2-person), 13No. two-bedroom units (3-person), 1No. two-bedroom unit (4-person) and 3No. three-bedroom units (5-person). Of these, 28 units are dual-aspect.

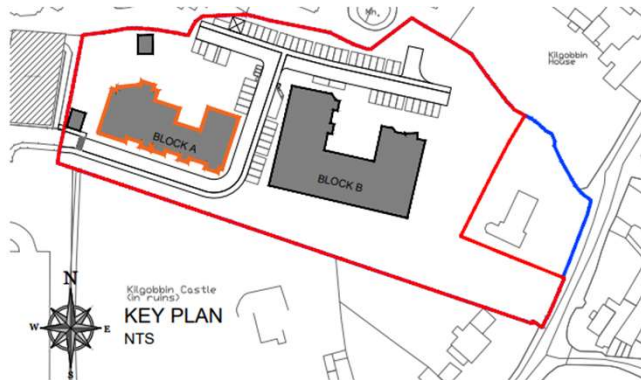


Figure 41. Key Plan, Block A outlined in orange.

The ground floor includes 8 units, accessible via two main entrances: one leading to three apartments and the other to five. Also in ground floor there is a dedicated communal storage area for bulky items. It also provides external access to bicycle storage, the plant room, and bin storage.

The first, second, and third floors each includes 10 units. The fourth floor contains 6 units and provides access to the roof terrace.

All floors feature circulation areas compliant with Part M regulations, accommodating 1800 mm wheelchair turning spaces and fire-protected lobbies. They include spaces for AOV, M&E, a lift, and two stair core. All apartments meet minimum area requirements and have private balconies.

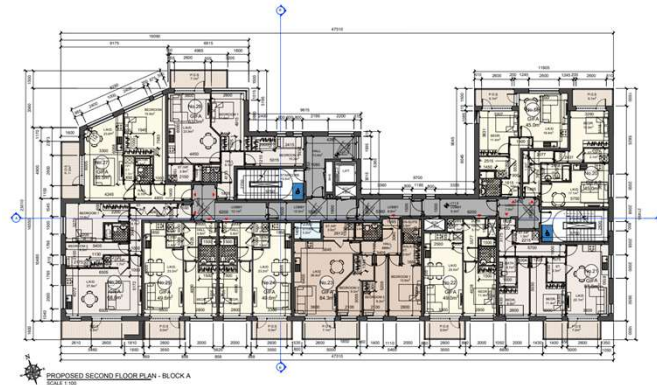


Figure 44. Block A – Proposed Second Floor Plan

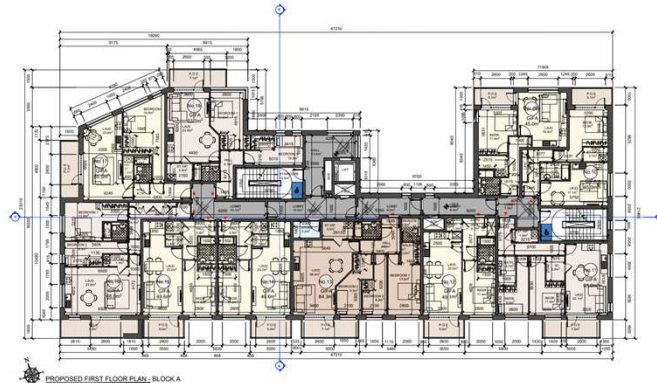


Figure 43. Block A – Proposed First Floor Plan

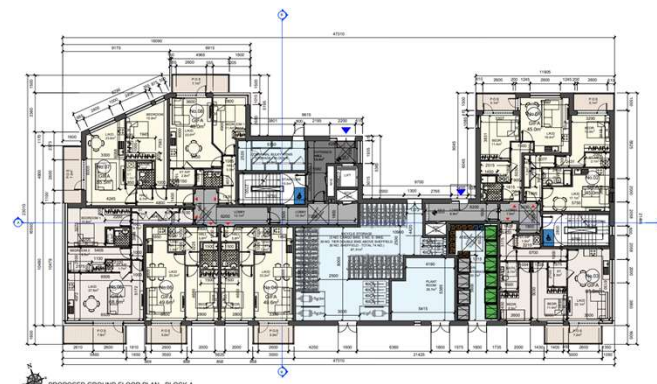


Figure 42. Block A – Proposed Ground Floor Plan

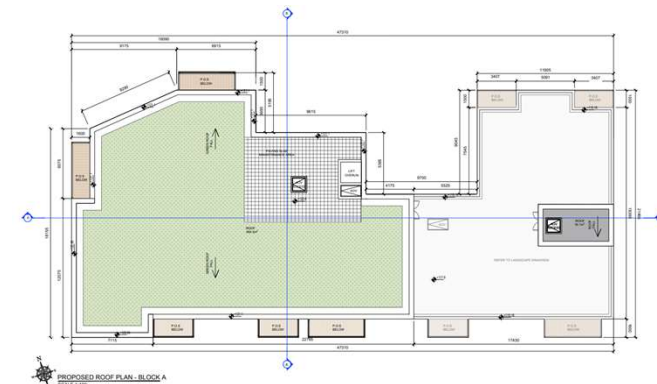


Figure 47. Block A – Proposed Roof Plan

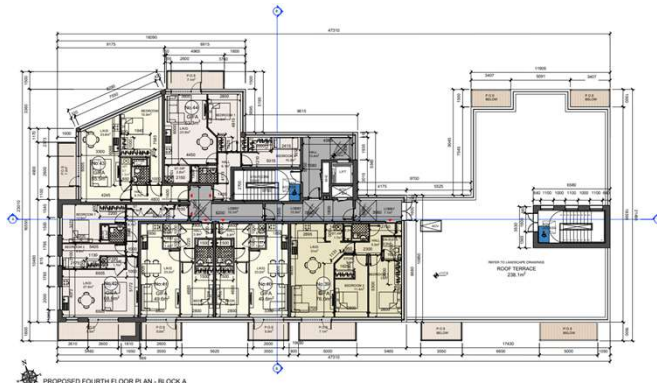


Figure 46. Block A – Proposed Fourth Floor Plan

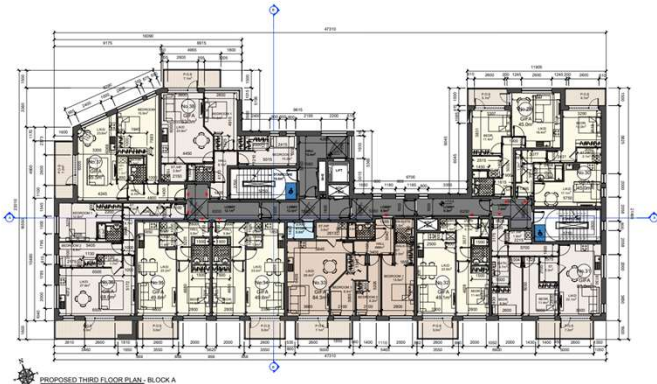


Figure 45. Block A – Proposed Third Floor Plan

6.4 Outline Proposal

Block B is a 5 to 6-storey building comprising a total of 76 units, distributed as follows: 40No. one-bedroom units (2-person), 12No. two-bedroom units (3-person), 16No. two-bedroom units (4-person) and 8No. three-bedroom units (4-person). Of these, 34 units are dual-aspect.

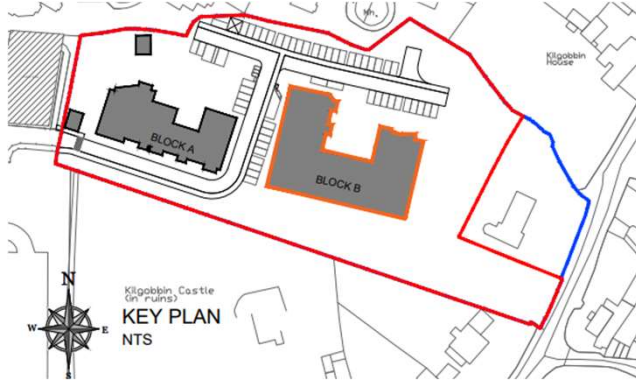


Figure 48. Key Plan, Block B outlined in orange.

The ground floor consists of 10 units, with 1 unit having direct access and the remaining accessed via 4 main entrances. It also includes external access to three bicycle storages, the plant room, bin storage, and two bulky item storage areas. The first floor features 16 units along with a communal open space. The second floor contains 15 units. The third and fourth floors each house 14 units. The fifth floor comprises 7 units, and access to the roof terrace.

All floors are designed with circulation areas that comply with Part M regulations, including 1800 mm wheelchair turning spaces and fire-protected lobbies. They also provide spaces for AOV, M&E, 2 lifts, and 2 stair cores. The building will feature a sprinkler system for enhanced fire safety. Every apartment meets minimum area requirements and features a private balcony.

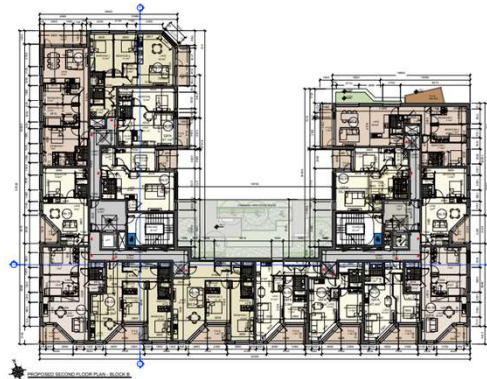


Figure 51. Block B - Proposed Second Floor Plan



Figure 50. Block B - Proposed First Floor Plan

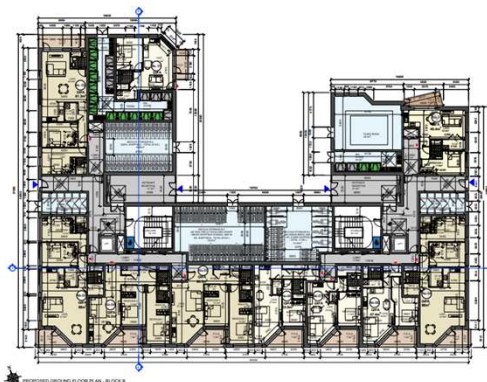


Figure 49. Block B - Proposed Ground Floor Plan

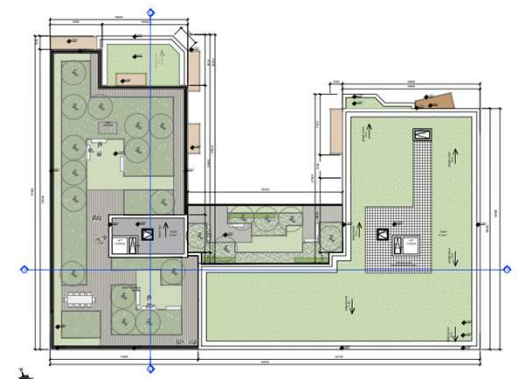


Figure 54. Block B - Proposed Roof Plan

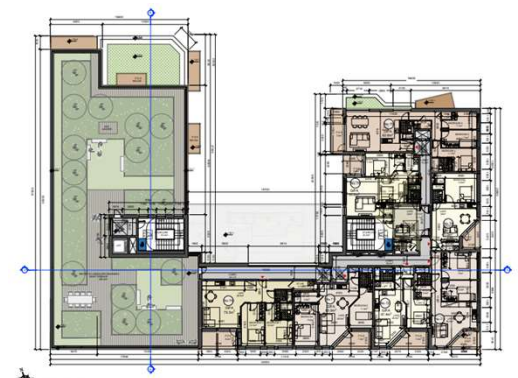


Figure 53. Block B - Proposed Fifth Floor Plan

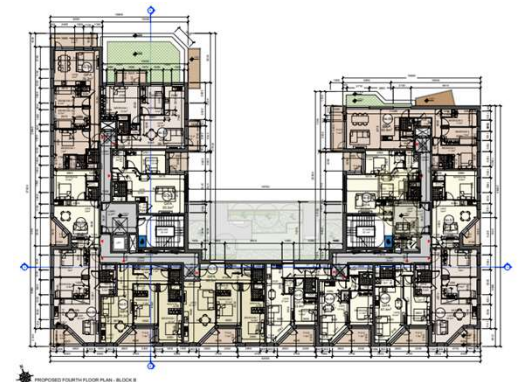


Figure 52. Block B - Proposed Third and Fourth Floor Plan

6.5 Materiality/ Visual Interest / Natural Light

The façade design embraces a modern and cohesive aesthetic, blending high-quality materials to create visual interest, durability, and a strong connection to the surrounding environment. Key materials include light brown brick and Portland limestone (or similar), providing a warm, natural tone. These are contrasted with dark grey cladding and aluminium capping, adding a sleek, contemporary touch and visual depth.

The use of glass railing balustrades enhances the openness of the design, particularly on balconies, allowing unobstructed views and maximizing the flow of natural light into the building. Large windows are incorporated throughout, ensuring ample daylight and creating a bright, inviting atmosphere. The dark grey aluminium-framed windows and doors offer a clean, streamlined appearance, seamlessly integrating with the façade, while dark grey aluminium panels or similar materials add texture and architectural interest.



Figure 55. Block A – Proposed Elevation NE



Figure 56. Block A – Proposed Elevation SE

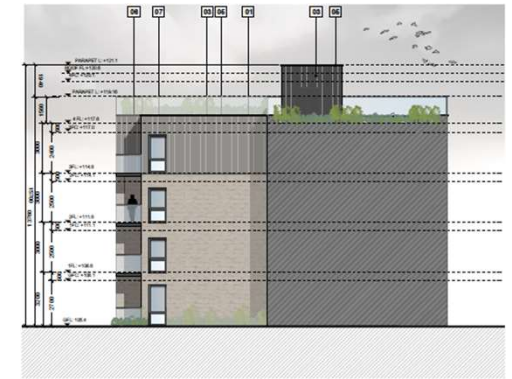


Figure 57. Block A – Proposed Elevation Internal NW



Figure 58. Block A – Proposed Elevation SW



Figure 59. Block A – Proposed Elevation NW



Figure 60. Block A – Proposed Elevation Internal SE

6.5 Materiality/ Visual Interest / Natural Light

*Figure 61. Block B – Proposed Elevation NE**Figure 62. Block B – Proposed Elevation SE**Figure 63. Block B – Proposed Elevation Internal NW**Figure 64. Block B – Proposed Elevation SW**Figure 65. Block B – Proposed Elevation NW**Figure 66. Block B – Proposed Elevation Internal SE*

The carefully selected material palette not only ensures visual appeal and a modern aesthetic but also promotes low maintenance and durability, allowing the building to remain striking over time. The two blocks are designed to harmonize with the surrounding architecture, reflecting the local context while introducing a thoughtful mix of textures and materials that elevate the design. This proposal is crafted to foster lasting value, promote natural light, create visual interest, and positively contribute to the neighbourhood.

6.6 Building Height

The proposed development integrates seamlessly with its residential architectural context, responding thoughtfully to the surrounding environment. The area is characterized by a mix of two- to three-storey houses and generous green spaces. The proposal features Block A (4 to 5 storeys) and Block B (5 to 6 storeys), designed with setbacks to minimize impact on the surrounding area and ensure a smooth transition between shorter and taller structures.

The development respects the neighborhood's character by aligning its architectural style with nearby buildings. While incorporating modern and contemporary materials, it also proposes the use of bricks to maintain harmony with the traditional aesthetic of the surrounding area, creating a cohesive and visually appealing appearance that enhances the neighbourhood.

To address concerns about height and scale, the development has been carefully planned to protect the amenities of neighbouring residential properties. Privacy and overlooking have been thoughtfully mitigated, with the required 16-meter distance between opposing windows serving habitable rooms not only met but exceeded. This ensures the privacy of existing residences is preserved.

The proposed development is designed to add lasting value to the community, blending harmoniously with the existing urban fabric while elevating the area's architectural and social environment.



Figure 67. Proposed Contiguous Elevation 1.1



Figure 68. Proposed Contiguous Elevation 2.2



Figure 69. Proposed Contiguous Elevation 3.3



Figure 70. Proposed Contiguous Elevation 4.4



Figure 71. Proposed Contiguous Section A.A

6.7 Public Open Spaces

The proposed development provides four public open spaces, with Open Spaces 1, 2, and 3 located within lands zoned Objective A, and Open Space 4 situated within the area zoned Objective F. These spaces are designed to offer a mix of play areas, green landscaping, and both soft and hard surface treatments to create inviting and functional environments.

To address the level change between the northern part of the site and the entrances to Block A, a combination of ramps and stairs will ensure full accessibility and smooth integration with the natural terrain.

Public Open Space 2, located adjacent to Block B, serves a dual function, providing recreational amenities while also facilitating fire tender access, seamlessly incorporated into the layout.

Public Open Space 4 is proposed along the eastern and northern boundaries of Block B, extending from the Kilgobbin Road entrance. This area will feature a pedestrian footpath running west to east through the site, enhancing connectivity to the proposed development and establishing a vital link to The Gallops Luas station. Fire tender access is also accommodated within this space.

Additionally, a trail is proposed along the eastern boundary of the site, adjacent to existing residential properties. Designed to evoke the character of a public park, this landscaped footpath will offer a peaceful green corridor, enriching the setting and providing a valuable amenity for both residents and the wider community.

Features of the Public Open Space

- **Cycling Infrastructure:** The pathway includes ample bicycle parking spaces and a dedicated “Doctor Bike” maintenance station to encourage sustainable transport.
- **High-Quality Landscaping:** The route will be lined with attractive, well-maintained greenery, creating a pleasant and inviting atmosphere.
- **Public Amenities:** A public playground and seating areas are incorporated to enhance the user experience and foster community interaction.
- **Enhanced Safety:** The design promotes passive surveillance, contributing to a safer environment for residents and visitors.

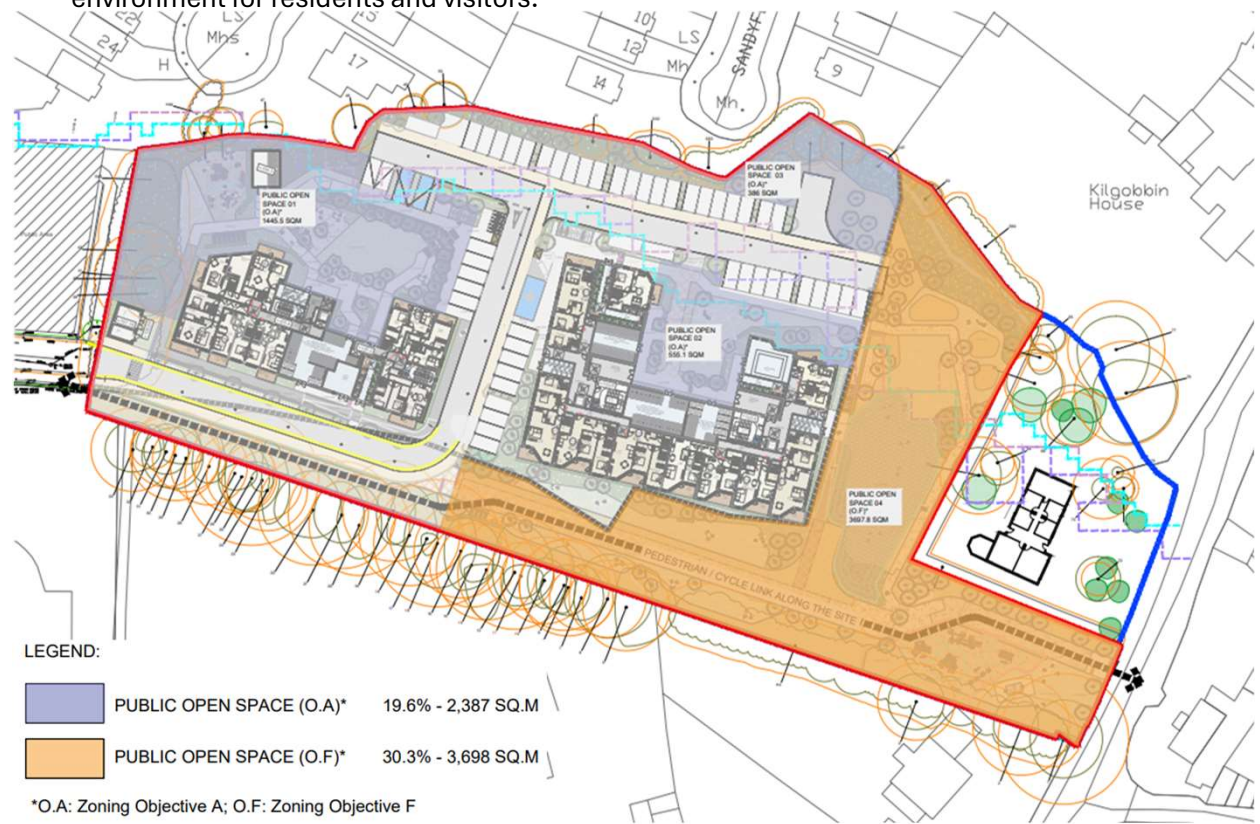


Figure 72. Proposed Site Plan with Ground Floor – Public Open Space Areas

6.8 Communal Open Spaces

Features of the Public Open Space

- **Functional Design:** Each communal space is thoughtfully planned to support a range of resident needs, including areas for relaxation, informal gatherings, and quiet recreation.
- **Comfortable Seating and Social Zones:** The spaces include well-placed seating areas, providing residents with opportunities to socialise, unwind, or enjoy outdoor time in a semi-private setting.
- **Quality Landscaping:** Planting beds, green screens, and soft landscaping elements enhance visual appeal and create a pleasant, nature-inspired atmosphere within the residential blocks.
- **Accessibility and Inclusivity:** All communal spaces are designed to be fully accessible, ensuring they can be enjoyed by residents of all ages and mobility levels.
- **Resident Wellbeing:** The integration of natural elements and quiet zones supports mental wellbeing and offers a calm environment within the urban setting.
- **Privacy Considerations:** To ensure resident comfort and prevent overlooking, privacy screens will be strategically installed within the communal open spaces, maintaining a sense of seclusion while preserving the openness of the design.

The proposed development includes dedicated communal open spaces within each residential block. In Block A, the communal open space is located on the fourth floor, while Block B provides two communal open space areas, one on the first floor and another on the fifth floor.

These communal spaces have been thoughtfully designed to be functional, accessible, and welcoming for residents. They aim to promote social interaction, relaxation, and a sense of community, offering a combination of seating areas, planting, and high-quality finishes that enhance the overall residential environment. The layout and design prioritise usability, privacy, and visual appeal, creating comfortable outdoor amenities that complement the private living spaces within each block.

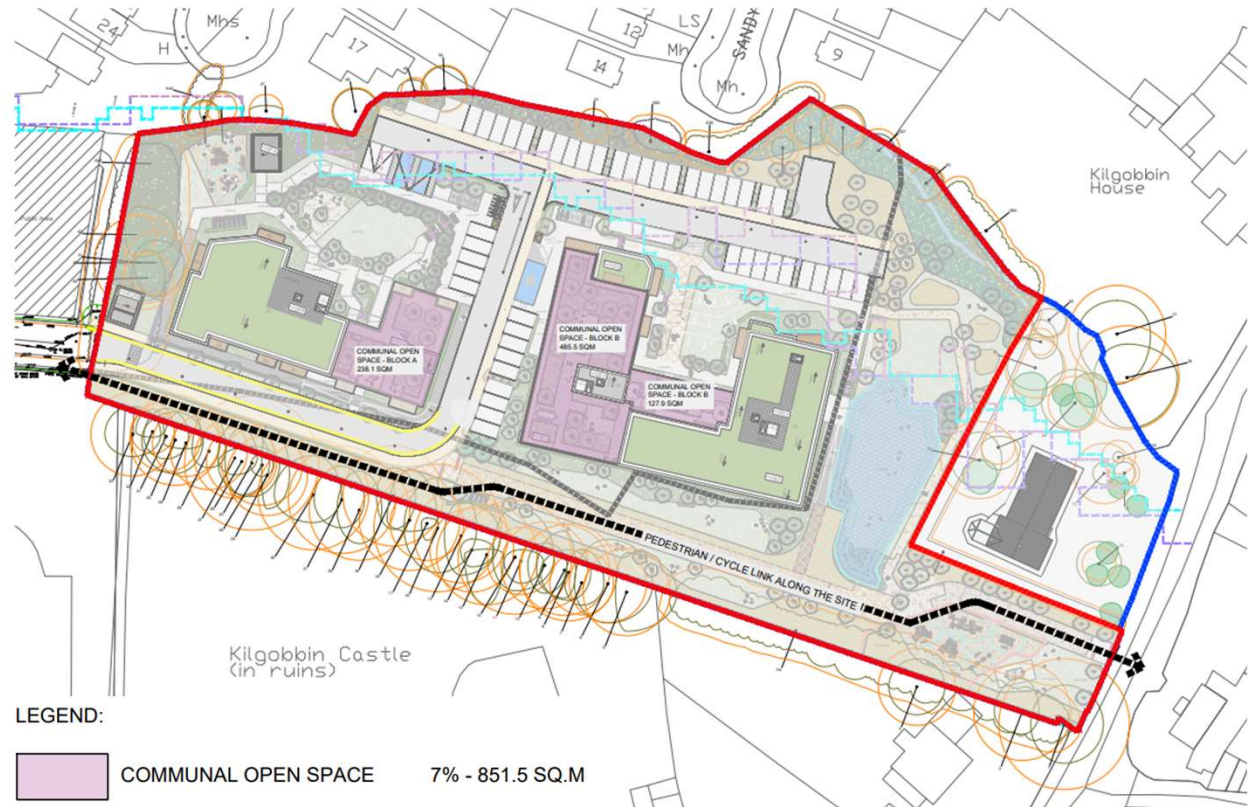


Figure 73. Proposed Site Plan with Roof Plan – Communal Open Space Areas

07 BICYCLE DESIGN STATEMENT

7.1 Planning Policy

The overall design has been developed with regard to the following range of design guidance documents to ensure that all design aspect of the scheme accord best practice:

- Cycle Design Manual (September 2023) (particularly Section 6),
- Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (January 2024),
- Standards for Cycle Parking and Associated Cycling Facilities for New Developments (DLRCC, January 2018).

- Universal Design

Cycle.

Central to the overall design approach was to ensure that the proposed development maximised the locational attributes of this well located site, which forms part of the Stepside Village.

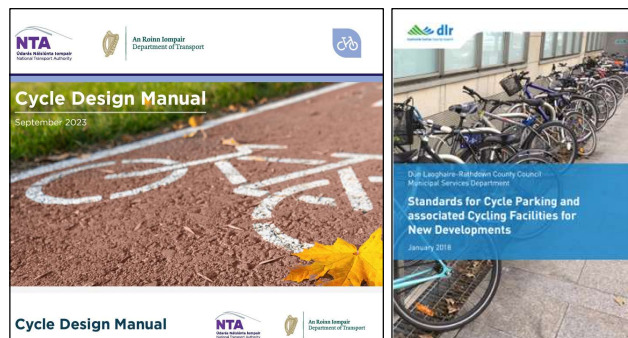


Figure 74. (Right) Cycle Design Manual - September 2023

Figure 75 (Left) Standards for Cycle Parking and Associated Cycling Facilities for New Developments (DLRCC, January 2018).

While the DLRCC Development Plan specifies the provision of one bicycle space per apartment unit, during the pre-planning meeting held online on 31st October 2024, the Council requested adopting the standards outlined in the Cycle Design Manual. This includes providing one bicycle space per bedroom, ensuring a more comprehensive approach to accommodating future cycling needs.

The Council also highlighted the importance of maximizing the inclusion of Sheffield stands to deliver secure and practical bicycle parking solutions. Additionally, a “bike repair station” facility was requested, offering a valuable service for cyclists. This feature has been incorporated into the proposed pedestrian and cycle path, enhancing the overall appeal and functionality of the development for future residents and visitors.

Residential Development type	1 short stay (visitor) parking space per: (Minimum of 2 spaces)	1 long stay parking space per: (Minimum of 2 spaces)
Apartments, Flats, Sheltered housing	5 units	1 unit
Houses - 2 bed dwelling	5 units	1 unit
Houses - 3+ bed dwelling	5 units	1 unit
Sheltered housing	5 units	1 unit
Student Accommodation	5 bedrooms	2 bedrooms

Figure 76. Table 4.1 of Standards for Cycle Parking and Associated Cycling Facilities for New Developments - DLRCC, January 2018

The design also fully complies with the Cycle Design Manual (September 2023), with particular adherence to Section 6 and Table 6.1, ensuring that all standards for bicycle parking dimensions, layout, and accessibility are met.

Table 6.1 Layout dimensions for simple cycle stands.

	Recommended	Minimum
Bay length (length of cycle parked on a stand)	2.0m	2.0m
Bay length (tandems, trailers and accessible cycles)	3.0m	2.5m
Access aisle width (for bicycles only, pushed into position by user on foot)	2.0m	1.5m
Access aisle width (bicycles ridden to stand, larger cycles use the end bay only)	3.0m	1.8m
Access aisle width (all cycles ridden to stand, large cycles use internal bays)	4.0m	3.0m
Spacing between stands	1.0m	0.8m
Gap between stand and wall (part of bay width)	600mm	600mm

Figure 77. Cycle Design Manual - September 2023 - Table 6.1

7.2 Bicycle Spaces Breakdown

The Kilgobbin Apartments development consists of 120 units, divided into two blocks: Block A and Block B. Below is a breakdown of the bike space provisions for the development:

1. Unit Breakdown:

1. **1-bedroom apartments:** 67 units
2. **2-bedroom apartments:** 42 units
3. **3-bedroom apartments:** 11 units
4. **Total units:** 120 apartment units; 184 bedrooms.

2. Bike Space Provision:

1. A total of **273 bike spaces** are included in the development.
2. **184 long-stay residential bike spaces** are requested, and **217 long-stay bike spaces** are proposed, which exceeds the requirement.
3. **56 short-stay bike spaces** are also proposed.

3. Visitor Bike Space Ratio:

1. The ratio of visitor bike spaces to apartments is **1 visitor space per 2.14 apartments**.
2. This exceeds the **DLRCC development plan**, which requires **1 visitor bike space per 5 apartments**.
3. **100%** of the 56 spaces are Sheffield stand, and **34** are sheltered.

4. Block A:

1. **Total units:** 44
2. The internal bike store on the ground floor meets all the required bike space provisions for Block A – **a total of 74 No. bike spaces are proposed: 3 No. Cargo Bike, 36 No. Tier Double Bike above Sheffield Stands, and 35 No. Sheffield stands, including 5 No. e-bikes.**
3. Although the fully accommodate the required number of bike spaces, an **additional sheltered and locked external bike storage building** have been added to provide the remaining Sheffield bike spaces for Block A, - **a total of 12 No. Sheffield stands are proposed.**

5. Block B:

1. **Total units:** 76
2. Block B includes a total of **131 bike parking spaces** distributed across three storage areas in ground floor (**B-1, B-2, and B-3**). **Bike Storage B-1** accommodates 6 cargo bikes and 11 e-bike spaces using Sheffield stands, providing a total of **17 spaces**. **Bike Storage B-2 offers 82 spaces**, comprising 46 two-tier racks positioned above Sheffield stands and an additional 36 Sheffield stands below. **Bike Storage B-3** includes 32 Sheffield stands, providing **32 bike spaces**. In total, Block B provides 6 cargo bike spaces, 46 two-tier spaces above Sheffield stands, and 79 Sheffield stand spaces, of which 11 are designated for e-bikes.

DOWNEY submit that the proposed development is complying with the required Bicycle Design standards.



Figure 78. Proposed Site Plan with Ground Floor – Bike Stores

7.3 Visitors Bicycle Spaces

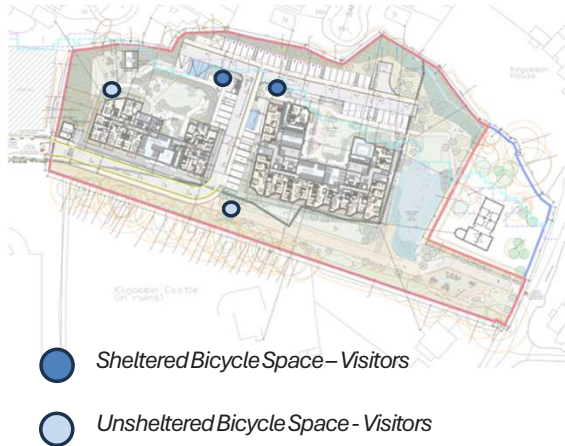
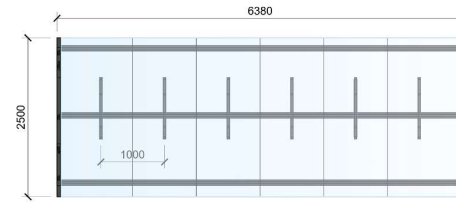
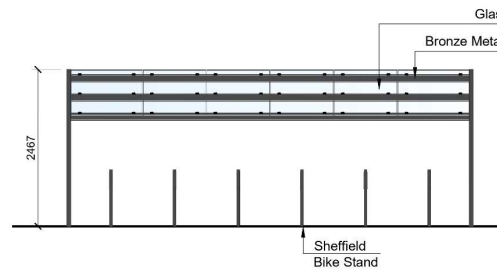


Figure 79. Proposed Site Plan with Ground Floor - Bicycle Storages

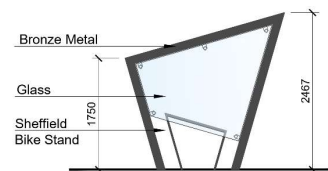
Edge Bicycle Shelter - mmcite



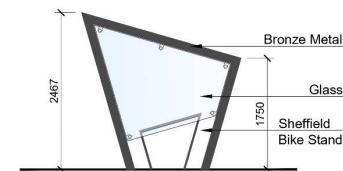
PROPOSED TOP VIEW



PROPOSED FRONT VIEW 1



PROPOSED SIDE VIEW 3



PROPOSED SIDE VIEW 4



Figure 80. Edge Bicycle Shelter - mmcite

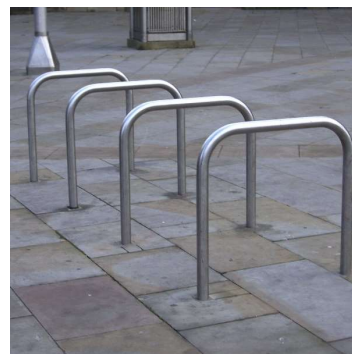
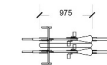
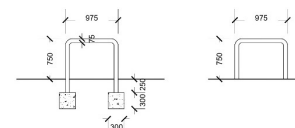


Figure 81. Sheffield Spaces

Sheffield Spaces



PROPOSED TOP VIEW 1



PROPOSED SIDE VIEWS

7.4 Residents Bicycle Spaces – Internal

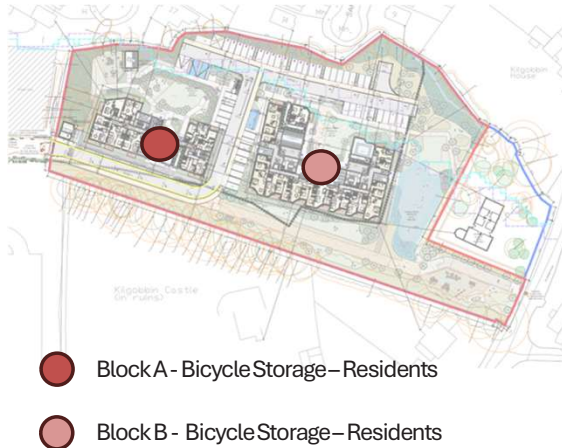


Figure 82. Proposed Site Plan with Ground Floor – Bicycle Storages

Block A: a total of 74 No. bike spaces are proposed: 3 No. Cargo Bike, 36 No. Two Tier Bike above Sheffield Stands, and 35 No. Sheffield stands, including 5 No. e-bike.

Block B: a total of 131 No. bike spaces are proposed inside Block B: 6 No. Cargo Bike, 46 No. Tier Double Bikes above Sheffield Stands, and 79 No. Sheffield stands, including 11 e-bikes.

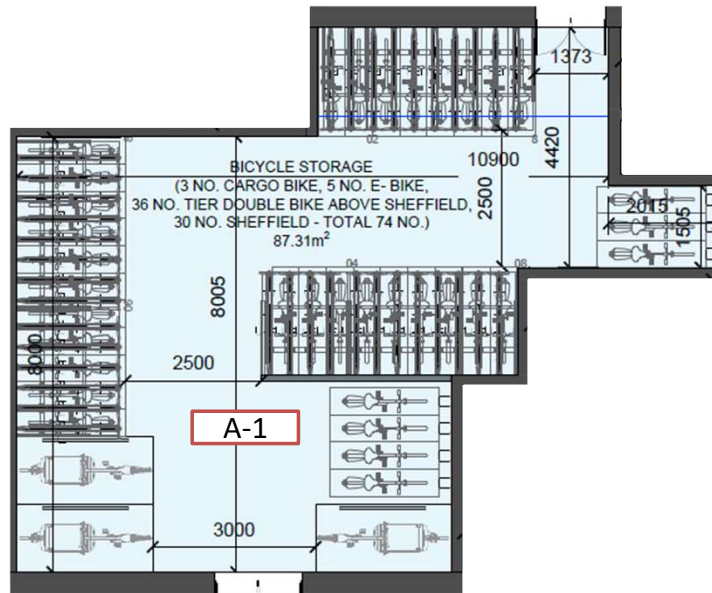


Figure 83. Proposed Block A – Bicycle Storage

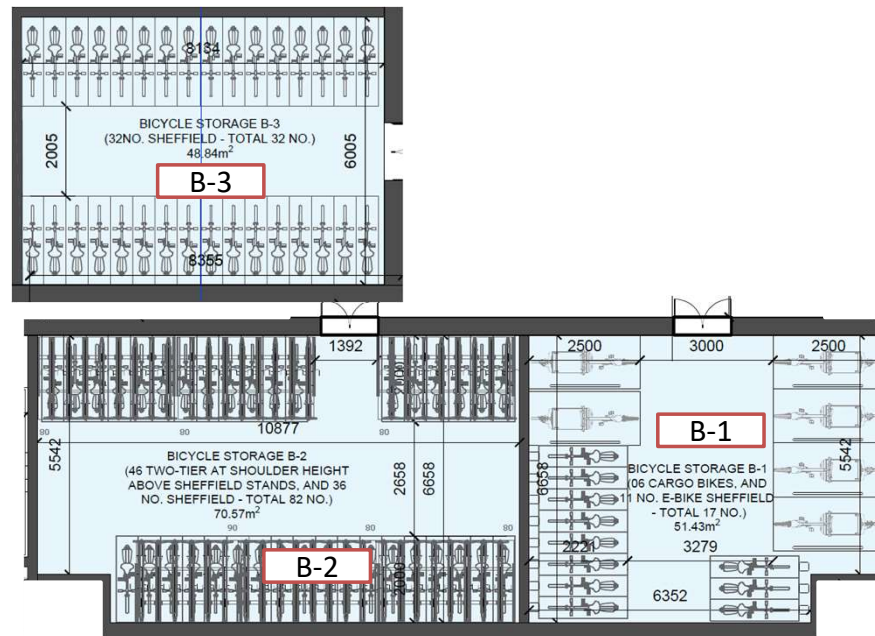
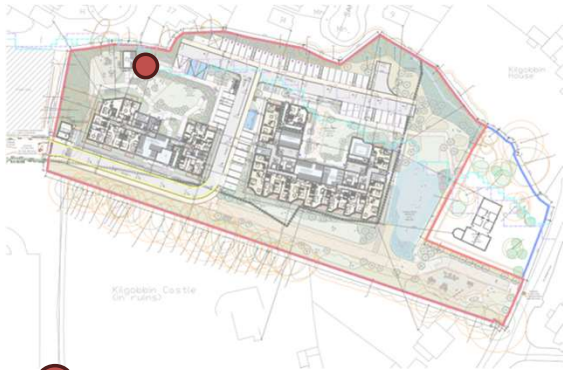


Figure 84. Proposed Block B – Bicycle Storages

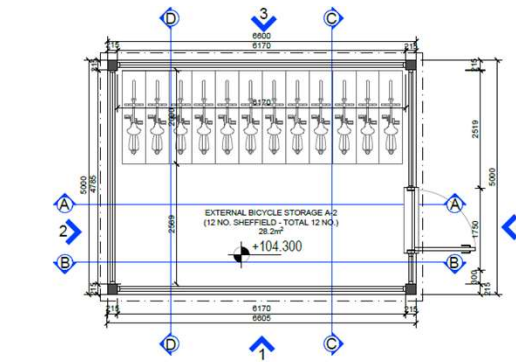
7.5 Residents Bicycle Spaces – External



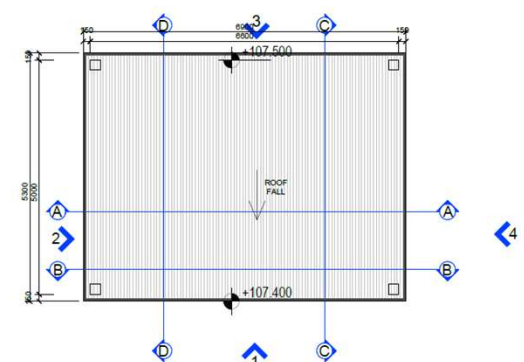
Block A - External Bicycle Storage

Figure 85. Proposed Site Plan with Ground Floor – External Bicycle Storage

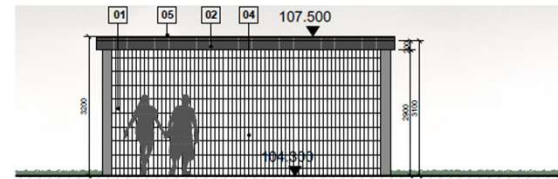
Block A – External Bicycle Storage: **a total of 12 No. bike spaces are proposed: 12 No. Sheffield stands.**



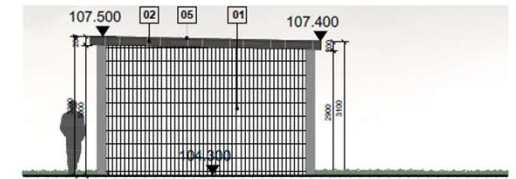
PROPOSED FLOOR PLAN
SCALE 1:50



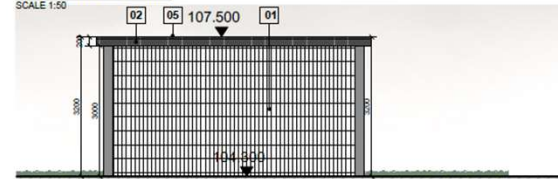
PROPOSED ROOF PLAN
SCALE 1:50



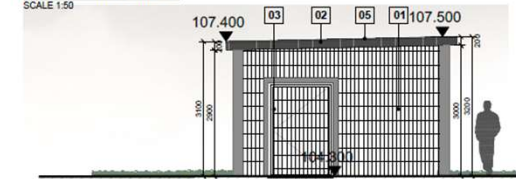
PROPOSED ELEVATION 1.1
SCALE 1:50



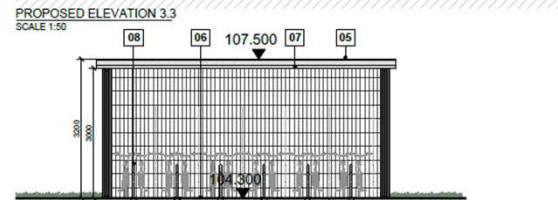
PROPOSED ELEVATION 2.2
SCALE 1:50



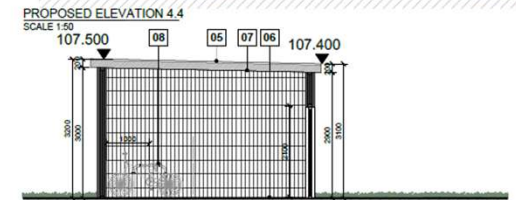
PROPOSED ELEVATION 3.3
SCALE 1:50



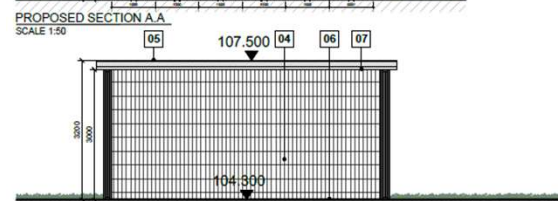
PROPOSED ELEVATION 4.4
SCALE 1:50



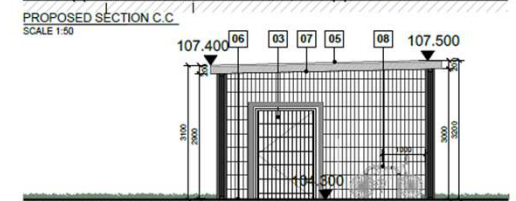
PROPOSED SECTION A.A
SCALE 1:50



PROPOSED SECTION C.C
SCALE 1:50



PROPOSED SECTION B.B
SCALE 1:50



PROPOSED SECTION D.D
SCALE 1:50

Figure 86. Block A External Storage – Plan, elevations and views

7.6 Chargers for e-bikes, cargo bike spaces, and Bike Repair Station

The Kilgobbin Apartments development includes a total of 09 bulky/cargo bike spaces and 16 e-bike charger spaces, providing a combined total of 25 specialized bike spaces.

This represents over **11%** of the 217 residents bike spaces, ensuring a diverse range of facilities to accommodate different bike types and promote sustainable transportation options.

Additionally, a public bike repair station is proposed as part of the development. This facility is a valuable amenity, offering tools and equipment for basic bike maintenance and repairs, which encourages regular bike use, enhances convenience for cyclists, and aligns with the goal of supporting sustainable and active transportation within the community.

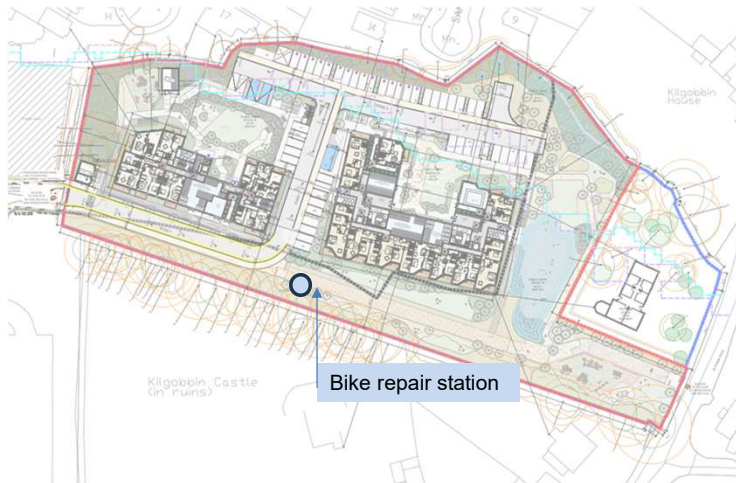


Figure 87. Site Layout with Ground Floor Plan – Bike Repair Station Location

Bike Repair Station



Figure 88. Bike Repair Station

E-bikes with charge points



Figure 89. E-bikes with chargers

Cargo/bulky bike spaces



Figure 90. Bulky/ Cargo bike spaces

08 APPENDIX - CGIS



Figure91. View1

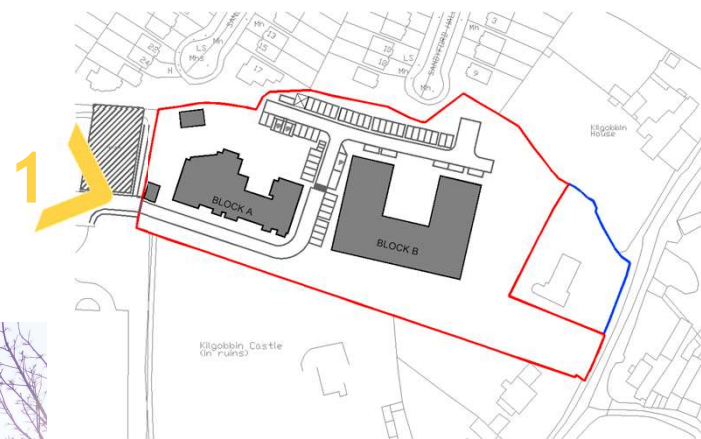


Figure92. Key Plan



Figure93. View2

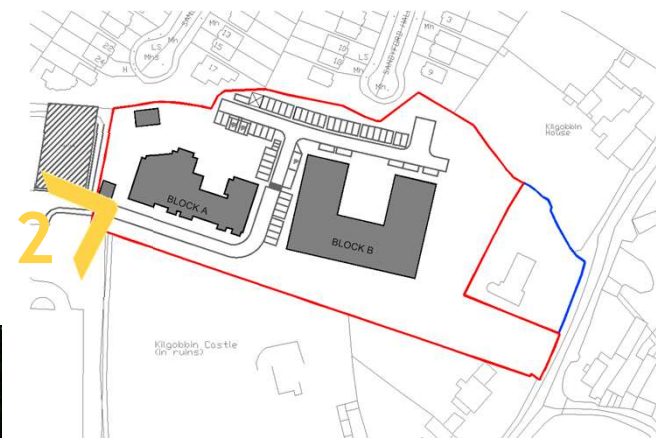


Figure94. Key Plan



Figure95. View3

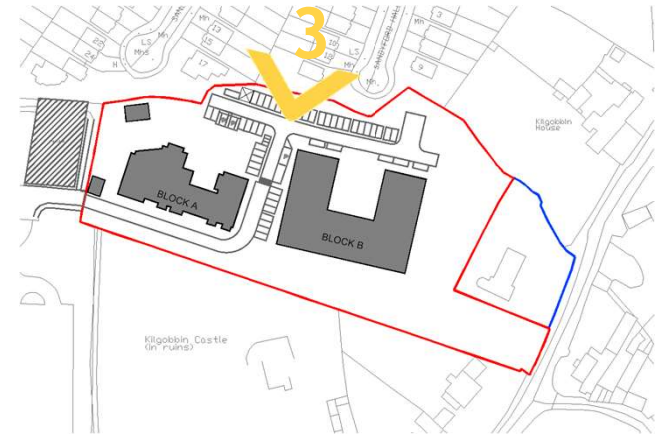


Figure96. Key Plan



Figure97. View4

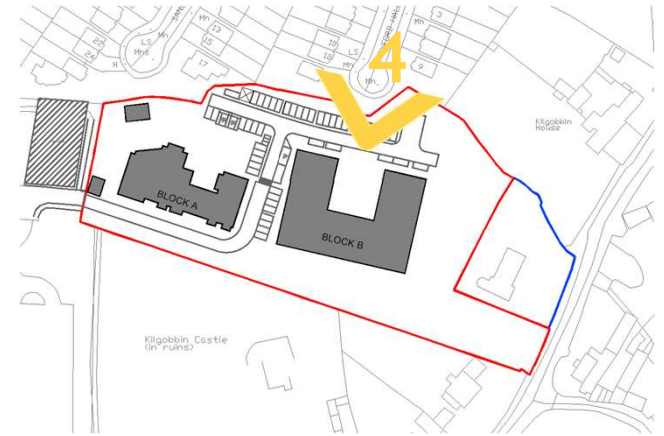


Figure98. Key Plan



Figure 99. View 5

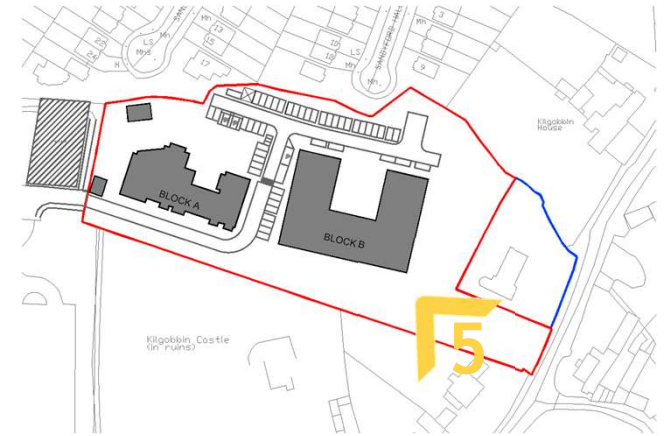


Figure 100. Key Plan

09

ENVIRONMENTAL
CONSIDERATIONS

Any proposed development has to be cognisant of whether the development is in proximity to any defined Special Area of Conservation, Special Protection Area or Proposed Natural Heritage Area.

An Appropriate Assessment (AA) is required under the Habitats Directive 92/43/EEC, Article 6(3) and Article 6(4) Assessment of Plans and Projects Significantly Affecting Natura 2000 Sites where it is identified that a proposed plan or project could have significant impact on a Natura 2000 site.

The subject site is not in the immediate vicinity of any defined Special Area of Conservation, Special Protection Area or Proposed Natural Heritage Area.

The subject site is located 1.4km southeast of the Fitzsimons Woods, which is classified as a proposed Natura Heritage Area.

It should also be noted that an Ecological Impact Assessment was submitted with the latest application on site (Reg. Ref. D18A/0074) in which the potential ecological impacts of the development proposal on local wildlife were assessed.

No hydrological connection, nor pathway between the site and any Natura 2000 habitat located within 15km of the site. It was therefore deemed that the proposed development would not have any significant effects on any Natura 2000 site and the proposal was not required to proceed with a Stage 2 Appropriate Assessment.

DOWNEY is of the opinion that environmental factors should not prove to be an impediment to obtaining a grant of permission for development within the subject site.

10 CONCLUSION

This design statement supports the proposed planning request for a large-scale residential development at Kilgobbin Road, Newtown Little, Stepside, County Dublin. The project consists of 120 apartments across two blocks: Block A with 44 units spanning 4-5 storeys and Block B with 76 units ranging from 5-6 storeys.

The development will include public and communal open spaces and provide new bicycle parking facilities. As outlined in the accompanying documentation, the proposed project aligns with the zoning designations of Objective A and F. It represents an appropriate and sustainable use of the site, capitalizing on its extensive existing and planned public transport links to address current underutilization.

The proposed development has been designed to respect its setting, ensuring that the height and scale are appropriate for the site and its surroundings. Detailed plans submitted with this request demonstrate that the project will not adversely impact neighbouring residential amenities. Measures have been taken to preserve privacy and avoid overlooking issues.

This proposal differs from the development previously approved under Application Reg. Ref. D18A/0074. Key changes include:

- No Demolition of ‘Riverside Cottage’:** The habitable dwelling (c.158 sqm) on the eastern side of the site will be retained.
- Removal of Basement Car Parking:** The updated design eliminates car parking in the basement.
- Increased Residential Density:** The number of units increases from 43 to 120, reflecting updated zoning policies and national guidelines.
- Enhanced Bicycle Parking:** Bicycle parking spaces increase from 56 to 273 to encourage sustainable transport.
- Reduced Car Parking:** Spaces reduce from 69 to 54, aligning with updated policies favouring reduced car reliance.

The updated design aligns with the Dun Laoghaire-Rathdown Development Plan 2023–2029 and national planning frameworks, including the **Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024)**. These policies prioritize increased residential densities and reduced car dependency in well-connected urban areas like this site.

The proposal capitalizes on the site’s excellent public transport accessibility, including nearby Luas Green Line stops and anticipated improvements under Dublin BusConnects. Its strategic location also offers access to a range of commercial, recreational, and local services, creating an ideal environment for future residents.

This project promotes the efficient use of urban land, addressing housing demand while contributing to compact urban growth. The site, currently vacant and underutilized, presents a prime opportunity for sustainable development in the Dublin 18 area. The proposed scheme enhances the urban fabric while respecting neighbouring properties through careful consideration of height, scale, and massing.

DOWNEY is confident that this proposal aligns with local and national planning objectives, including the Dún Laoghaire-Rathdown Development Plan 2023–2029 and the Sustainable Residential Development and Compact Settlements Guidelines. By revitalizing an underutilized site, the project supports the Local Authority’s vision of fostering compact urban growth in accessible and strategically located areas.



DCWNEY

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