

02 | SITE STRATEGY

KEY MOVES

The extents of the subject planning application is largely defined by the Figure 11.3 of the Old Connaught LAP, which outlines Sub-Phase 1 of Phase A.

The subject scheme provides the infrastructure zones as set out by the LAP, including the north-south corridor for a street and the Luas reservation, and the east-west street that runs from the residential area towards Ferndale Road.

A simple urban block pattern is proposed within the development zones between the defined infrastructure, providing active edges to all sides of each urban block. Strong urban edges will address the M11 to the east, and the avenue that runs through the scheme.

Active travel routes, as suggested by the LAP diagram, are incorporated into the proposed layout. Existing trees along the southern boundary of the subject scheme are retained within a public open space.

Future phases of development will continue the urban block and circulation patterns that are established by the subject scheme.

The scheme will include some surface water attenuation in the area zoned for Strategic Infrastructure at the northern end of the subject site.

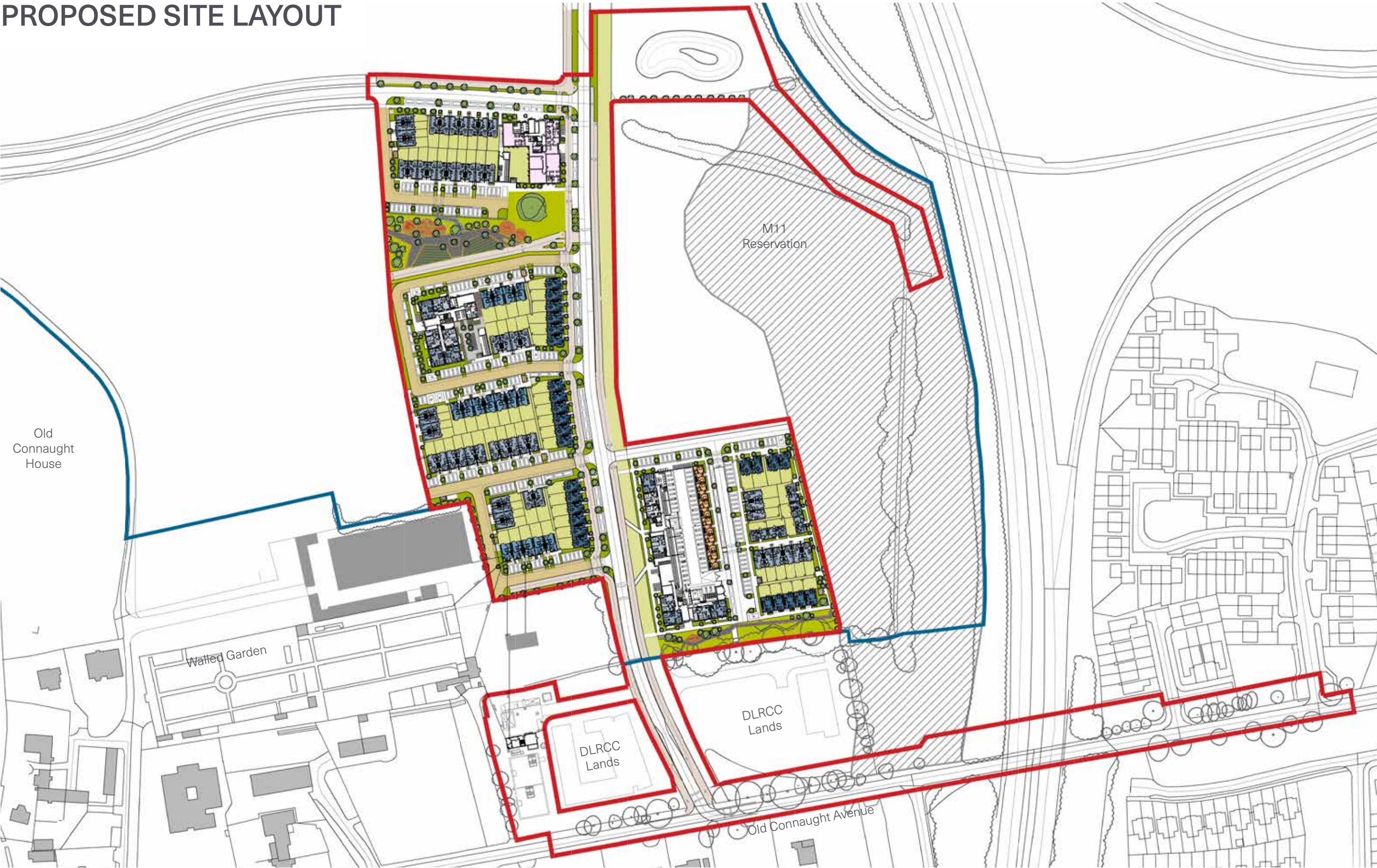


Key Moves Diagram

PROPOSED SITE LAYOUT (WITH MASTERPLAN)



PROPOSED SITE LAYOUT



NET SITE AREAS

The red line area for the subject application extends to include service/infrastructure zones to both the north and south of the housing development areas.

The net site area of the subject site is shown by the coloured hatching on the diagram on this page, i.e. the net site areas exclude the lands required for service/infrastructure zones, such as:

- Regional attenuation area;
- Primary north-south link street;
- Primary east-west link street;
- Services connections & pump station;



Diagram showing net site areas and the red line boundary

DENSITY

The subject application comprises two density zones, as defined by the Old Connaught LAP. That part of the application site that is on the eastern side of the Street/Luas Reservation is within the higher density bracket of 70-80 dw/ha, and is referred to as “Central Character Area Lands - East (Phase A, Sub-Phase 1)” in the OMP Schedule. That part of the application site that is on the western side of the Street/Luas Reservation is within the medium density bracket of 50-80 dw/ha, and is referred to as “Central Character Area Lands - Central (Phase A, Sub-Phase 1)” in the OMP Schedule.

The proposed density of each development zone is compliant with the LAP, please refer to the diagram on this page.

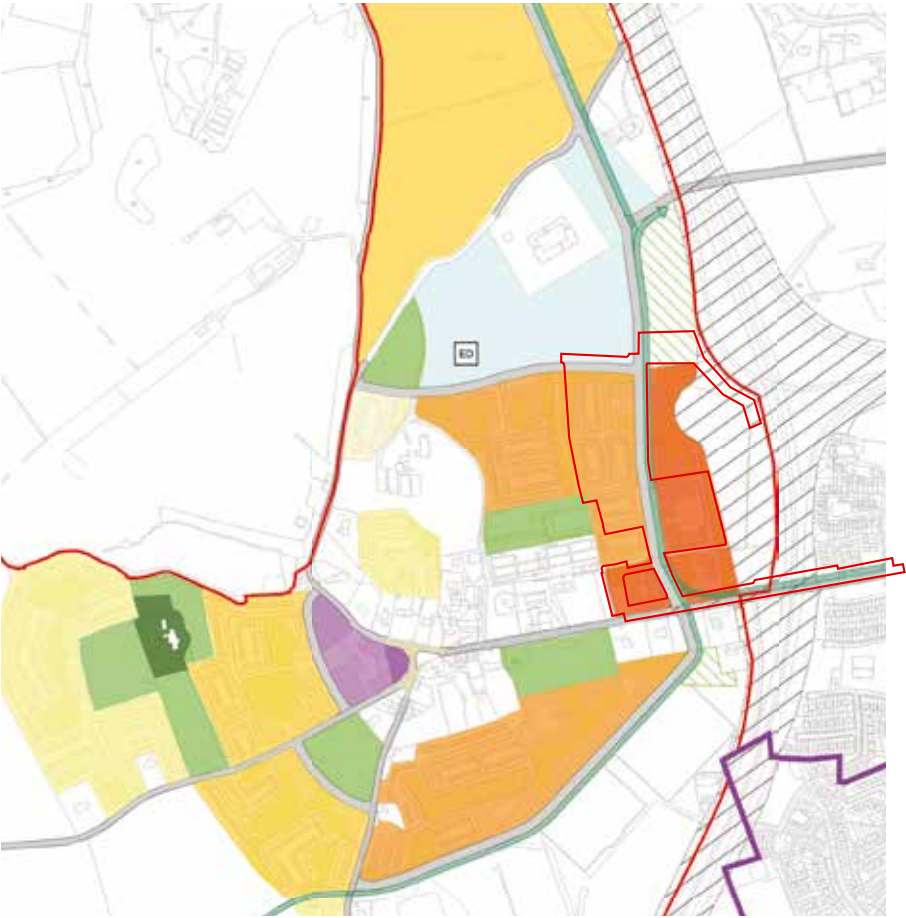
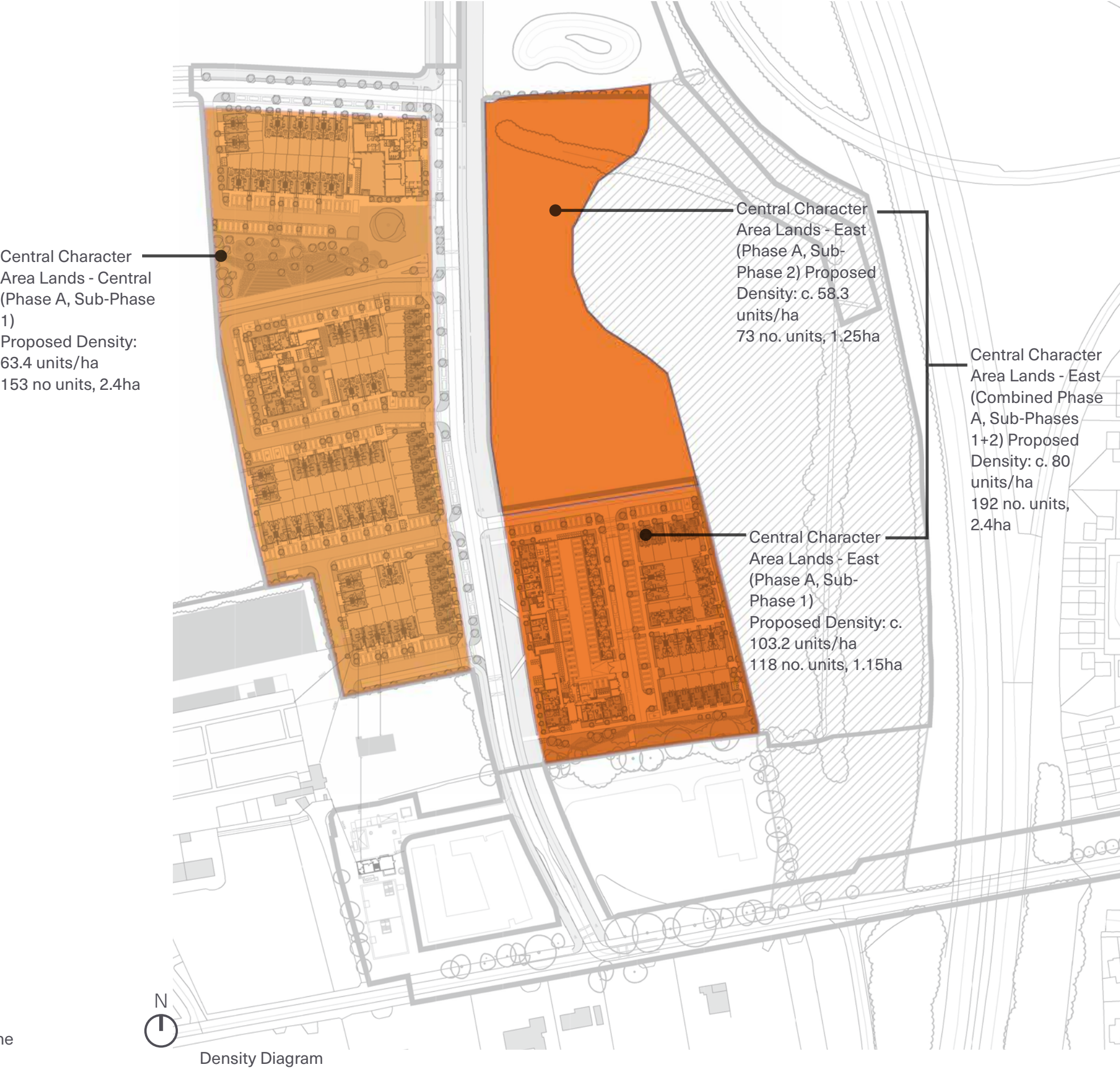


Figure 4.2 Land Use & Residential Density, with subject application red line



03 | LAP COMPLIANCE

VEHICULAR ROUTES & PUBLIC TRANSPORT

The Old Connaught LAP diagram for Vehicular Routes & Public Transport indicates one access point from the primary north-south street into the Central Character Area Lands - East and one access point into the Central Character Area Lands - Central. One access point from the east-west street is also indicated into Central Character Area Lands - Central.

The subject scheme proposes one access point from the primary north-south street into the Central Character Area Lands - East, in accordance with the LAP. All residential development on the Central Character Area Lands - East that are within Castlethorn's ownership can be accessed off this route, which minimises the number of crossing points over the potential Luas line.



Figure 4.13 Vehicular Routes & Public Transport, with subject application red line



Proposed Vehicular Routes & Public Transport Diagram

The subject scheme proposes multiple access points into a series of looped homezones on the western side of the primary north-south street, serving the Central Character Area Lands - Central. This approach treats the north-south street as an urban street, rather than as a local distributor road. The use of looped homezones avoids long, meandering streets and turning heads within the residential area, and is in compliance with DMURS. This approach has been used successfully by the client in Woodbrook to create an attractive urban avenue and homezone side streets, and the design team is proposing a similar approach on the subject site. We note that this strategy was discussed at the S247 and the Stage 2 meetings for the subject scheme, and the local authority responded positively to the proposal.

ACTIVE TRAVEL NETWORK

The subject application provides the following pedestrian and cycle routes:

- 2m footpath & 2m cycle path on both sides of the primary north-south street;
- 2m footpath & 3m cycle path on northern side of east-west streets, and 2m footpath on its southern side;
- 2m footpath & 3m cycle path traversing the proposed public open space in Central Character Area - Central;
- 4m combined footpath & cycle path at southern end of Central Character Area - Central, connecting zoned public open space with the primary north-south street.

The masterplan for the wider Central Character Area lands continues the above routes, and provides an active travel route through a large north-south public open space.



Figure 4.12 Active Travel Network, with subject application red line



Proposed Active Travel Network Diagram

- Cherrywood to Bray Cyclerooute
- Active Travel Route
- Urban Greenway

OPEN SPACE & ENVIRONMENT

12.7% of the net site area of the subject planning application is provided as public open space, in compliance with the Sustainable Residential Development and Compact Settlement Guidelines and the Old Connaught LAP principle of 10% public open space within residential zoned lands.

Both the Central Character Area - East and the Central Character Area - Central contain public open spaces. In the Central Character Area - East, the public open space is located at the southern end of the site, along the shared boundary with DLRCC lands, which contains some mature trees.

In Central Character Area - Central, the public open space is located towards the northern end of the area, facilitating an active travel route, and visual connectivity between the residential area and the public transport along the main north-south street.

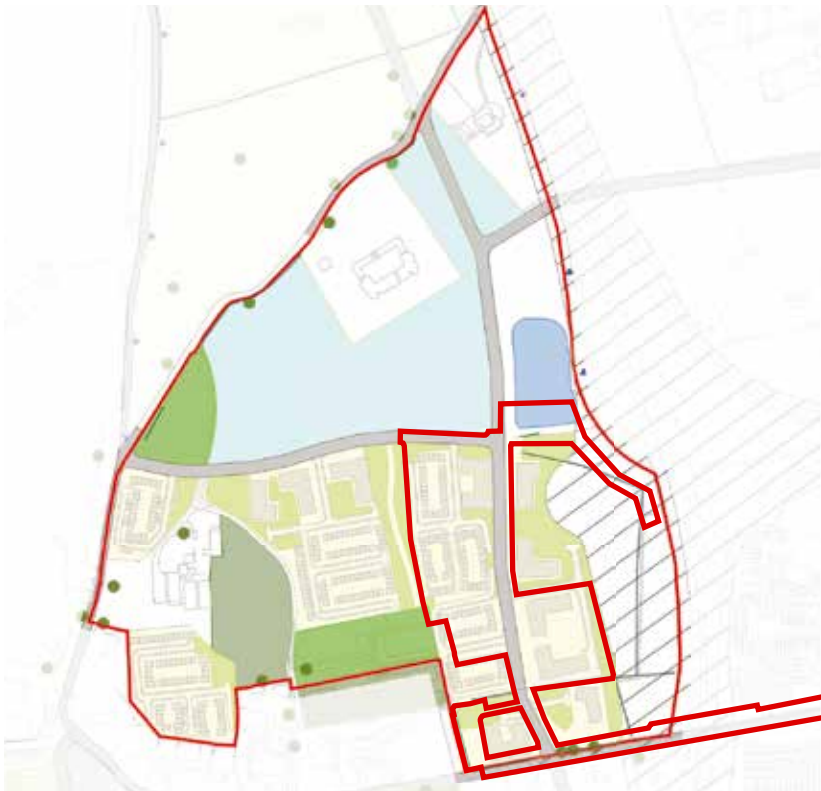


Figure 4.14 Open Space & Environment, with subject application red line



Proposed Open Space & Environment Diagram

- Active Park & School
- Proposed Public Open Space
- LAP Proposed Strategic Parks & Open Space
- DLRCC Development Plan Zoned Open Space

BUILDING HEIGHTS

The subject application proposes the following building heights:

- 5 storey to Apartment Blocks 1 & 2, in Central Character Area - East. The buildings provide a strong urban edge to the eastern side of Old Conna;
- A 4 and 5 storey apartment building is located at the northern entrance to Old Conna, at the junction of the primary north-south street and the east-west street
- 3 & 4 storeys to Apartment Blocks 4, in Central Character Area - Central;
- 3 storey houses form the streetscape on the western side of the primary north-south street;
- A mixture of 2 storey duplexes, 3 storey houses and 2 storey houses form the streetscape on the eastern side of the primary north-south street;
- The majority of houses in the Central Character Area - Central are 2 storey.

All proposed building heights are in compliance with the height diagram in the Old Connaught LAP, with the exception of Block 3. As noted elsewhere in this document, Block 3 is proposed as a 4 & 5 storey building, as it is considered a gateway location into this new settlement.



Figure 4.3 Building Heights, with subject application red line



Proposed Building Heights Diagram

- 1 -2 Storey
- 3 Storey
- 4 Storey
- 5 Storey

04 | DESIGN STRATEGY

COMMUNAL OPEN SPACE

Communal open space will be provided for all apartments and duplexes, as per the Design Standards for New Apartments 2025, and also in compliance with Table 12.9 of the Dun Laoghaire Rathdown Development Plan.

Blocks 1&2's communal space is on a podium level accessed from Level 01. Block 3's communal space is in the form of a roof terrace accessed via level 04. Block 4's communal space is on Ground floor level.

All communal open spaces will be accessible to all residents of the adjoining apartment or duplex building. Communal open spaces will be designed to include a variety of play and recreational areas, suitable for use by all residents.

Where bicycle storage for residents or visitors is provided in external courtyard areas, the area of the bicycle storage is excluded from the area of communal open space that is provided, i.e. the communal open space areas that are shown on the schedule and drawings do not include bicycle store areas.

The proposed scheme provides a total of 1154 sq.m. of communal open space. Please refer to the Landscape Architects drawings for further detail.

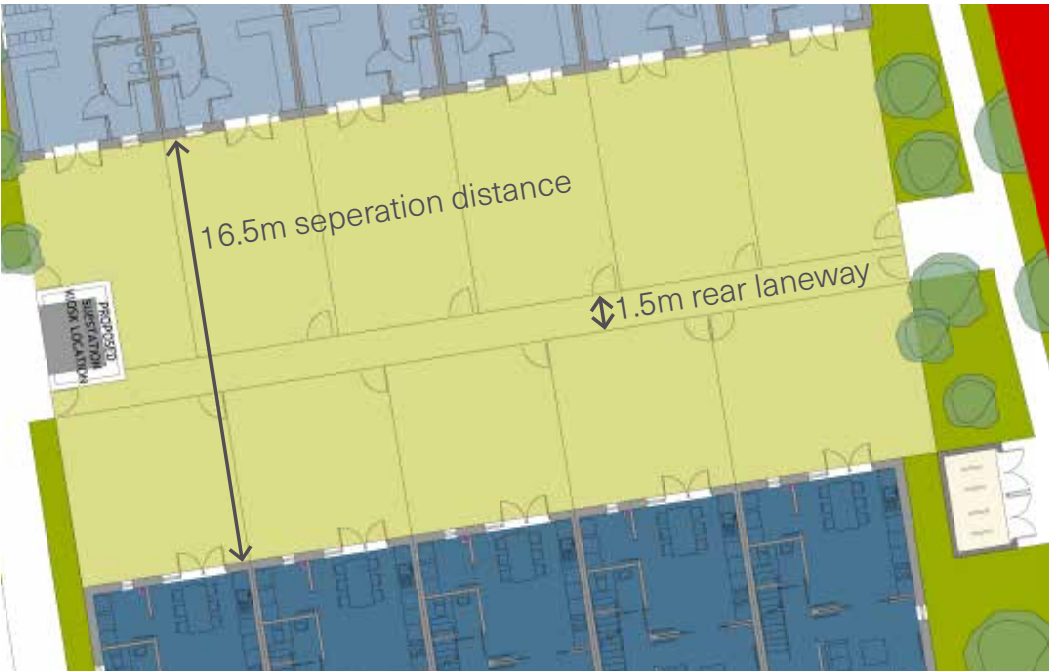


PRIVATE OPEN SPACE

It is the intention of the applicant to maximise the quantum of own-door housing within this phase of Old Conna. The proposed garden sizes align with the garden sizes in Table 5.1 of the Sustainable and Compact Settlements Guidelines.

In most areas of the site layout, the rear separation distance between first floor windows to habitable rooms is 16m, as recommended by the Draft Sustainable and Compact Settlements Guidelines for Planning Authorities. Where the proposed rear separation distance is 15m, there are no rear facing first or second floor windows to habitable rooms on one side of the urban block. In all cases, the garden sizes are compliant with the Sustainable and Compact Settlements Guidelines

The layout also incorporates some rear laneways to provide access to the gardens of houses for bin and bicycle storage.



Rear Garden Laneway Diagram

Table 5.1 Minimum Private Open Space Standard for Houses

House	Minimum Private Open Space	Max Semi-Private (in lieu)
1 bed	20 sq.m	10 sq.m
2 bed	30 sq.m	15 sq.m
3 bed	40 sq.m	20 sq.m
4 bed+	50 sq.m	25 sq.m

- 50+ sq.m. garden
- 40-50 sq.m. garden
- 30-40 sq.m. garden
- Rear access laneway



Communal Open Space Diagram

WASTE MANAGEMENT

A Waste Management strategy has been integrated into the design proposals, and Awn Consulting have advised the design team on all waste management requirements for the subject planning application.

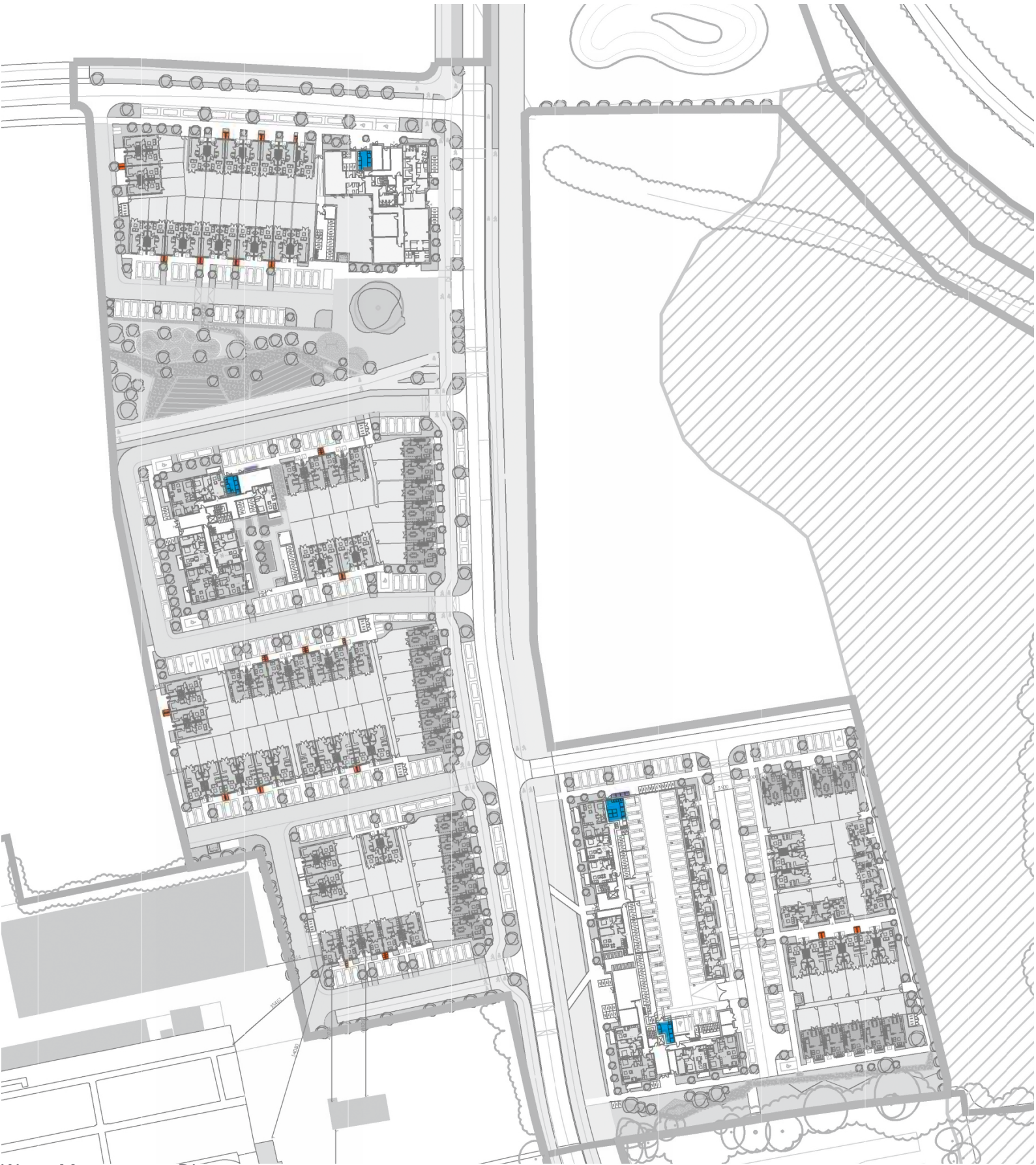
All apartment buildings are provided with a residential bin store at Level 00 (ground floor), and an external waste management area is provided on the street near the bin store, where bins can be left before and after collections. Each bin store and external waste management area is sized in line with recommendations by Awn. All residents in each apartment block will have convenient access to the bin store, and at bin collection times the management company will arrange for the bins to be moved to the external waste management areas for collection.

Where a house has external access to its rear garden, via side entrance or a service lane, then the bins for that household will be stored in its rear garden. Where a house does not have external access to its rear garden, it is provided with a bin store to the front of the dwelling, which is sized to hold 3 no. bins.

An Operational Waste Management Report by Awn accompanies this Planning Application.

Please refer to drawing: 24004-OMP-01-00-DR-A-5000 for binstore plans, elevations & sections.

- External Waste Management Area
- Residential Bin Store
- External Bin Store

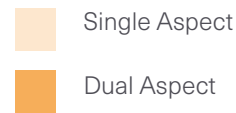


Waste Management Diagram

ASPECT

All houses within the proposed scheme are dual aspect, and c. 44% of all proposed apartments and duplexes are dual aspect.

A small number of single aspect, north facing apartments are proposed in Block 3. These units are overlooking the Active Park, which is considered to be a significant amenity, and therefore a suitable aspect for single aspect, north facing units, which accords with the 2025 Apartment Guidelines

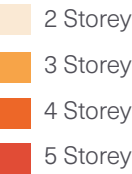


HEIGHT

The height strategy for the proposed scheme has been considered at the scale of settlement, the neighbourhood and the buildings, in accordance with Section 3.2 of the DOHPLG Urban Development and Building Height Guidelines for Local Authorities.

The scheme proposes a variety of heights, in response to specific site conditions.

- 5 storey apartment buildings (Blocks 1&2) are located along the eastern edge of the Luas Corridor, creating a strong urban edge to the Old Conna settlement;
- A 4 and 5 storey apartment building (Block 3) is located at the northern entrance to Old Conna, at the junction of the primary north-south street and the east-west street;
- A 3 and 4 storey apartment building (Block 4) is located so as to overlook the public open space to its west, and the active travel route therein;
- 3 storey houses form the streetscape to the west of the primary north-south street;
- 2 and 3 storey houses and duplexes form the streetscape facing the M11 and its reservation.



Proposed Height Diagram

APT & DUPLEX MIX

The subject planning application proposes a sustainable mix of houses, apartments & duplexes. Please refer to the OMP Schedule of Accommodation for a break down of proposed typologies.



Proposed Apt & Duplex Mix Diagram

HOUSING MIX

The subject planning application proposes a sustainable mix of houses, apartments & duplexes. Please refer to the OMP Schedule of Accomodation for a break down of proposed typologies.



- 2 Bedroom House
- 3 Bedroom House
- 4 Bedroom House

Proposed Housing Mix Diagram

MATERIALS

The predominant material for public facades of apartments, duplexes and houses is buff brick, with white render used on smaller features on those facades, such as bay windows, to provide contrast. White render will also be used on rear-facing elevations of houses.

It is proposed that Block 3 will be picked out in a white / light grey brick, to highlight the public use (creche) in this part of the site. We feel that this buildings prominent location on the meeting point of the main north-south road and east-west road lends itself to have its own distinct character & materiality.



Precedent Image: Grey metal balcony with buff brick



Precedent Image: Grey metal balcony with render brick



Precedent Image: Buff brick with light grey mortar, from Woodbrook Phase 1



Precedent Image: White or light grey brick with light grey mortar



05 | MOVEMENT & TRANSPORT

PRIMARY NORTH-SOUTH STREET

The transport and movement framework for the development of the Old Conna Local Area Plan (LAP) Phase A lands has been informed by a range of key policy and guidance documents. These include:

- Design Manual for Urban Roads and Streets (DMURS)
- Cycle Design Manual (CDM)
- Old Connaught LAP and supporting Infrastructure Capacity Assessment Study
- Dún Laoghaire-Rathdown County Council Development Plan 2022–2028
- Guidelines for Setting and Managing Speed Limits in Ireland
- Transport Strategy for the Greater Dublin Area 2022–2042

These documents collectively shape the principles and objectives for sustainable mobility, prioritising active travel, public transport integration, and a safe, accessible street network that supports compact growth and placemaking.

The subject planning application will contain part of the north-south link street between Old Connaught Avenue and Rathmichael, referred to here as the primary north-south street.



Precedent Photos: Woodbrook Avenue

	North South Street	East West Street
Street Typology	Link Street	Link Street
Land Uses	Predominantly residential	Residential, School & Active Park
Carriageway Widths	One lane in each direction 3.25m per lane, 6.5m total	One lane in each direction 3m per lane, 6m total
Access Points to and from link street	A number of side road priority junctions facilitating access to residential areas	On southern side number of side road priority junctions facilitating access to residential areas
Pedestrian infrastructure	2m footpaths on both sides	2m footpaths on both sides
Cycle Infrastructure	Segregated 2m cycle track on both sides of the street	3m shared segregated cycle track on northern side of street (adjacent to active park & school)
Adopted Speed limit	30kph speed limit Traffic calmed environment prioritising safety	30kph speed limit Traffic calmed environment prioritising safety
Active Travel Crossings	Pedestrian and cycle priority at side road junctions Controlled crossing across link street	Pedestrian and cycle priority at side road junctions Controlled crossing across link street
Car parking	Some on-street parallel car parking (2.5 X 6m) on western side of link street only	Some on-street parallel car parking (2.5 X 6m) on southern side of link street only
Buffer / Landscaping	Street trees and landscaping as appropriate	Street trees and landscaping as appropriate
Bus infrastructure	Designated bus corridor as per LAP. Carriageway width of 3.25m allows for buses to run on same lane as general traffic Bus stops to be provide in line as per NTA guidance	No planned bus infrastructure as per draft LAP
Luas Infrastructure	Luas reservation corridor (7m) provided along eastern side of link street as per Draft LAP Design allows for future station to be accommodated	Not required as per draft LAP

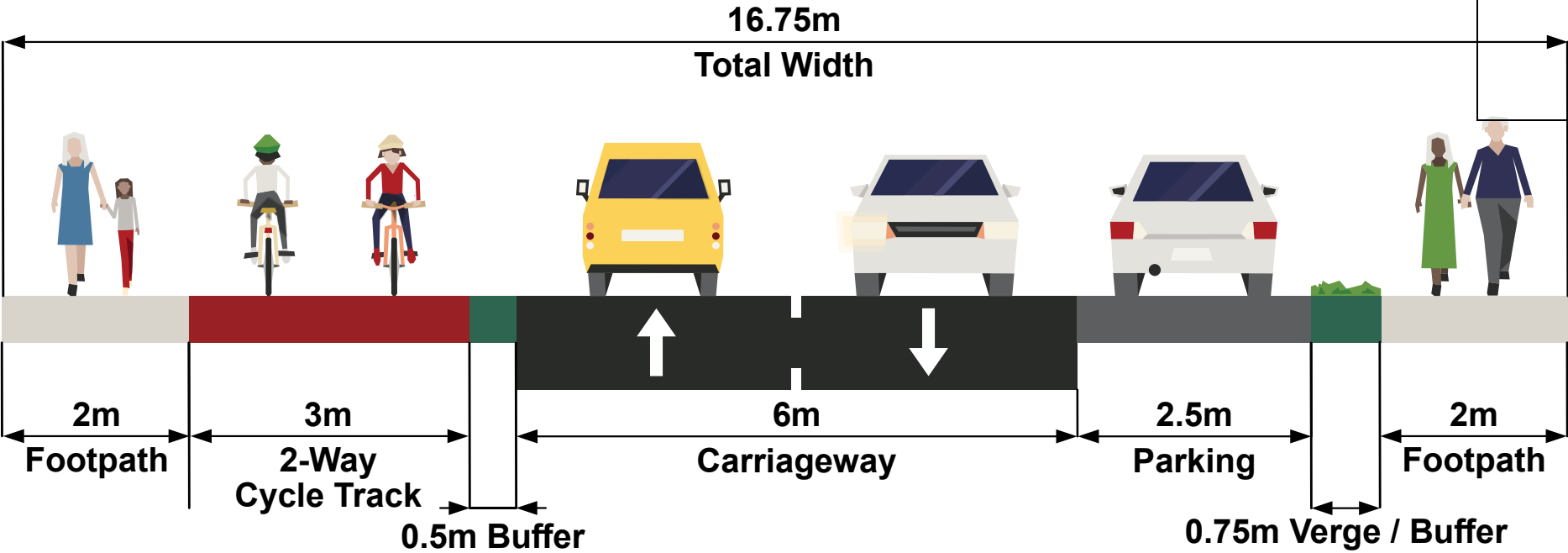


Proposed Cross Section, Primary North-South Street

PRIMARY EAST-WEST STREET

The primary eas-west street will link the residential area with Ferndale Road. We are proposing a 3m, 2 way cycle track on the northern side of this road in order to link the cycle track with the proposed Active Park & School lands.

	North South Street	East West Street
Street Typology	Link Street	Link Street
Land Uses	Predominantly residential	Residential, School & Active Park
Carriageway Widths	One lane in each direction 3.25m per lane, 6.5m total	One lane in each direction 3m per lane, 6m total
Access Points to and from link street	A number of side road priority junctions facilitating access to residential areas	On southern side number of side road priority junctions facilitating access to residential areas
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Buffer / Landscaping	Street trees and landscaping as appropriate	Street trees and landscaping as appropriate
Bus infrastructure	Designated bus corridor as per LAP. Carriageway width of 3.25m allows for buses to run on same lane as general traffic Bus stops to be provide in line as per NTA guidance	No planned bus infrastructure as per draft LAP
Luas Infrastructure	Luas reservation corridor (7m) provided along eastern side of link street as per Draft LAP Design allows for future station to be accommodated	Not required as per draft LAP



Proposed Cross Section, Primary East-West Street

POTENTIAL LUAS INFRASTRUCTURE

The subject planning application proposes a 7m wide corridor on the eastern side of the infrastructure reservation for the potential Luas.

As there is some uncertainty around the timing of the Luas delivery, we are proposing that the Luas Reservation could be landscaped to provide an additional green area, as an interim use.

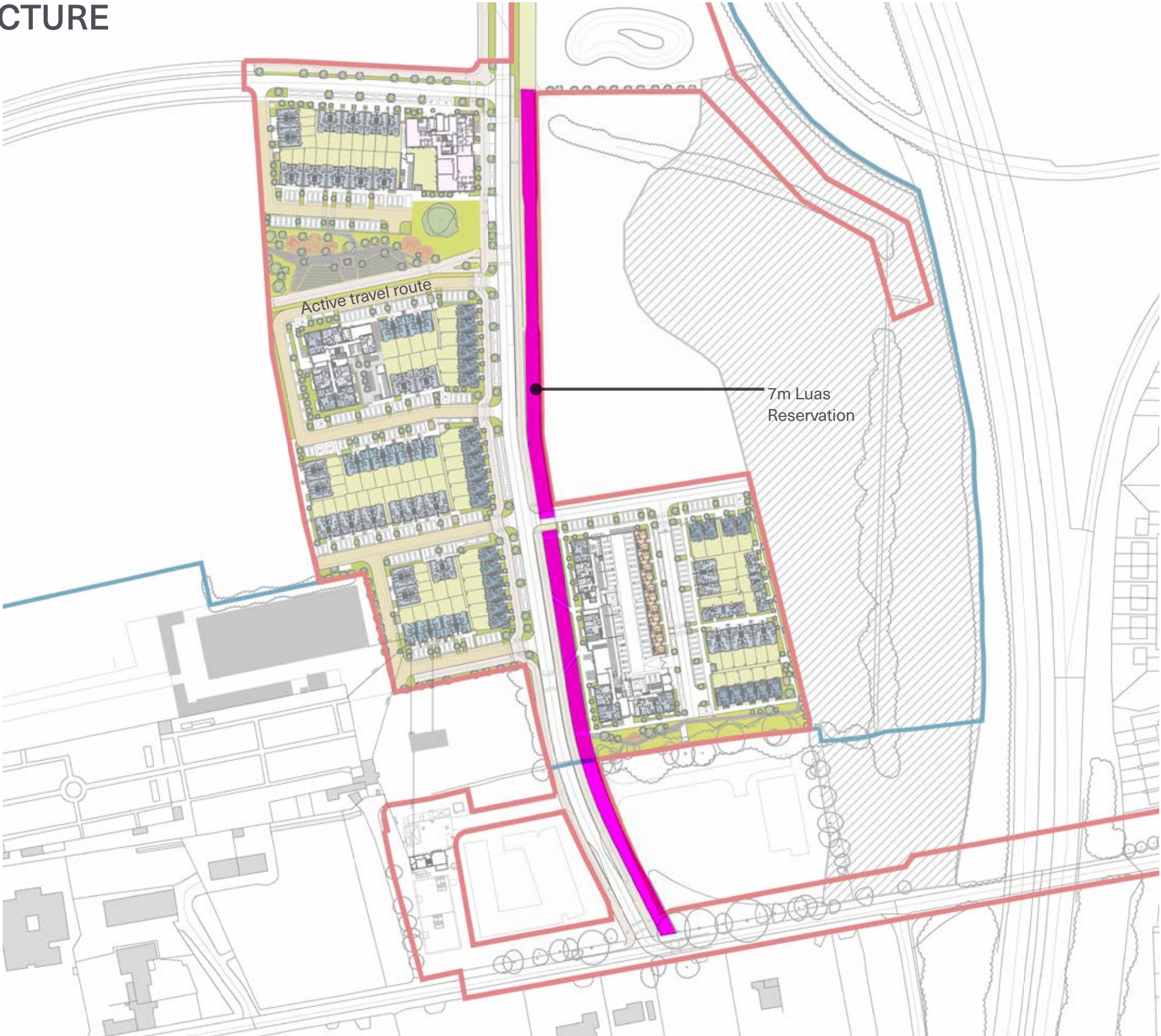


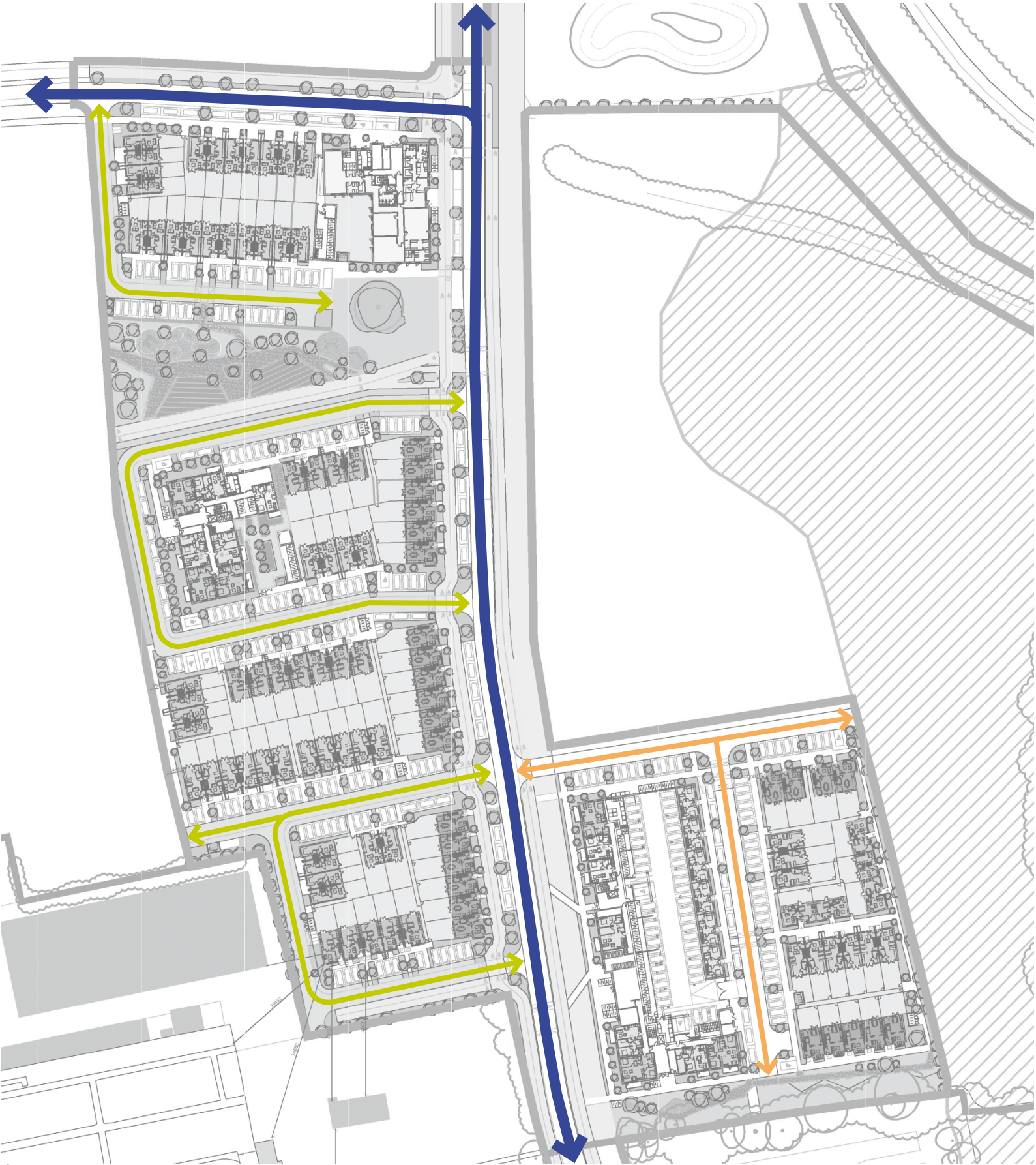
Diagram highlighting 7m Luas Reservation

STREET HIERARCHY

The scheme proposes a clear road hierarchy, which are fully DMURS compliant, and have an important placemaking role in the project.

In overall terms the entire development has been designed to create an integrated street environment which promotes high levels of permeability and legibility for all users and particularly for pedestrian, cyclists and vulnerable road users allowing them to safely move within and through the site while affording appropriate levels of vehicular access in accordance with the road hierarchy.

-  Main Spine Road:
 - 6.5m carriageway
 - 2m footpath & 2m cycle path on both sides of the primary north-south street;
 - 2.5m parallel parking to one side
-  Local Street:
 - 5.5m carriageway
 - 5.0m banked parking and 2.5m parallel parking to opposite side
 - 2m footpath on both sides
-  Homezone:
 - 4.8m carriageway
 - 5.5m banked parking
 - 1.5m pedestrian refuge on one side



Street Hierarchy Diagram

HOMEZONE STREET

A Homezone is one of the street typologies that connects the main spine road with the urban blocks.

Characteristics of the homezone street typology include:

- Shared surface throughout homezone to include pedestrian refuge & carriageway
- 4.8m wide carriageway
- 1.5m pedestrian refuge on one side of the carriageway
- Parking spaces 2.5m x 5.5m
- Landscaping to integrate street trees & public lighting
- Landscaping “build outs” to interrupt the pedestrian refuge/carriageway to act as traffic calming



Homezone Perspective



Homezone Plan

BICYCLE PARKING: APARTMENTS

The overall provision of residential bicycle parking for the apartments & duplexes is as per the 2025 Apartment Guidelines, i.e. 1 no. space per bedroom. As part of this provision, 1 no. residential sheffield stand space is provided for each apartment/duplex, in line with the DLRCC Development Plan.

The residential bicycle parking provision is made up of a combination of bicycle parking types, including sheffield stands, stacked spaces, semi-vertical spaces and bicycle lockers.

All visitor bicycle parking is provided in sheffield stands, and c. 5% of the residential bicycle parking spaces are provided as cargo bicycle spaces.

BICYCLE PARKING RESIDENTIAL UNITS	No. Residential Units	No. of Bedrooms	Residential Bicycle Parking Requirement (Apt Guidelines)	Residential Bicycle Parking Proposed	Visitor Bicycle Parking Requirement (Apt Guidelines)*	Visitor Bicycle Parking Proposed (External Sheffield Stands)	Total Residential and Visitor Bicycle Parking Requirement (Apt Guidelines)	Total Bicycle Parking Provision	Motor bicycle Parking Proposed
Apartment Block 1 (East)	54	95	95	88	27	24	122	112	3
Apartment Block 2 (East)	41	73	73	80	21	24	94	104	
Apartment Block 3 (Central)	38	63	63	67	19	18	82	85	2
Apartment Block 4 (Central)	35	62	62	68	18	18	80	86	3
Mid-terrace houses	45			48				48	4
TOTALS	168	293	293	351	84	84	377	435	12

RESIDENTIAL BICYCLE PARKING TYPE APARTMENTS & DUPLEXES	No. Sheffield Stand Spaces in Internal Bicycle Stores	No. Semi-Vertical Spaces in Internal Bicycle Stores	No. Stacked Spaces in Internal Bicycle Stores	No. Cargo Spaces	No. External Bicycle Locker Spaces (Horizontal)	No. Sheffield Stand Spaces in External Bicycle Stores	No. External Bicycle Store Spaces (Stacked)	No. External Bicycle Store Spaces (Vertical)	Total Residential Bicycle Parking
Apartment Block 1 (East)	52		32	4					88
Apartment Block 2 (East)	44		32	4					80
Apartment Block 3 (Central)	36	28		3					67
Apartment Block 4 (Central)	16	20		4		28			68
TOTALS	148	48	64	15		28			303
	48.8%	15.8%	21.1%	5.0%		9.2%			100.0%

Extract from the Schedule of Accomodation, showing number and type of Residents’ bicycle storage for apartments and duplexes. We note that 100% of visitor bicycle parking spaces are sheffield stand spaces.



On street, secure bicycle store with Sheffield Stands, for terraced houses in Woodbrook Phase 1.



Semi-vertical bicycle stands are used in the internal residential bicycle stores.



Sheffield Stands are utilised in some internal and external residential bicycle stores. All visitor bicycle spaces are accomodated with Sheffield Stands.

BICYCLE PARKING: HOUSES

Where a house has side or rear access to its private rear garden from the street, it is presumed that the residents of that house will store their bicycles in the private rear gardens. The larger, 3 storey houses are generally provided with a rear access laneway which provides external access to their rear garden, facilitating the storage of bins and bicycles in their rear gardens.

Bicycle parking for the proposed mid-terrace houses is provided, in line with the standards set out in the DLRCC Development Plan, i.e. 1 space per mid-terrace house (where that house does not have external access to its rear garden). Where a house is terraced, and access to its private rear garden involves going through the internal ground floor of the house, secure bicycle parking is provided within the streetscape in the vicinity of the dwelling.

Please refer to drawing: 24004-OMP-01-00-DR-A-5000 for bikeshop plans, elevations & sections.



On street, gated bicycle stores with Sheffield Stands, for terraced houses are proposed within the streetscapes. Castlethorn have built similar bicycle stores in other projects, such as in Woodbrook Phase 1, located in Dun Laoghaire Rathdown County Council. The above precedent photo is from Woodbrook Phase 1.

- Residential Bicycle Store (Apartments)
- Visitor Bicycle Stands
- On-street /Courtyard Bicycle Stores



Bicycle Parking Diagram

06 | IMAGES

PRELIMINARY VIEWS

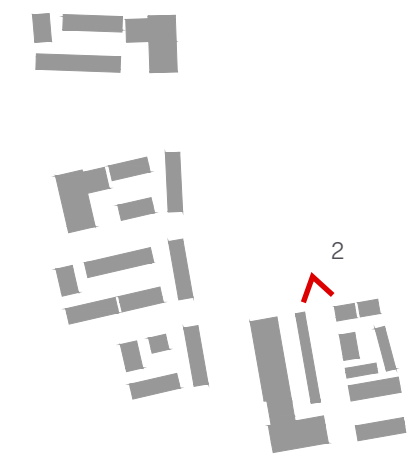


View 1: Primary north-south street, looking north



View 1: Primary north-south street, looking north including future phases

PRELIMINARY VIEWS

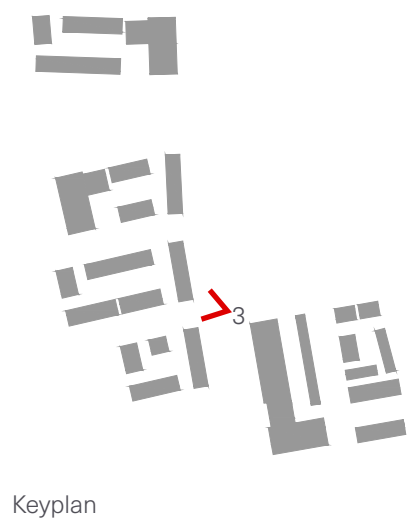


Keyplan



View 2: Local street, looking south towards southern Public Open Space

PRELIMINARY VIEWS

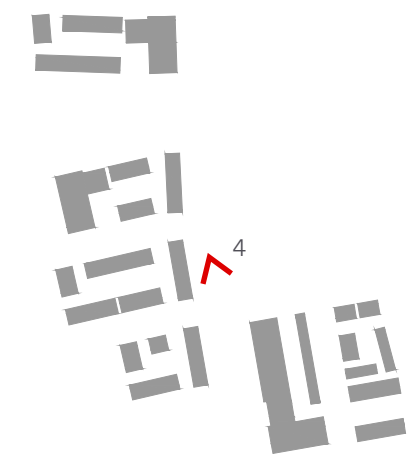


View 3: Homezone Street looking West



View 3: Homezone Street looing West including future phases

PRELIMINARY VIEWS



Keyplan

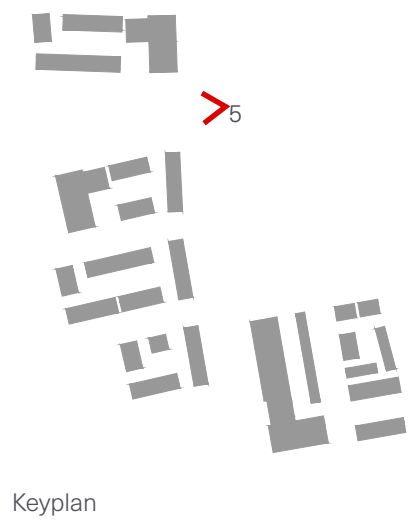


View 4: Primary north-south street, looking south



View 4: Primary north-south street, looking south including future phases

PRELIMINARY VIEWS

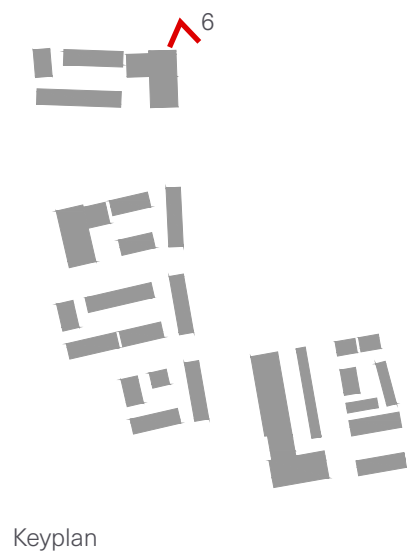


View 5: Block 3 and public open space looking west



View 5: Block 3 and public open space looking west including future phases

PRELIMINARY VIEWS



View 6: Block 3 and main N/S road looking south



View 6: Block 3 and main N/S road looking south including future phases

07 | RESIDENTIAL AMENITY

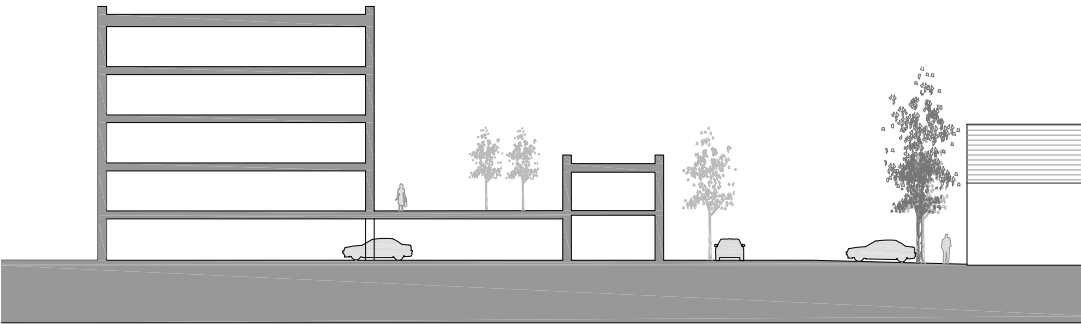
BLOCKS 1 + 2

Proposed Blocks 1 & 2 are located in Central Character Area - East. The buildings are positioned so as to optimise the east-west orientation of apartments, and to create a strong urban edge to along the Luas reservation.

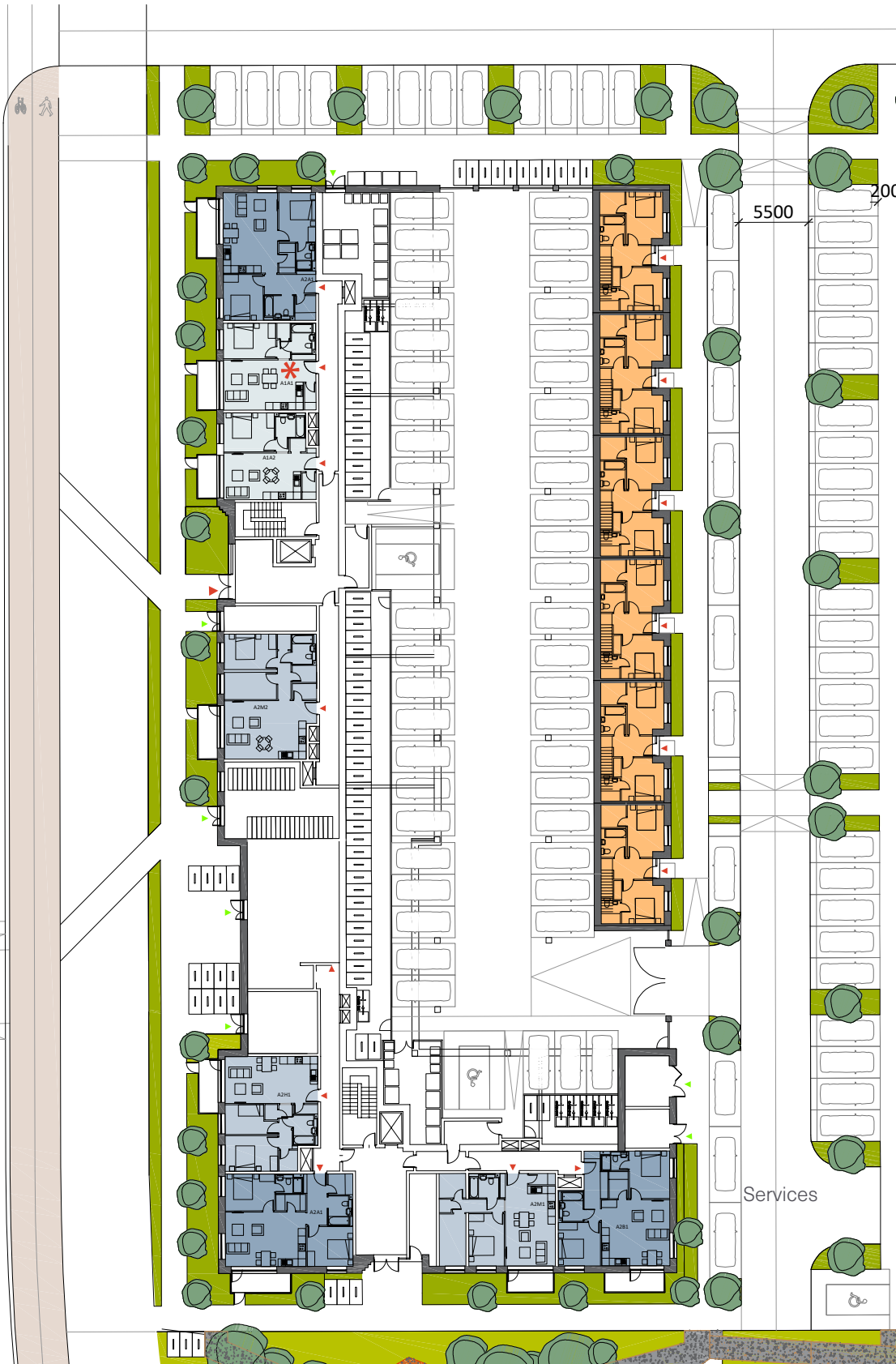
Proposed Blocks 1 & 2 are 4 & 5 storeys in height, in compliance with the LAP. Block 1 contains 11 units per typical floor, and Block 2 contains 10 units per typical floor, with c. 39% of units being dual aspect. Unit design is based on the 2025 Planning Design Standards for Apartments.

Car parking for Blocks 1 & 2 is provided at ratios of 1:0.8 and 1:0.7 respectively. Limited on-street parking is provided on their northern side in the form of banked car parking spaces, and undercroft car parking is provided on their eastern side. Bicycle parking and services are also accomodated in the undercroft area.

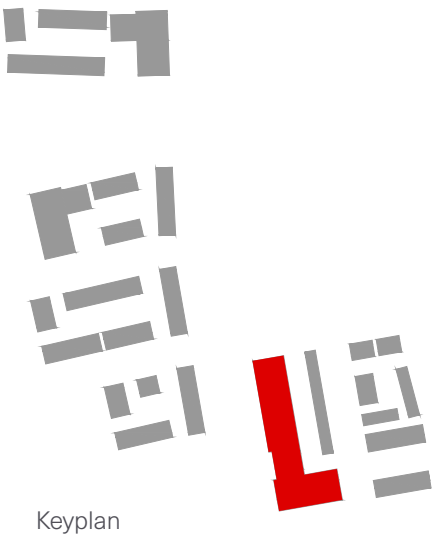
Communal open space for Blocks 1 & 2 is provided by a deck at Level 01, which is located over the car parking area.



Section through Blocks 1 & 2, with undercroft parking



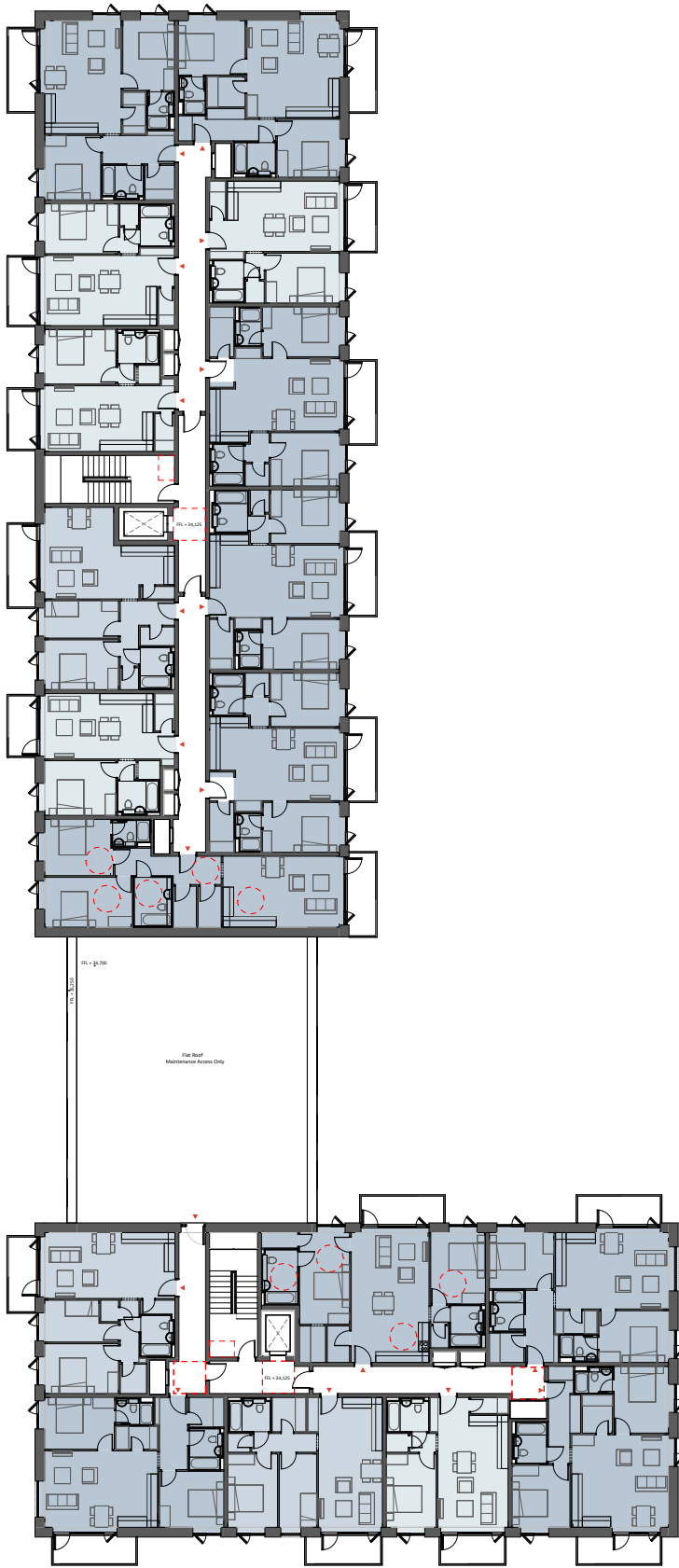
Blocks 1 & 2, Level 00 Plan, with undercroft parking



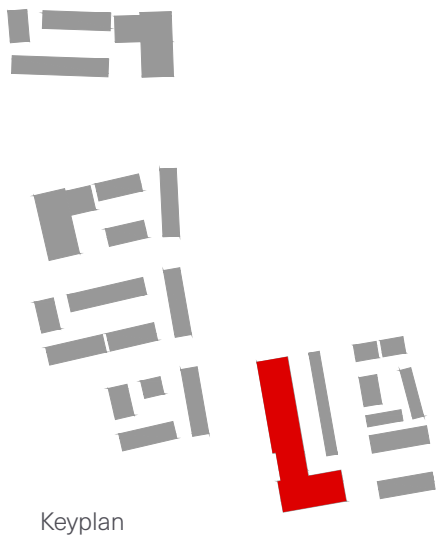
BLOCKS 1+ 2



Blocks 1 & 2, Level 01 Plan



Blocks 1 & 2, Level 04 Plan



Preliminary View, Blocks 1 & 2

BLOCK 3

Proposed Block 3 is located in Central Character Area - Central. The building is positioned so as to demarcate the entrance to Old Conna from the north, being positioned at the junction of the primary north-south and east-west streets.

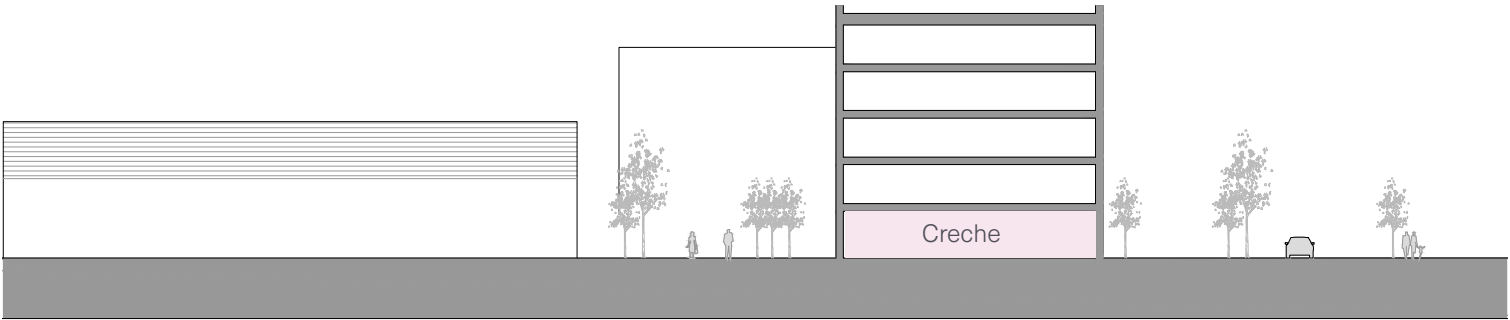
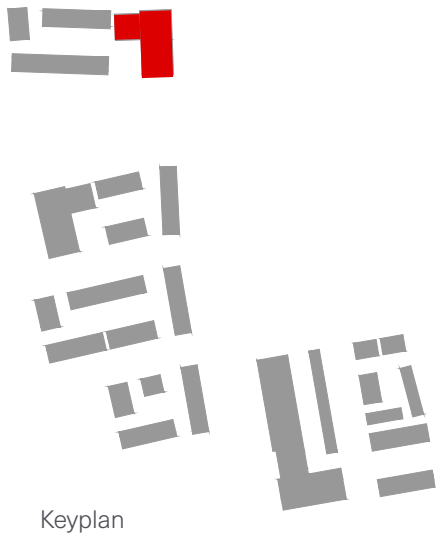
Proposed Block 3 is 4 & 5 storeys in height, in compliance with the LAP. Block 3 contains 10 units per typical floor, , with c. 50% of units being dual aspect. Unit design is based on the 2025 Planning Design Standards for Apartments.

Car parking for Block 3 is provided at a ratio of 1:0.5. On-street car parking is provided within the streetscape to the south of the building.

A creche is provided on the ground floor of Block 3, with an estimated capacity of c. 90 childcare places. A play area for the creche is provided at Level 00. A drop off area is provided on the western side of Block 3.



Block 3, Level 00 Plan

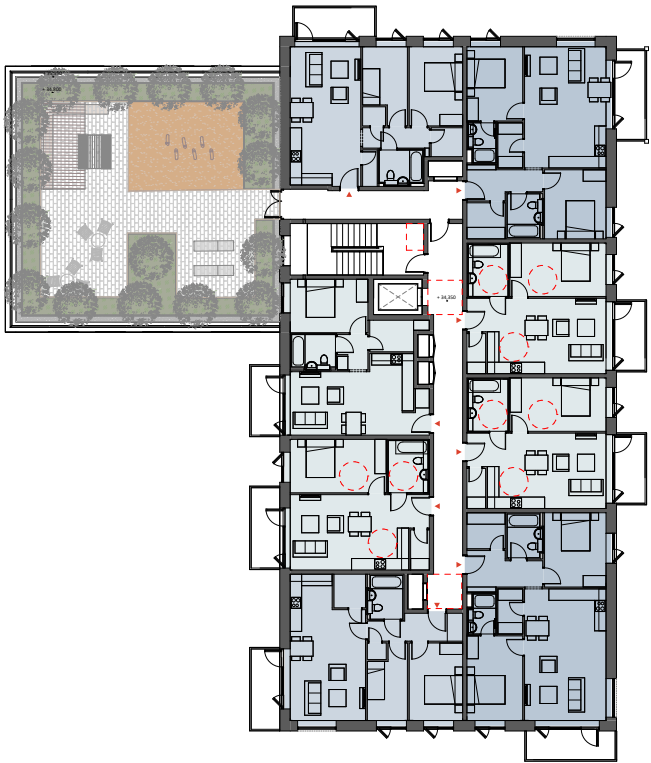


Block 3, Section

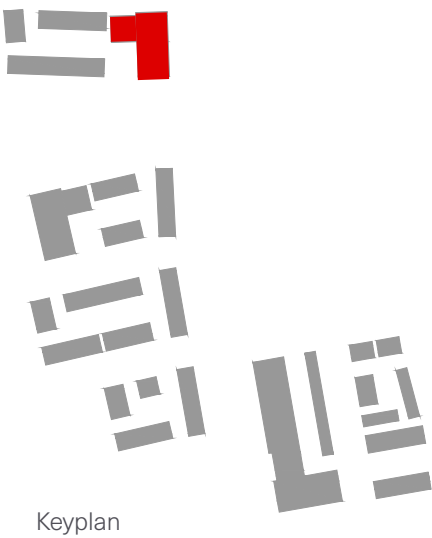
BLOCK 3



Block 3, Level 01 Plan



Block 3, Level 03 Plan



Preliminary View, Block 3

BLOCK 4

Proposed Block 4 is located in Central Character Area - Central. The building is positioned so as to address the future public open space and active travel route to its west.

Proposed Block 4 is 3 & 4 storeys in height, in compliance with the LAP. Block 4 contains 10 units per typical floor, with c. 52% of units being dual aspect. Unit design is based on the 2025 Planning Design Standards for Apartments.

Car parking for Block 4 is provided at a ratio of 1:0.8. On-street car parking on the streetscape to the west, north and south of the building.

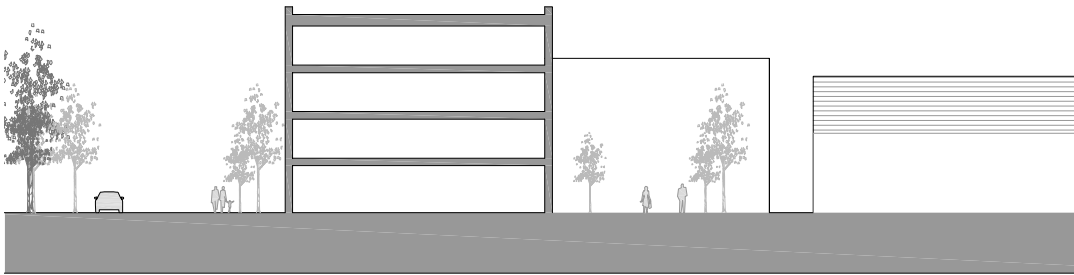
Communal open space for Block 4 is provided by a courtyard at ground level.



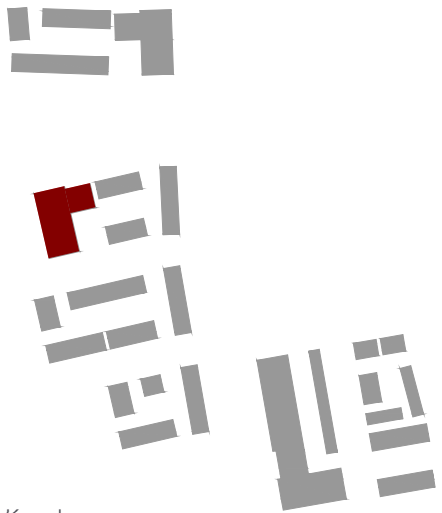
Preliminary View, Block 4



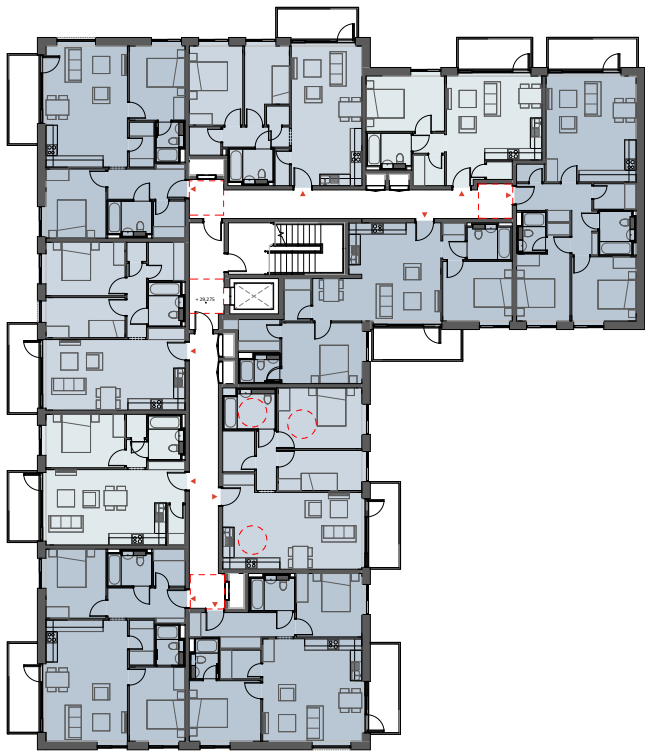
Block 4, Level 00 Plan



Section, Block 4



Keyplan



Block 4, Level 01 Plan

DUPLEX

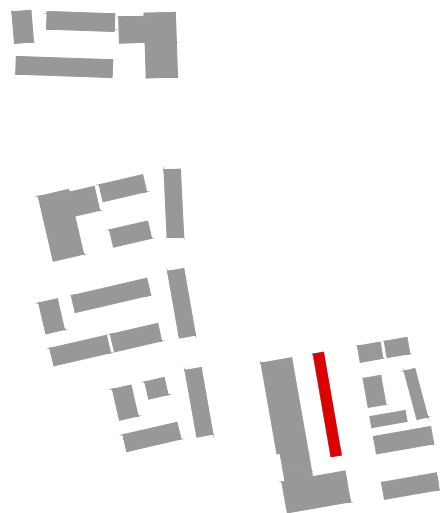
D3A is a 2 storey, 3 bedroom, 5 person duplex.

Floor area: 90.8sq.m.

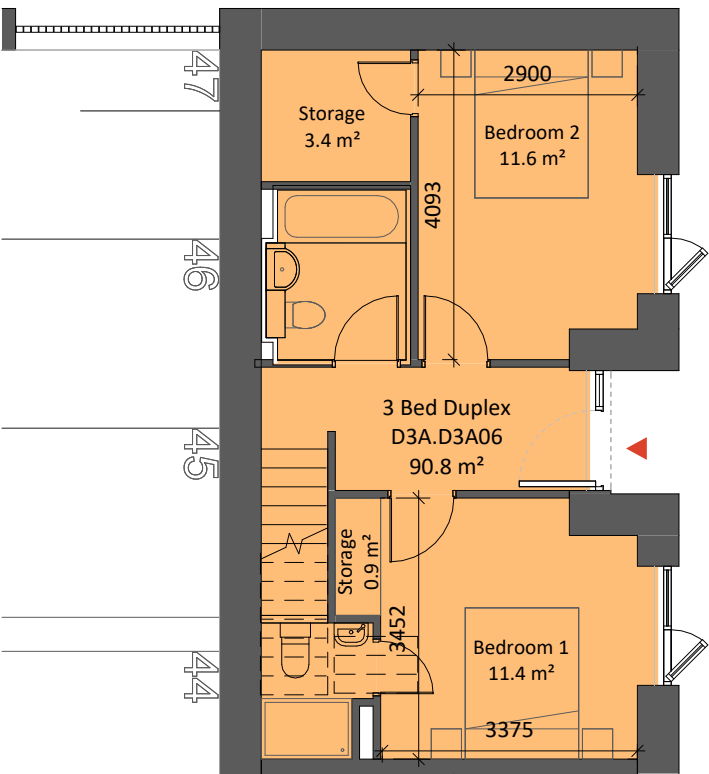
The subject planning application proposes a small number of duplex units, in the centre part of the Central Character Area - East.

The proposed duplexes are a 2 storey typology, which creates a strong urban edge to the eastern boundary of Blocks 1 & 2.

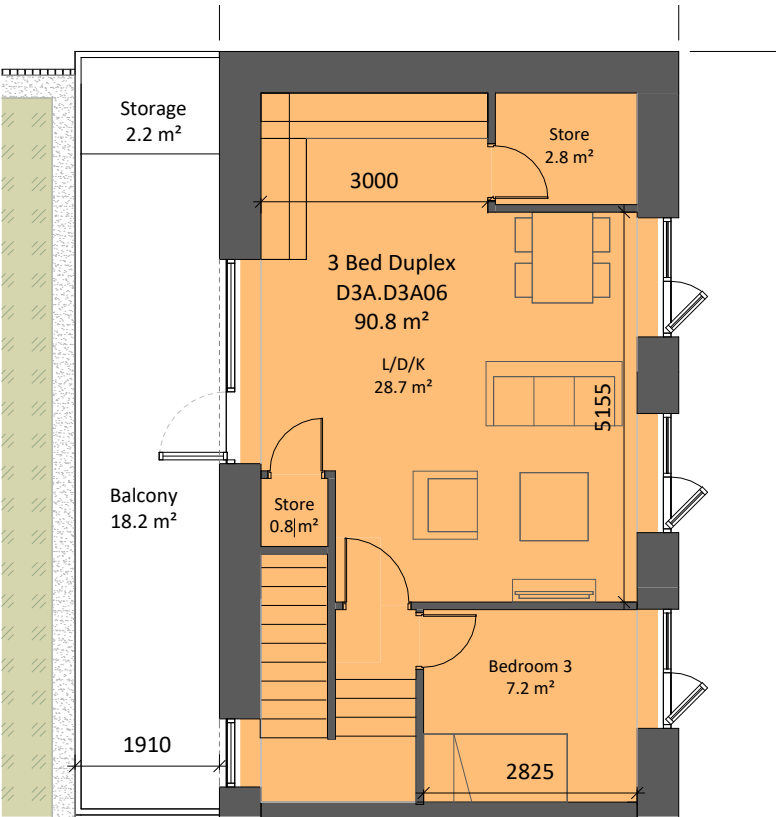
The bedrooms are located on the ground floor (Level 00) and first floor (Level 01) and the living area is located at first floor (Level 01). The units have private rear terraces of c. 18 sq.m. which opens onto the Communal open space for Blocks 1 & 2.



Keyplan



Level 00



Level 01

H4A: 4B/7P HOUSE, 6.3M WIDE

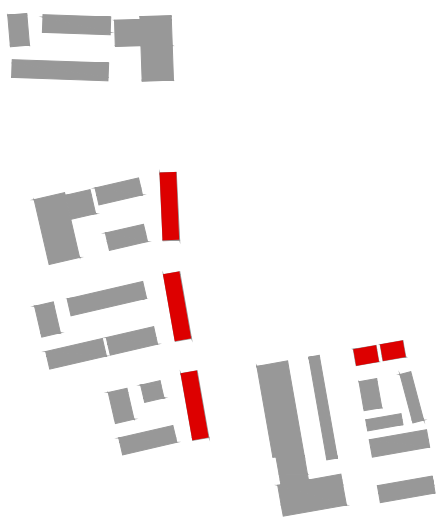
H4A is a 3 storey, 4 bedroom, 7 person housetype.

Floor area: 152sq.m.

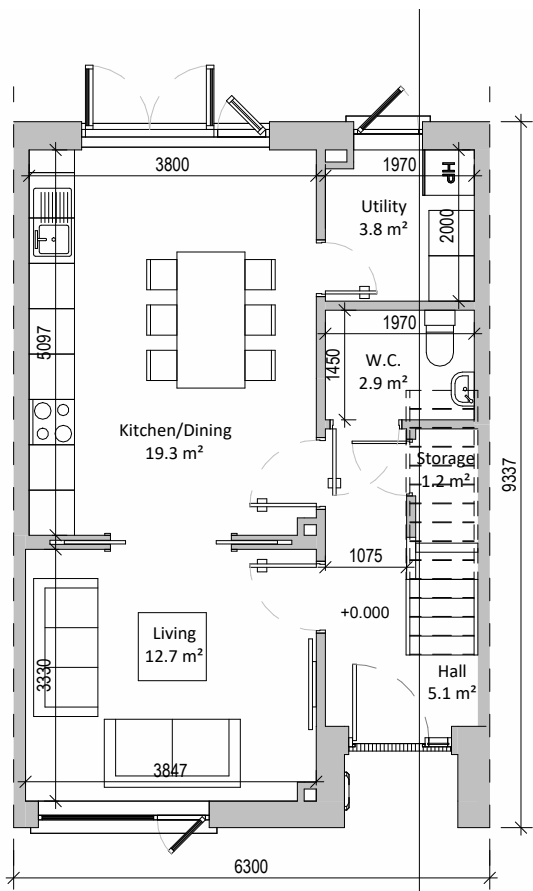
H4A is a generous 4 bedroom housetype, with a width of 6.3m. The living areas are located on the ground floor (Level 00) and first floor (Level 01) and the bedrooms are located at first floor (Level 01) and second floor (Level 02). The units have rear gardens of c. 50 sq.m.



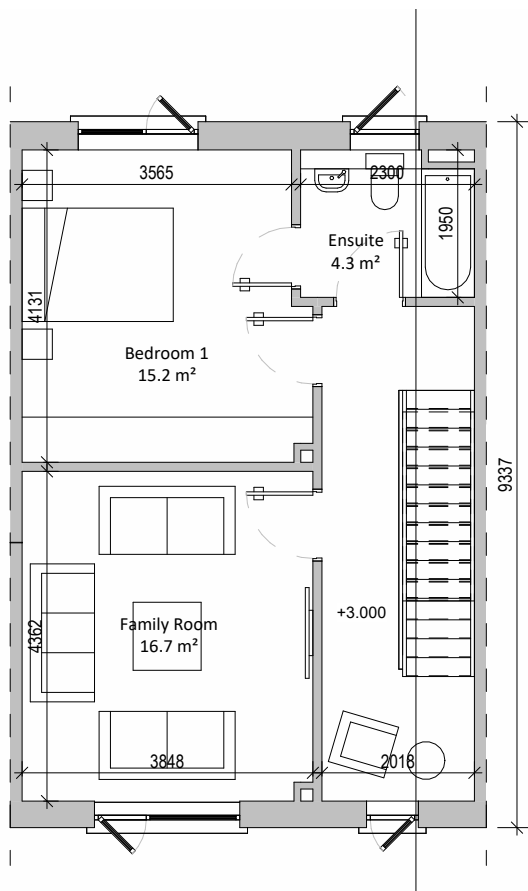
Preliminary View



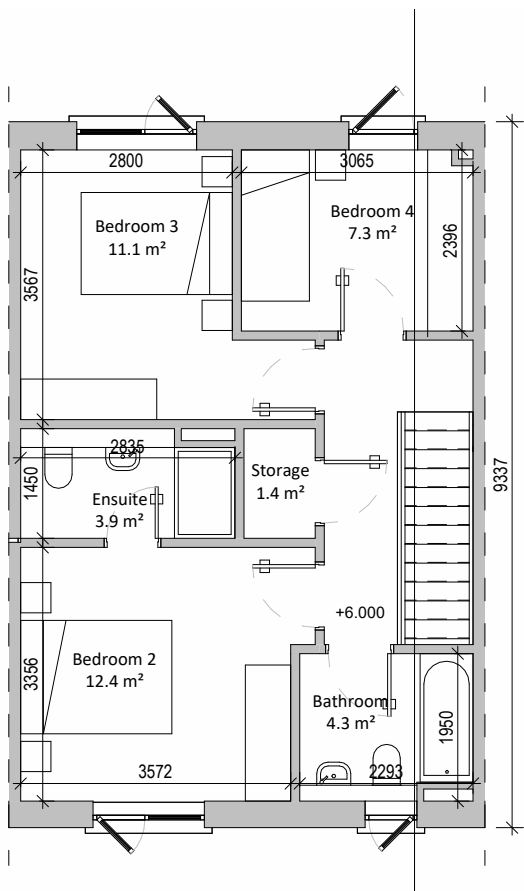
Keyplan



Level 00



Level 01



Level 02



Front Elevation

H3E: 3B/5P HOUSE, 5.4M WIDE, TERRACE

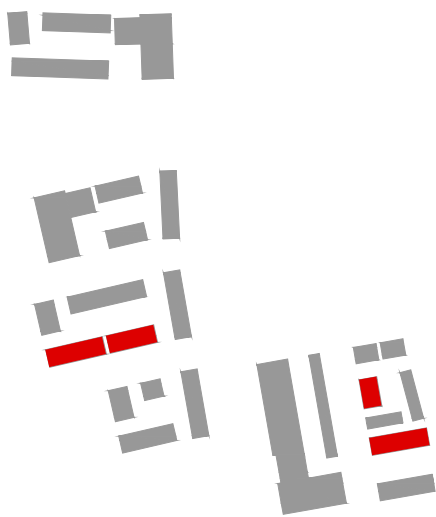
H3E is a 2 storey, 3 bedroom, 5 person housetype.

Floor area: 94.6 sq.m.

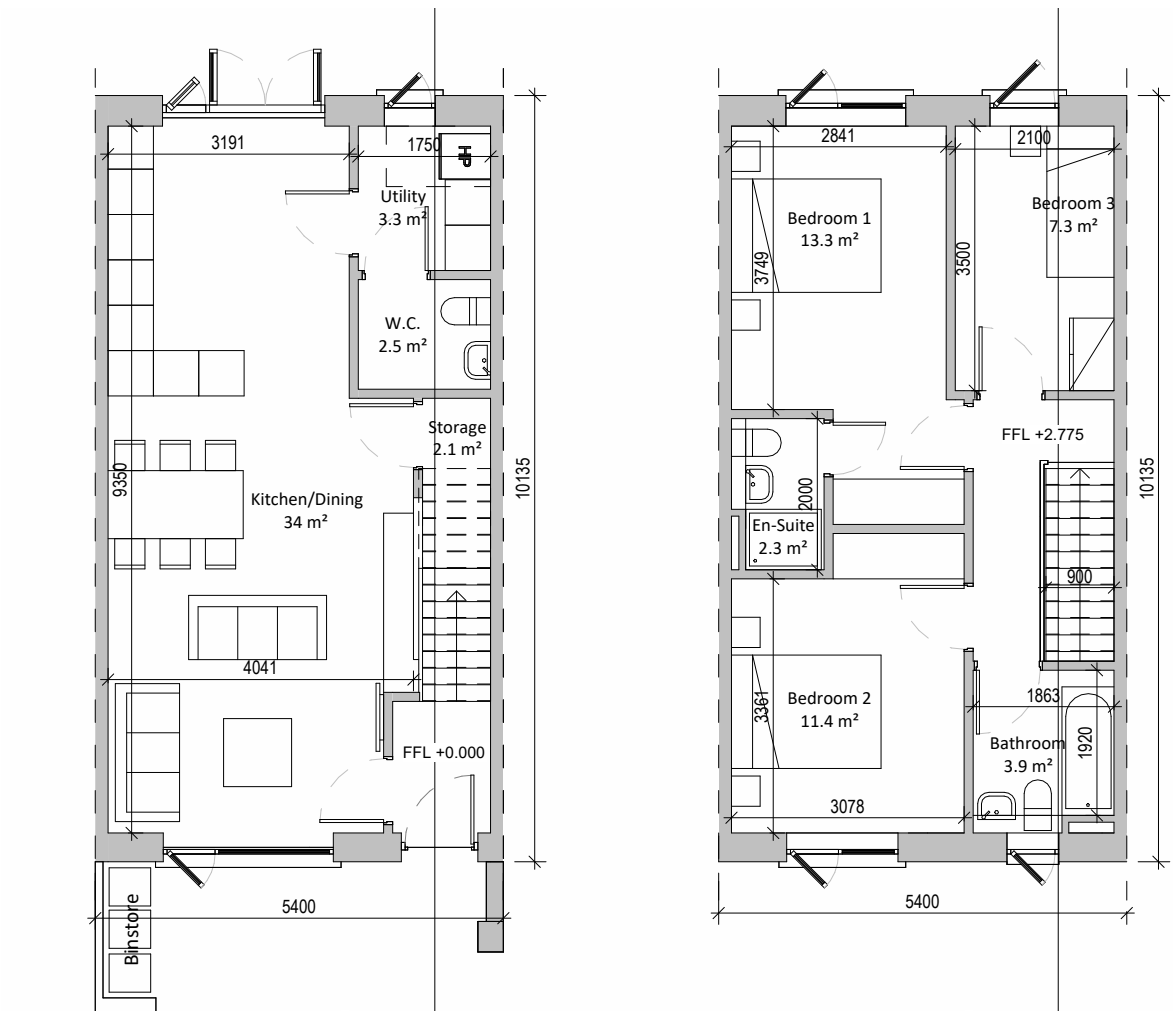
H3E is a compact 3 bedroom housetype, with a width of 5.4m. The living areas are located on the ground floor (Level 00) in an open plan arrangement and the bedrooms are located at first floor (Level 01). The units have rear gardens of c. 40 sq.m. The unit type has a canopy at the entrance.



Preliminary View



Keyplan



Level 00

Level 01



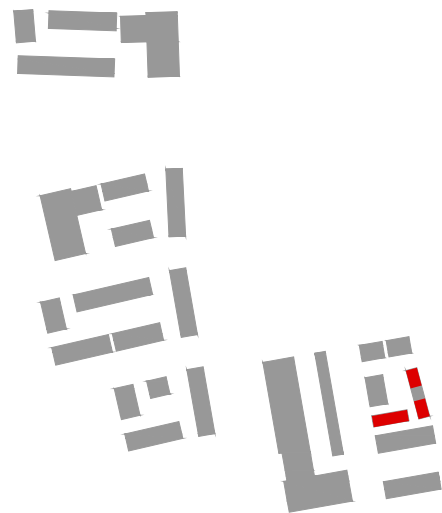
Front Elevation

H3D: 3B/5P HOUSE, 10.1M WIDE PLAN

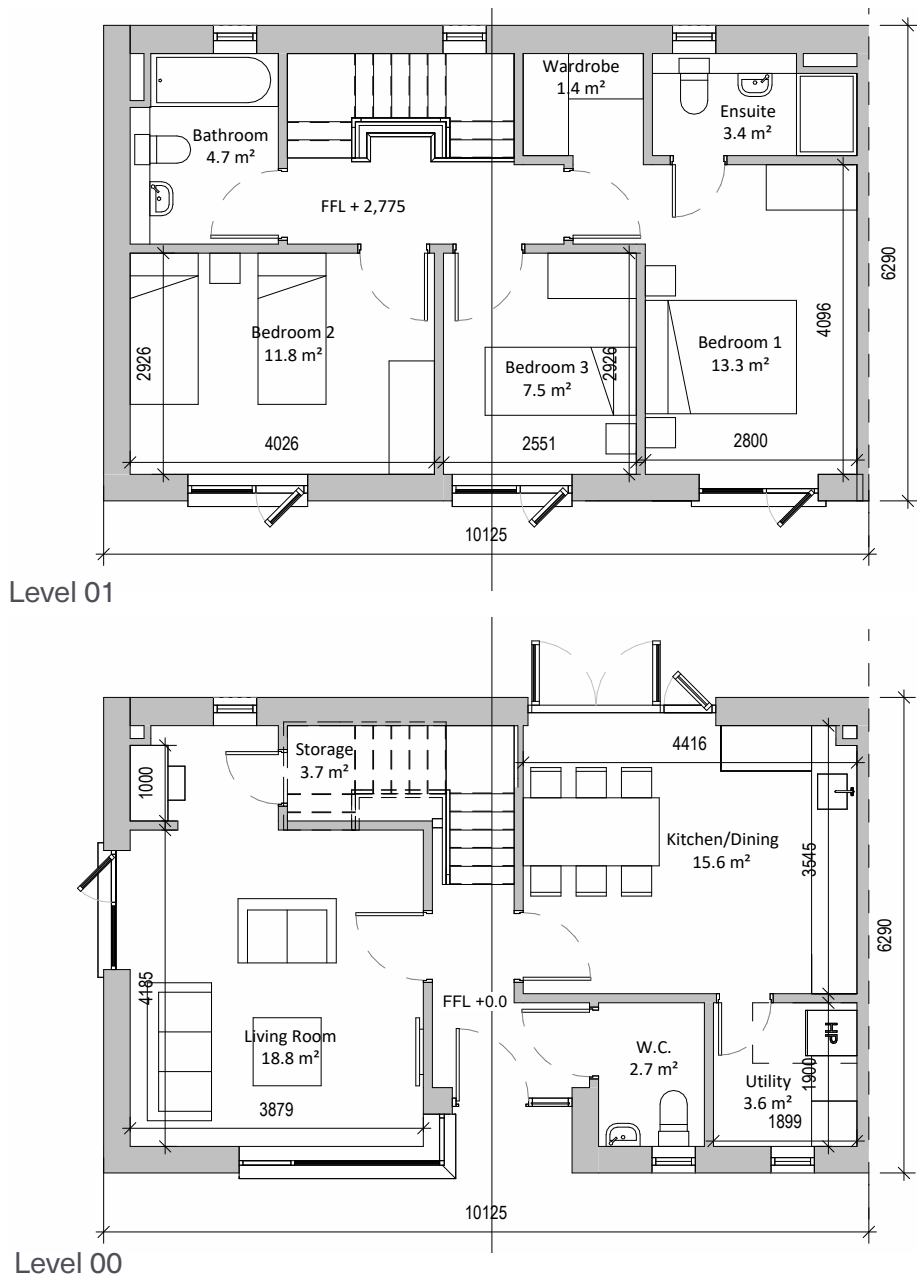
H3D is a 2 storey, 3 bedroom, 5 person housetype.

Floor area: 105.2sq.m.

H3D is a wide plan 3 bedroom housetype, with a width of 10.1m. The living areas are located on the ground floor (Level 00) and the bedrooms are located at first floor (Level 01). The units have rear gardens of c. 40 sq.m.



Keyplan



Front Elevation

H3C: 3B/6P +STUDY HOUSE, 6.1M WIDE

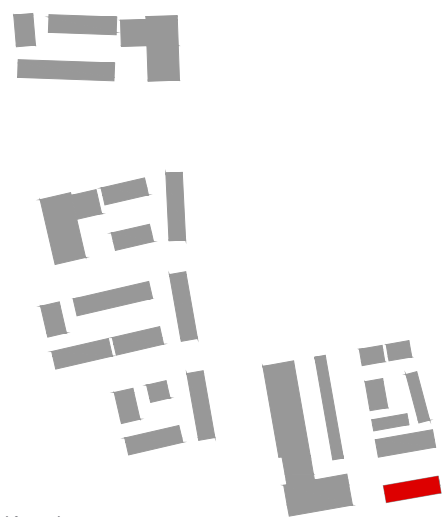
H3C is a 3 storey, 3 bedroom plus study, 6 person housetype.

Floor area: 139.0sq.m.

H3C is a 3 bedroom plus study housetype, with a width of 6.1m. The living areas are located on the ground floor (Level 00) and first floor (Level 01) and the bedrooms are located at first floor (Level 01) and second floor (Level 02) The units have rear gardens of c. 55-60 sq.m.



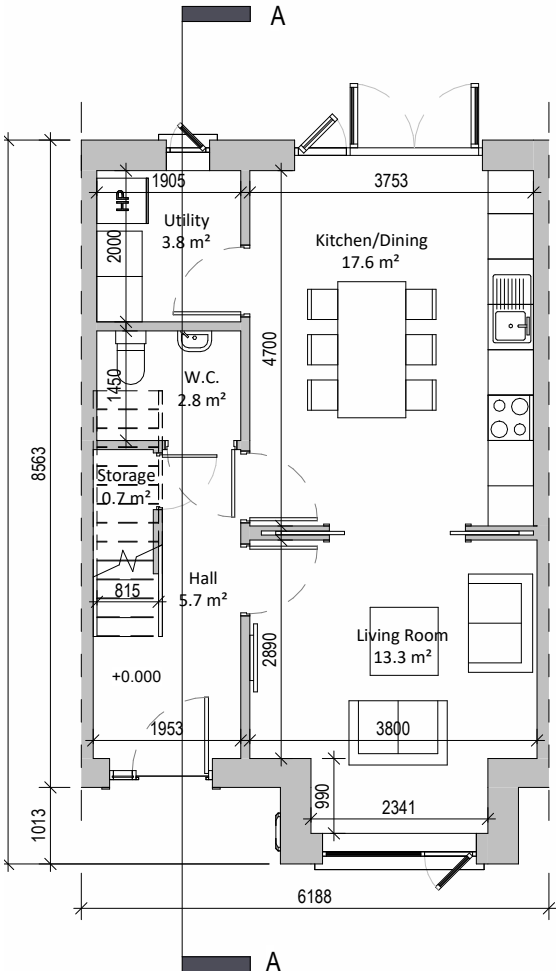
Precedent Image, Woodbrook Phase 1



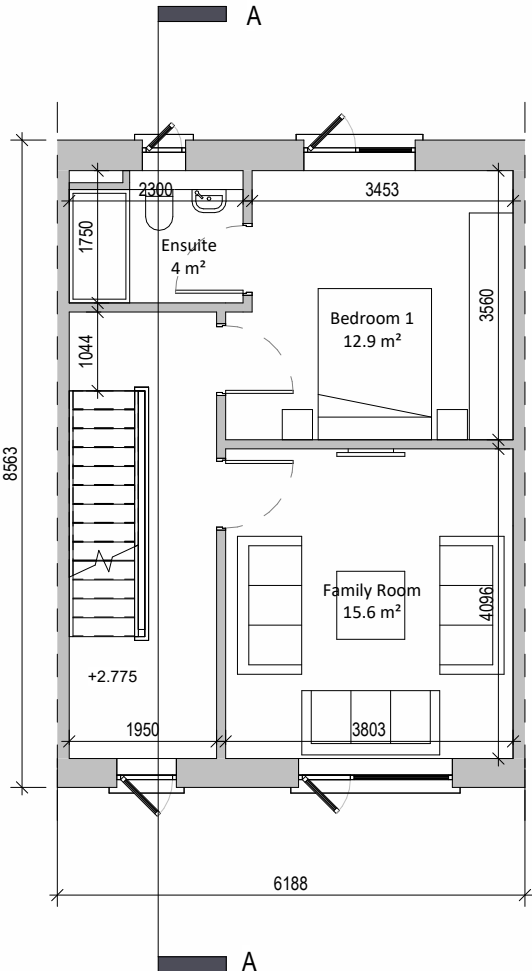
Keyplan



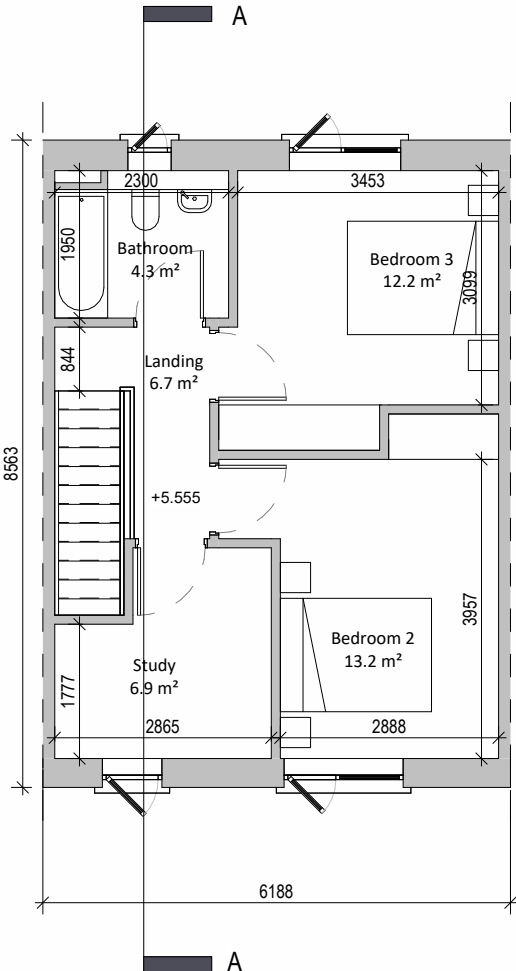
Elevation



Level 00



Level 01



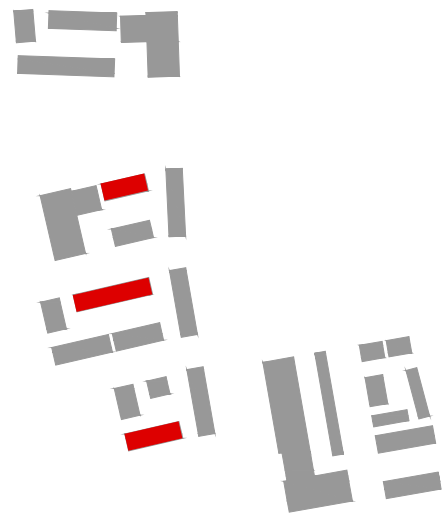
Level 02

H3B: 3B/5P, 6.1M WIDE

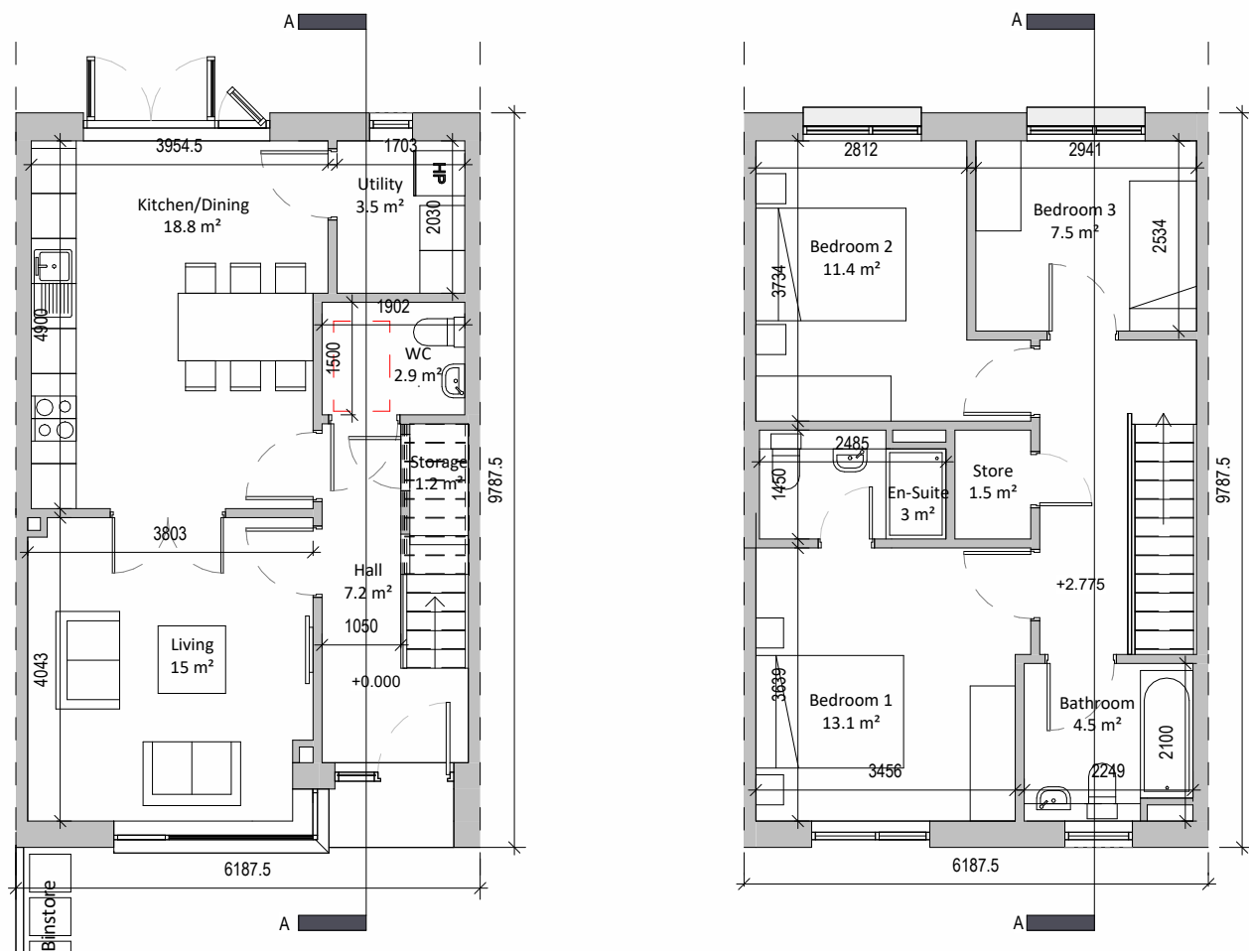
H3B is a 2 storey, 3 bedroom/ 5 person housetype.

Floor area: 104 sq.m.

H3B is a 3 bedroom housetype, with a width of 6.1m. The living areas are located on the ground floor (Level 00) and the bedrooms are located at first floor (Level 01). The units have rear gardens of c. 40–50 sq.m.



Keyplan



House Type H3B Floor Plans



House Type H3B Front Elevation

H3A: 3B/5P HOUSE, 5.4M WIDE, TERRACE

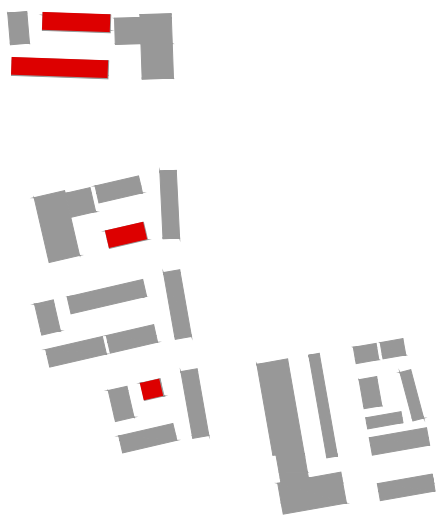
H3A is a 2 storey, 3 bedroom, 5 person housetype.

Floor area: 92.0 sq.m.

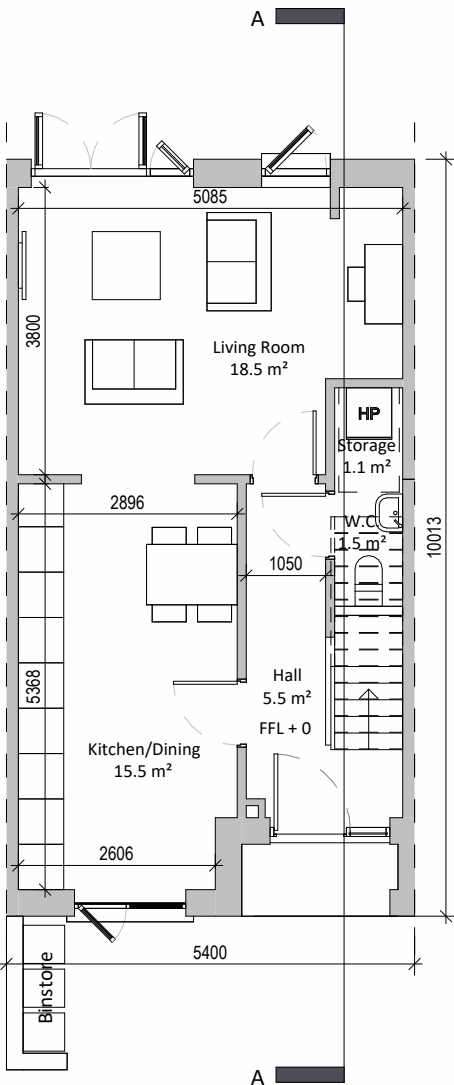
H3A is a compact 3 bedroom housetype, with a width of 5.4m. The living areas are located on the ground floor (Level 00) and the bedrooms are located at first floor (Level 01). The units have rear gardens of c. 40 sq.m. The unit type has a recessed entrance area.



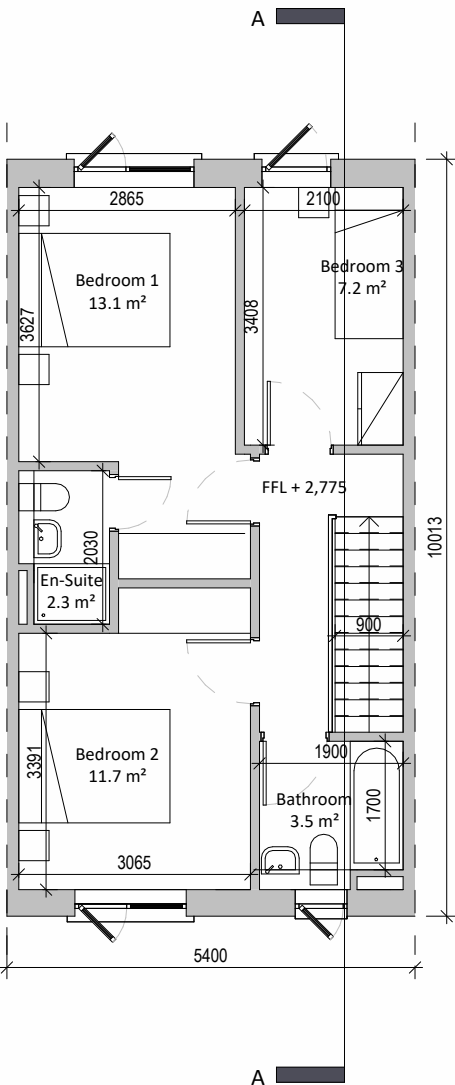
Preliminary View



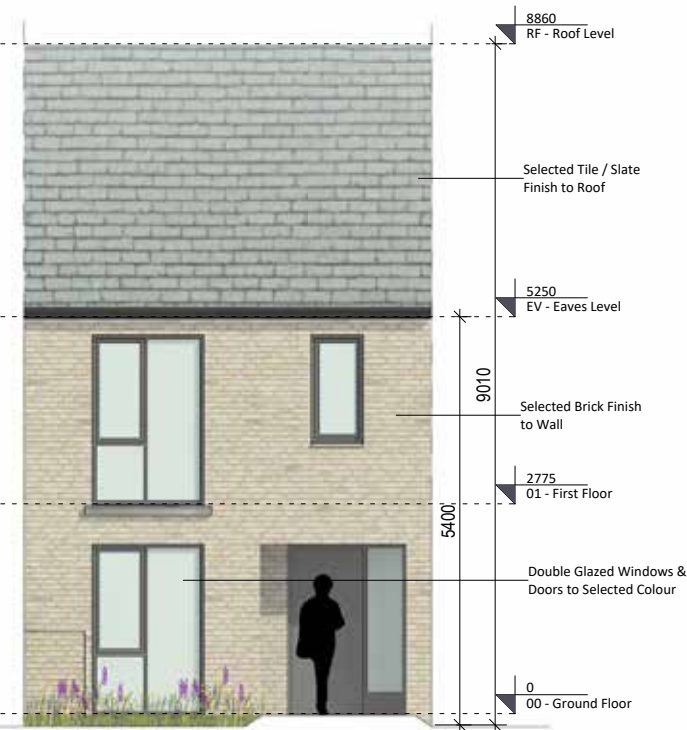
Keyplan



Level 00



Level 01



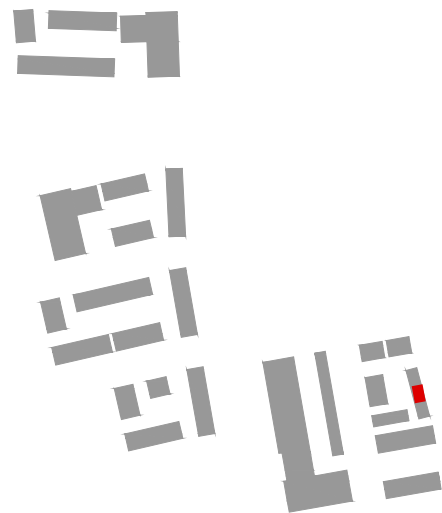
Elevation

H2B: 2B/4P, 7.9M WIDE

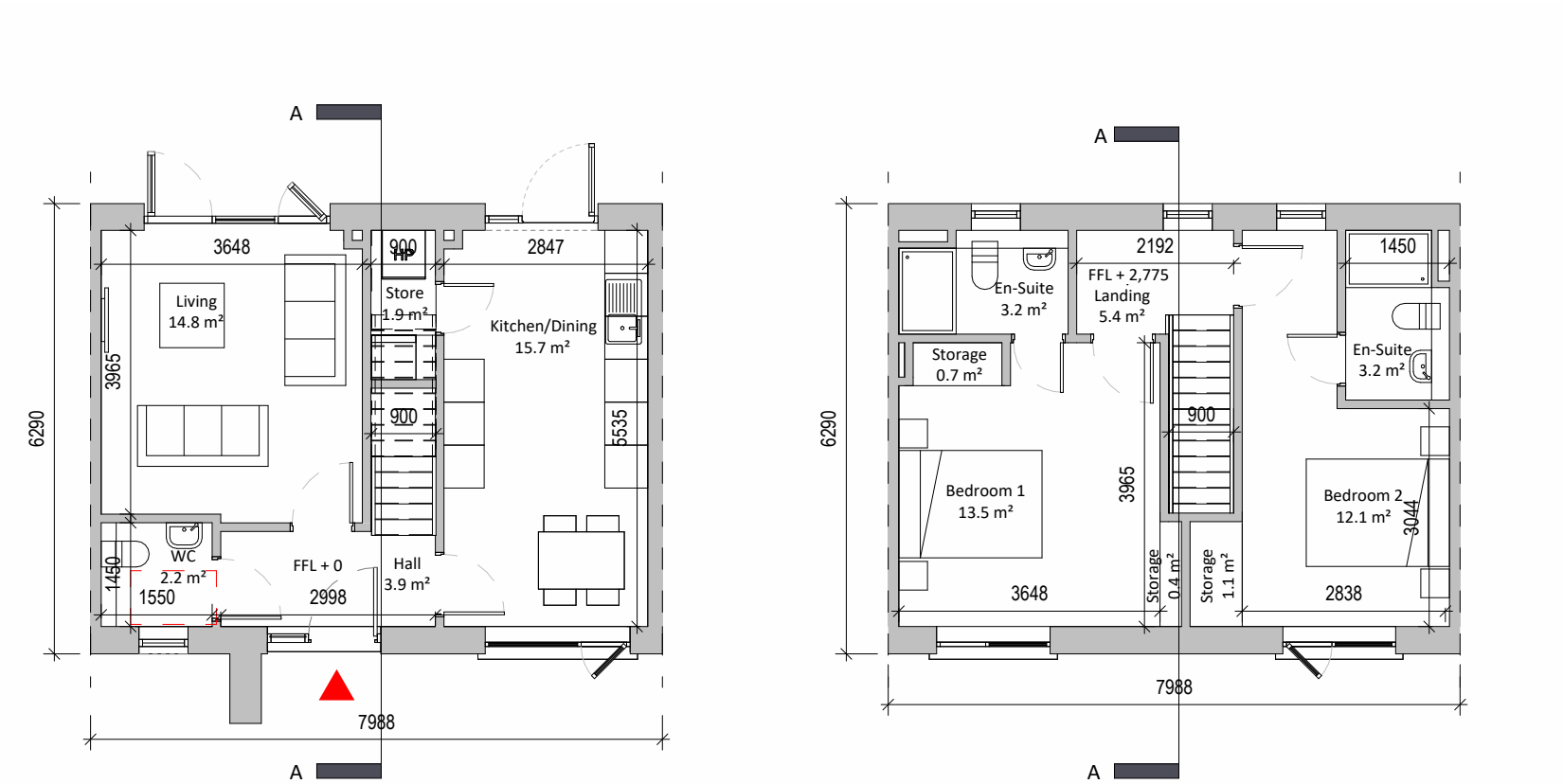
H3B is a 2 storey, 2 bedroom/ 4 person housetype.

Floor area: 85.2 sq.m.

H2B is a 2 bedroom housetype, with a width of 7.9m. The living areas are located on the ground floor (Level 00) and the bedrooms are located at first floor (Level 01). The unit has a rear gardens of c. 46 sq.m.



Keyplan



House Type H2B Front Elevation

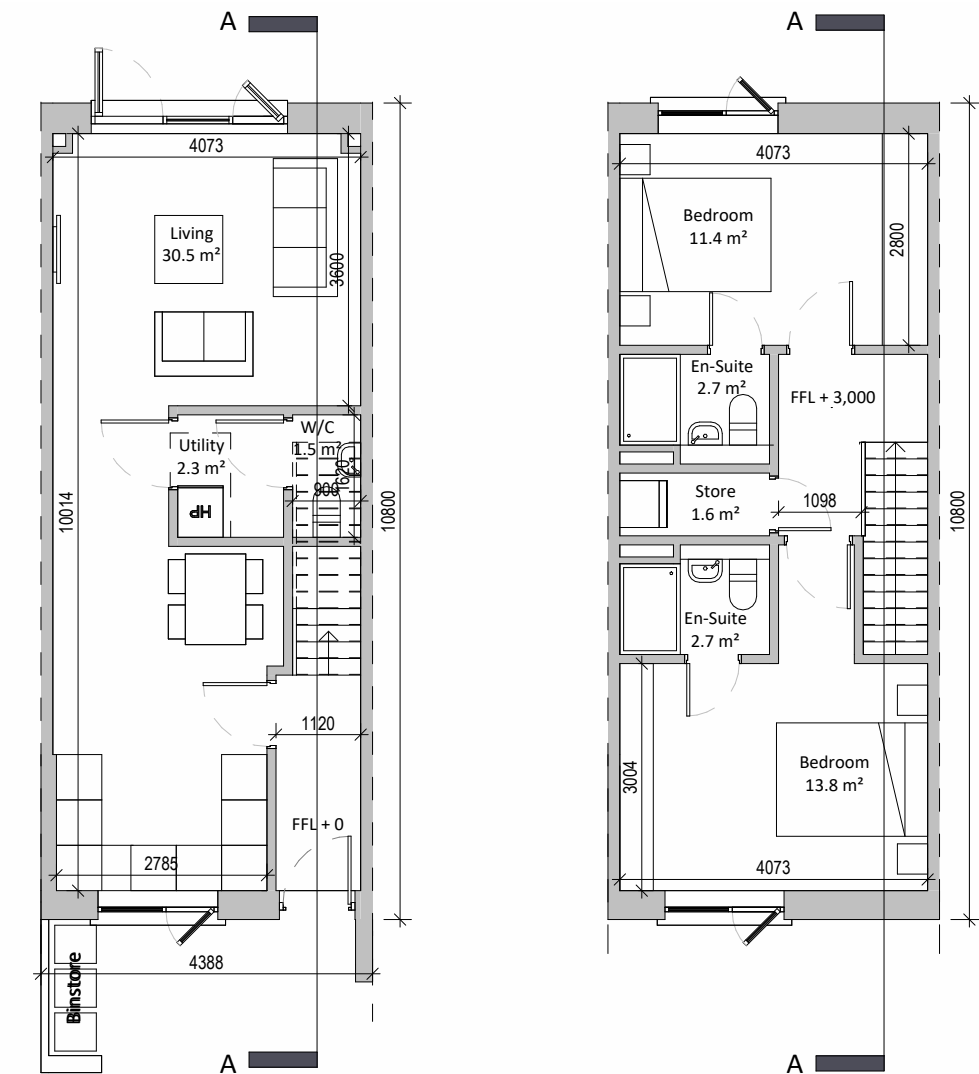
House Type H2B Floor Plans

H2A: 2B/4P HOUSE, 4.3M WIDE, TERRACE

H2A is a 2 storey, 2 bedroom, 4 person housetype.

Floor area: 81.6sq.m.

H2A is a compact 2 bedroom housetype, with a width of 4.3m. The living areas are located on the ground floor (Level 00) and the bedrooms are located at first floor (Level 01). The units have rear gardens of c.30 sq.m.



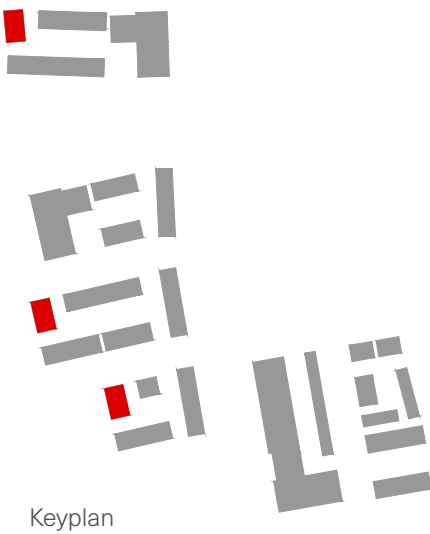
H2A Floor Plans



Precedent Image - Woodbrook Northern Housing Area



Elevation



08 | UNIVERSAL DESIGN

UNIVERSAL ACCESS & DESIGN - GENERAL

The LRD Planning Application seeks to comply with the principles of Universal Design (to encourage access and use of the development regardless of age, size, ability or disability) These principles are applied to the design of the public realm, communal areas, and residential units, in accordance with Policy Objective PHP36 of the DL RCC Development Plan.

4.4.1.2 Policy Objective PHP36: Inclusive Design & Universal Access

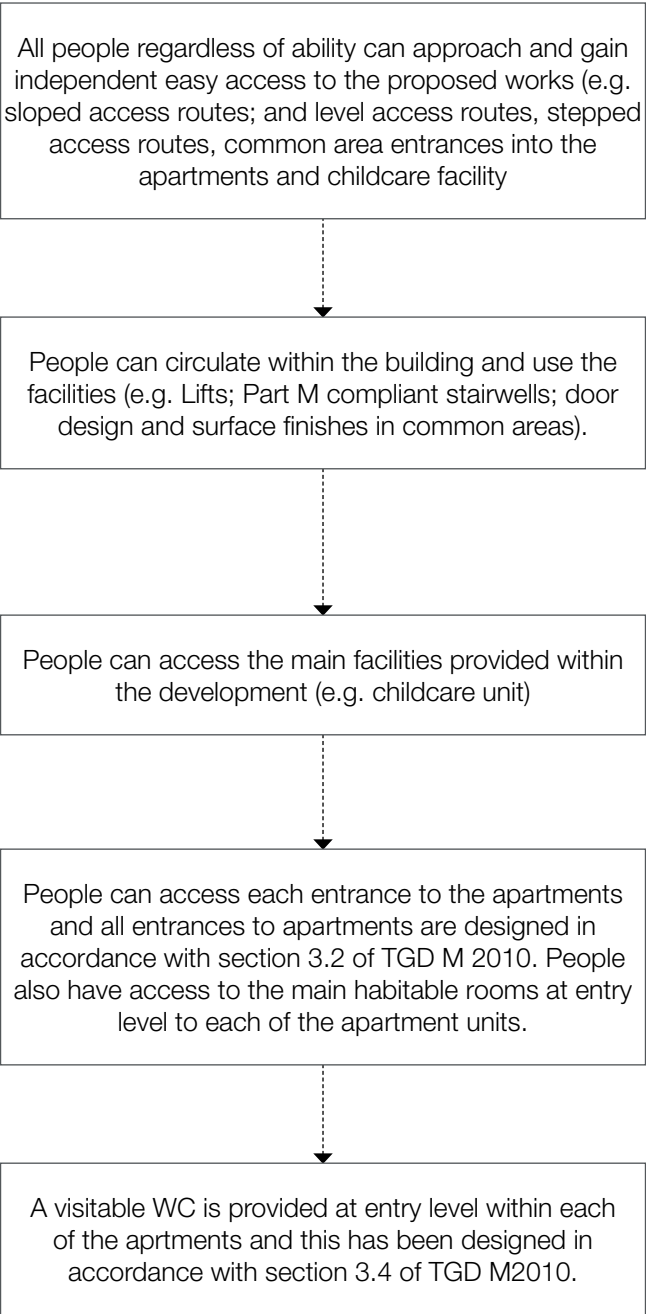
It is a Policy Objective to promote and support the principles of universal design ensuring that all environments are inclusive and can be used to the fullest extent possible by all users regardless of age, ability or disability consistent with RPO 9.12 and 9.13 of the RSES.

The proposed development must meet the requirements of Part M of the Building Regulations. Part M 2010 came into operation on the 1st January 2012.

TGD M 2010 provides guidance in relation to meeting the requirements of Part M of the Second Schedule to the Regulations and focuses on Access and Use. It is important to note that the introduction of TGD M 2010 states:

“The materials, methods of construction, standards and other specifications (including technical specifications) which are referred to in this document are those which are likely to be suitable for the purposes of the Regulations. Where works are carried out in accordance with the guidance in this document, this will, prima facie, indicate compliance with Part M of the Second Schedule to the Building Regulations (as amended). However, the adoption of an approach other than that outlined in the guidance is not precluded provided that the relevant requirements of the Regulations are complied with. Those involved in the design and construction of a building may be required by the relevant building control authority to provide such evidence as is necessary to establish that the requirements of the Building Regulations are being complied with”.

The Design Team notes that TGD M 2010 is the minimum guidance to show compliance with the requirements of the Part M of the Building Regulations. The Design Team is also firmly committed to achieving universal access in the buildings and the wider site, and are committed to ensuring that:



The LRD Planning Application includes some apartments, houses and duplexes that are designed to meet UD Home requirements, as well as the standard requirements of Part M of the Building Regulations. The Universal Design Guidelines for Homes in Ireland states that, *“The Design Guidelines are not intended to be overly prescriptive, but provide a flexible framework for designers to apply the guidelines creatively to all new home types through incremental steps described as UD Homes and UD Homes +.”*

Some of the proposed UD units within the LRD application are highlighted on the following pages. The Planning Authority will note that the design features within these units are intended to be spatial recognition of the UD Home requirements and not intended to be overly prescriptive. The illustrations highlight key design features in our proposed apartment, duplex and house layouts that are in line with a universal design approach and meet the requirements of Part M of the Building Regulations.

The proposals will be also be subject to a DAC application (Disability Access Certificate) to the local BCA (Building Control Authority). The requirements of the application as well as any additional requirements/conditions raised by the BCA will be implemented in full in the course of construction of the proposal.

UNIVERSAL DESIGN - HOUSES

The following illustrations highlight key design features in some of our proposed houses that are in line with a universal design approach as described in Buildings for Everyone: A Universal Design Approach, and meeting the requirements of Part M of the Building Regulations.

A - EXTERNAL & ENTRANCE

- A.1 Level Access Threshold provided at entrance
- A.2 Approach path at least 900mm wide
- A.3 Recessed entrance providing protection from the elements and clear external landing of 1500x 1500mm
- A.5 Door has a clear width of 800mm and incorporate a 300mm unobstructed space adjacent to the leading edge. Sidelight also providing natural light and visibility.

C - INDIVIDUAL ROOMS

- C.1 Living room capable of accommodating temporary sleeping space as required
- C.2 Optional extension habitable room provided to allow adaptability for future needs
- C.3 Utility room with space for washer and dryer adjacent to kitchen
- C.4 Ensuite enters directly into one of the main bedrooms
- C.5 Potential to provide opening directly from Main Bedroom into Main Bathroom
- C.6 Ensuite could be adapted in the future to open into Bedroom 2

B - HORIZONTAL CIRCULATION

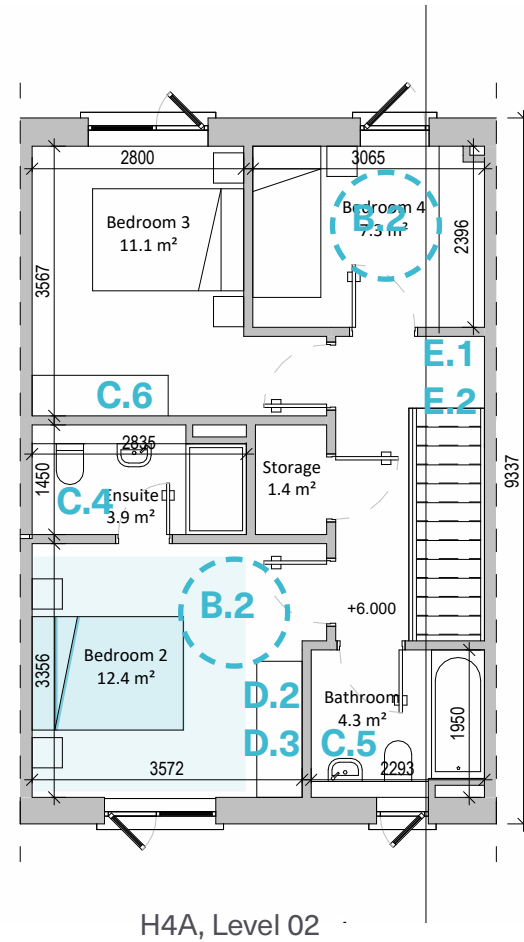
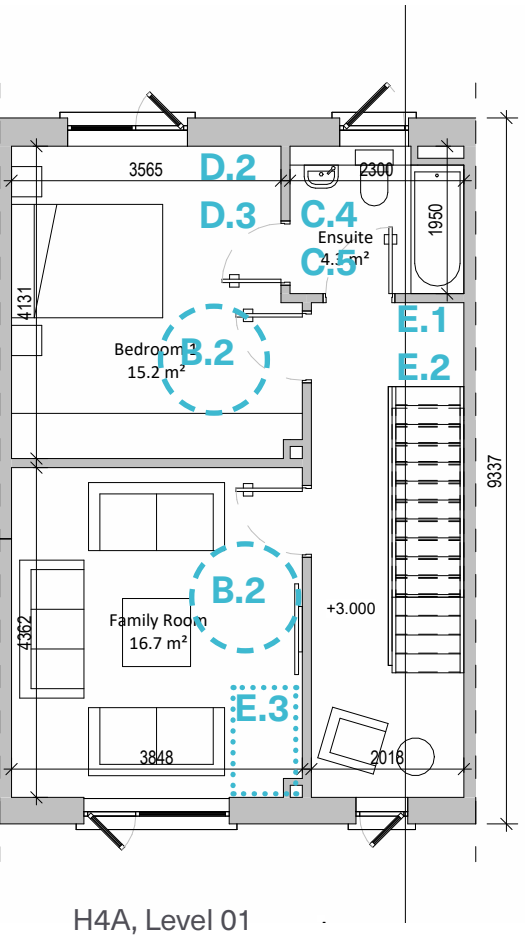
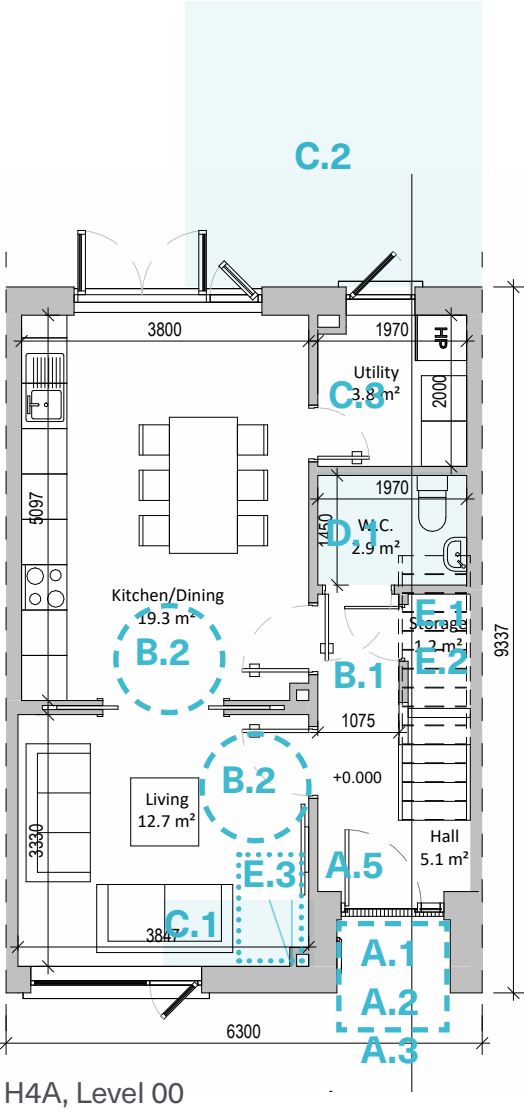
- B.1 Ground floor hallway of minimum c.1050mm wide.
- B.2 1500mm turning circle in all Ground floor Habitable Rooms, and 2 no. rooms at Level 01 and 2 no. rooms at Level 02
- B.3 Principle doors to be 800-850mm clear width subject to the direction of travel. Corresponding 300mm leading edge also to be provided.

D - BATHROOM

- D.1 Accessible WC (minimum dimensions 1800 x 1500mm at the principle level with possible provision for drain in floor and further opportunity for expansion and adaptability with provision of soft wall between store and WC.
- D.2 Layout favourably allows for Main Bedroom to be located adjacent to the Main Bathroom.
- D.3 Possible provision for soft spots and hard spots in main bathroom as required.

E - VERTICAL CIRCULATION

- E.1 Clear headroom of 2200mm minimum provided along stairs
- E.2 Layout provides a straight flight of stairs with integral landings in the line of the stairs
- E.3 Opportunity to provide 1500 x 1000mm aperture for installation of through floor lift from living room to main bedroom.



UNIVERSAL DESIGN - APARTMENTS

The Universal Design Guidelines for Homes in Ireland states that, *“The Design Guidelines are not intended to be overly prescriptive, but provide a flexible framework for designers to apply the guidelines creatively to all new home types through incremental steps described as UD Homes and UD Homes +.”*

The following illustrations highlight key design features in some of our proposed apartments that are in line with a universal design approach as described in Buildings for Everyone: A Universal Design Approach, and meeting the requirements of Part M of the Building Regulations.

A - ENTRANCE

- A.1 1500mm x 1500mm space to enable a person to manoeuvre easily around the door swing and close the door behind them.
- A.2 Door has a clear width of 800mm and incorporate a 300mm unobstructed space adjacent to the leading edge. Sidelight also providing natural light and visibility.

C - INDIVIDUAL ROOMS

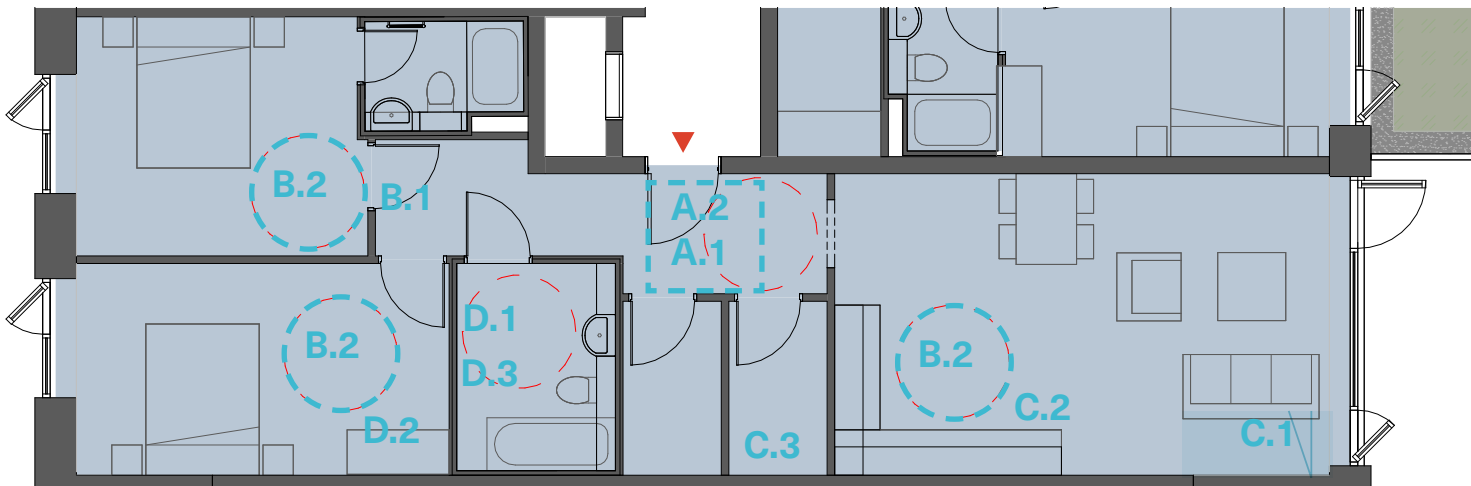
- C.1 Living room capable of accommodating temporary sleeping space as required
- C.2 Large kitchen in an ‘L’ shape or galley that is not a thoroughfare in the home and doors are outside the kitchen area.
- C.3 Utility room with space for washer and dryer adjacent to kitchen

B - HORIZONTAL CIRCULATION

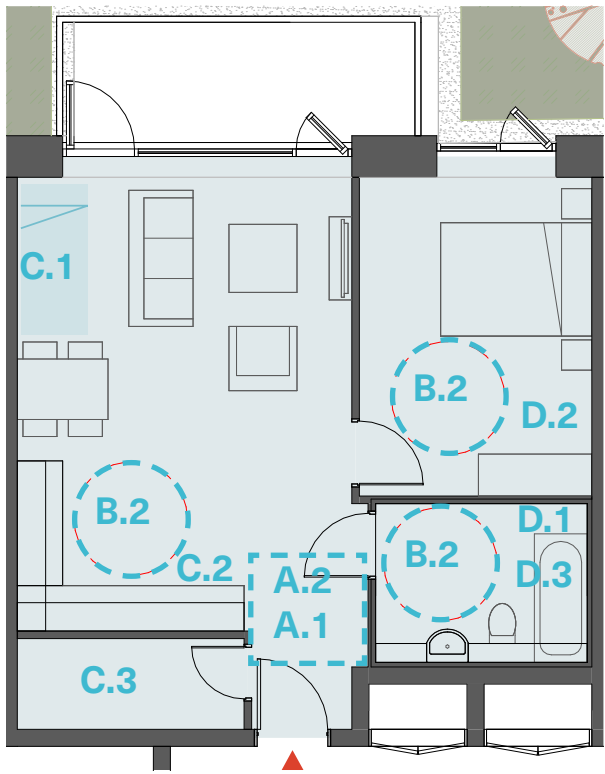
- B.1 Ground floor hallway of minimum c.1125mm wide.
- B.2 1500mm turning circle in all Ground floor Habitable Rooms.
- B.3 Principle doors to be 800-850mm clear width subject to the direction of travel. Corresponding 300mm leading edge also to be provided.

D - BATHROOM

- D.1 Accessible Bathroom (minimum dimensions 2100 x 2400mm) with possible opportunity for expansion and adaptability with provision of soft wall between utility/store and bathroom as required.
- D.2 Layout favourably allows for Main Bedroom to be located adjacent to the Main Bathroom.
- D.3 Possible provision for soft spots and hard spots in main bathroom as required.



Example of UD home: Block 1, Units 0109, 0209, 0309, 0409.



Example of UD home: Block 2, Unit 0110

SUSTAINABLE & COMPACT SETTLEMENTS CHECKLIST

1 Sustainable and Efficient Movement		
(i)	Will the plan or development proposal establish a highly permeable and legible network of streets and spaces within the site that optimises movement for sustainable modes of transport (walking, cycling and public transport)?	Yes The proposal will establish a highly permeable and legible network of streets and spaces, optimising connectivity for all users.
(ii)	Have opportunities to improve connections with and between established communities been identified and responded to with particular regard to strategic connections between homes, shops, employment opportunities, public transport, local services and amenities?	Yes The proposed scheme establishes pedestrian, cycle & vehicular connectivity with Old Connaught Avenue. Active travel routes are provided from east to west across the subject site, connecting with future phases of development, in line with the LAP.
(iii)	Are streets designed (including the retrofitting of existing streets adjacent to or on-route to the site, where appropriate) in accordance with DMURS to calm traffic and enable the safe and comfortable movement of vulnerable users?	Yes The proposed street design is in compliance with DMURS.
(iv)	Has the quantum of parking been minimised (in accordance with SPPR4 where relevant) and designed and located in a way that seeks to reduce the demand for private car use, promote sustainable modes of transport and ensure that the public realm is not dominated by parked vehicles?	Yes The quantum of parking has been minimised, with c. 1.1 spaces per unit being provided. 2 no. Go-Car spaces are provided, to promote use of shared cars. All streets have been carefully designed to maximise tree planting and to provide soft landscaping, creating a high quality public realm.
2 Mix of Land Uses (Vibrant Centres and Communities)		
(i)	Is the mix and intensity of land uses appropriate to the site and its location and have land uses been distributed in a complementary manner that optimises access to public transport, amenities and local services via walking or cycling?	Yes The proposal is for a residential scheme, in line with the uses proposed by the LAP.
(ii)	Have a diverse and varied range of housing types been provided to meet local and projected needs (having regard to the Housing Need Demand Assessment), supplemented by an innovative range of housing typologies that support greater housing affordability and choice?	Yes The proposal provides a range of housing types, including from 3 storey/4 bedroom houses, 2 storey/3 bedroom houses & inverted houses, as well as 1, 2 and 3 bedroom apartments and duplexes, including compact and innovative new own-door typologies.
(iii)	Will the plan or development proposal supplement and/or support the regeneration and revitalisation of an existing centre or neighbourhood, including the adaption and re-use of the existing building stock in order to reduce vacancy and dereliction (where applicable) and promote town centre living (where applicable)?	Yes The proposal will be one of the first phases of a new settlement in Old Connaught, in line with the LAP. The development of a new settlement here will respect the existing heritage and landscape assets, including the walled garden and Old Connaught House (Protected Structure)
(iv)	Is the regeneration and revitalisation of an existing centre or neighbourhood supported by the enhancement of the public realm so as to create a more liveable environment, attract investment and encourage a greater number of visitors (where applicable)?	Yes The proposal will bring a new population to Old Connaught, revitalising the existing community.
3 Green and Blue Infrastructure (Open Space, Landscape and Heritage)		
(i)	Has the plan or development proposal positively responded to natural features and landscape character, with particular regard to biodiversity, vistas and landmarks and the setting of protected structures, conservation areas and historic landscapes?	Yes The proposal responds positively to its context. Existing mature trees along the southern boundary of the scheme are retained in a public open space. The scheme proposes active travel links to a future public open space within the nearby walled garden (Protected Structure). The existing site is sloped, and the scheme works with the existing levels to minimise cut and fill, and to provide accessible routes throughout the scheme.
(ii)	Have a complementary and interconnected range of open spaces, corridors and planted/landscaped areas been provided, that create and conserve ecological links and promotes active travel and healthier lifestyles?	Yes The proposal contains two public open spaces, one to eastern side and one to the western side. The eastern public open space retains existing trees, and the western space facilitates an active travel route and visual connectivity between the wider scheme and the future Luas, promoting both active travel and public transport.
(iii)	Are public open spaces universally accessible and designed to cater for a range of active and passive recreational uses (taking account of the function of other spaces within the network)?	Yes Public Open Spaces are designed to be accessible to all, and to provide a range of active and passive uses.
(iv)	Does the plan or development proposal include integrated nature-based solutions for the management of urban drainage to promote biodiversity, urban greening, improved water quality and flood mitigation?	Yes The proposal utilises SUDS based solutions for urban drainage, including tree pits and green roofs. The scheme also proposes a regional attenuation pond in the north-east corner of the site, in line with the LAP.
4 Responsive Built Form		
(i)	Does the layout, orientation and scale of development support the formation of a coherent and legible urban structure in terms of block layouts and building heights with particular regard to the location of gateways and landmarks, the hierarchy of streets and spaces and access to daylight and sunlight?	Yes The proposal has a coherent and legible urban structure, with aligns with the LAP. A variety of building heights and forms are proposed, with the larger forms addressing the main north-south avenue, and acting as gateways to the new settlement at Old Conna.
(ii)	Do buildings address streets and spaces in a manner that will ensure they clearly define public and private spaces, generate activity, maximise passive surveillance and provide an attractive and animated interface?	Yes All proposed urban blocks are designed to have active edges on all four sides, with entrances and windows to habitable rooms providing passive supervision of all streetscapes.
(iii)	Does the layout, scale and design features of new development respond to prevailing development patterns (where relevant), integrate well within its context and provide appropriate transitions with adjacent buildings and established communities so as to safeguard their amenities to a reasonable extent?	Yes The proposals integrate well with the existing context, forming connections in line with the LAP. This phase of the development has limited impact on existing structures, please refer to the LVIA that forms part of this submission.
(iv)	Has a coherent architectural and urban design strategy been presented that will ensure the development is sustainable, distinctive, complements the urban structure and promotes a strong sense of identity?	Yes The architectural and urban design strategy for the Castlethorn lands at Old Conna will be established by this proposal. The scheme is contemporary in nature, with generous windows and good quality materials. The distinctive gable-fronted avenue houses will establish a sense of place, and the mix of unit typologies will lead to a sustainable new community in Old Conna.

03 | OPINION RESPONSE

RESPONSE: STANDARDS OF ACCOMMODATION

“The proposed apartment/duplex units should comply with County Development Standards unless superseded by SPPRs set out in the Design Standards for Apartments, Guidelines for Planning Authorities (2025). Where there is deviation in the Apartment Guidelines 2025 which are not specific SPPRs, the County Development Plan will be applied which includes the percentage of oversized units.
As submitted, 37 no. units are oversized by 10% which equates to 22% of the total proposed apartment/duplex units. This does not meet the current Development Plan 2022-2028 requirement of at least 51% (set out in Section 12.3.5.5) nor does it meet the non-SPPR guidance of Apartment Guidelines 2025 of at least 25%. Based on the current County Development Plan 2022-2028, in force at the time of writing this Opinion, the proposed notable under-provision of oversized units is considered to potentially result in a Material Contravention of the current Development Plan 2022-2028.”

Proposed Material Alteration No. 8 to Variation No. 1 of the DLR CDP seeks to reduce the requirement for oversized apartments from 50% to 25%; the proposed development provides 26.8% oversized apartments and is therefore aligned with the proposed amendment. In addition, 12.5% of the proposed apartments are designed to Universal Design Standards.

Please refer to the Universal Design chapter of this document for further detail on UD Units.

RESPONSE: DENSITY

“Clarification is required in terms of net site area and its calculation in order to adequately assess proposed density. Details of how the proposed net site area has been calculated having regard for the guidance set out in Appendix B: Measuring Residential Density of the Compact Settlements Guidelines 2024 should be provided including plans indicating relevant gross and net site areas’

The gross site area is the same as the red line area. The net site area excludes the following areas from the gross site area: The major north-south and east-west arterial streets, the alignment of which is determined by the LAP; The pump-station and any associated wayleaves or rights of way; The regional attenuation pond. The exclusion of these areas from the gross site area in order to calculate net site area is in compliance with Table 1 of Appendix B of the Sustainable and Compact Settlement Guidelines. Please refer to P.20 of this document for a diagram of the net site area.

RESPONSE: HEIGHT

“The LAP identifies appropriate height range of 2-3 storeys for houses and 4-4+ setback on the subject site.

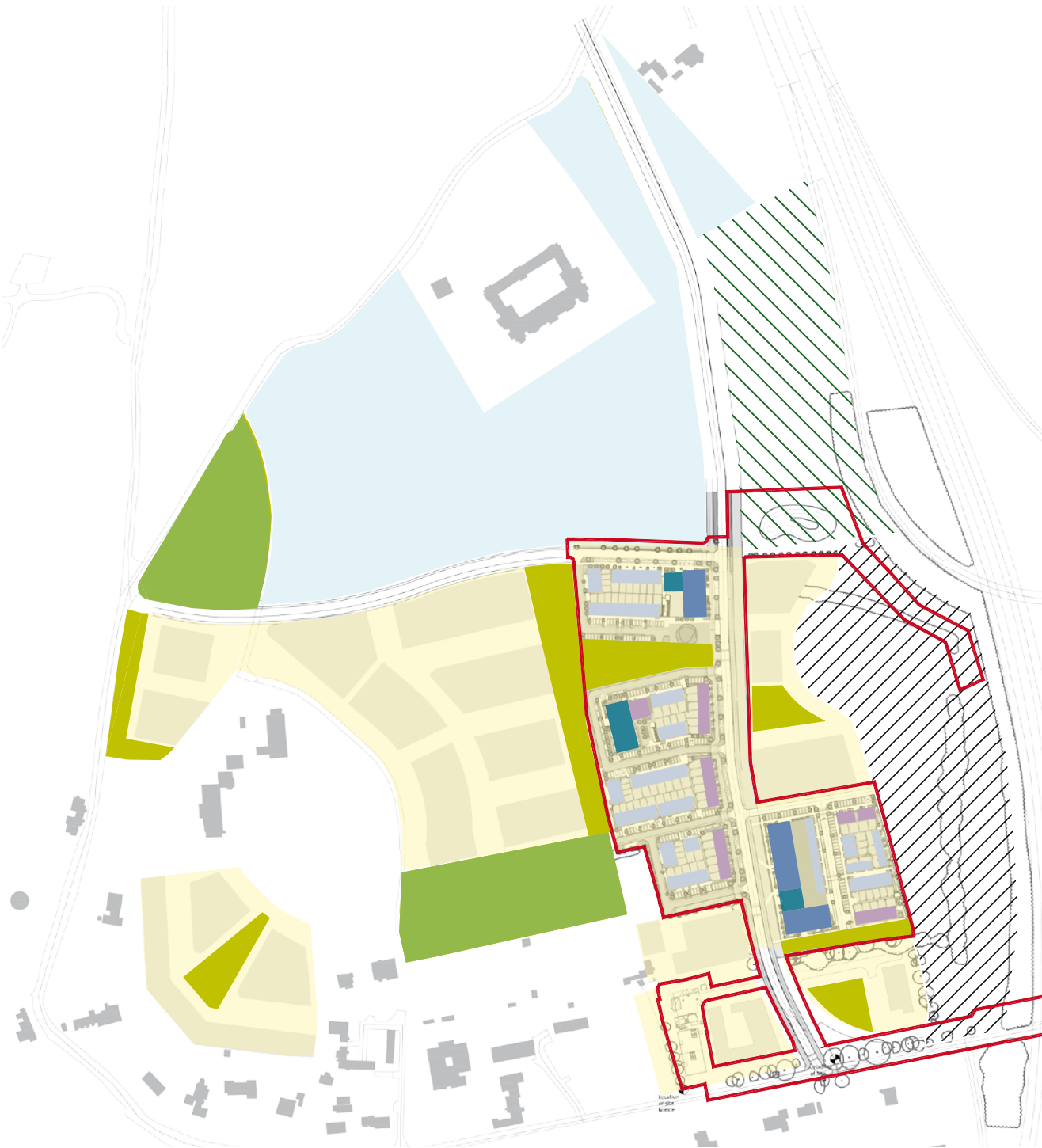
Policy OCLAP18 – Building Height states:

‘It is Policy that building heights in Old Connaught shall generally be in accordance with the height parameters set out in Section 4.3.3 ‘Building Heights’ and further detailed in Section 4.4.2 ‘Site Development Frameworks’, both included in Chapter 4 – Spatial Strategy and Site Development Frameworks.

Having regard to SPPR3 in the Section 28 Building Height Guidelines (2018), there may be instances where an argument can be made for increased height. In circumstances where compliance with Policy Objective BHS2 of the dlr County Development Plan 2022-2028 (see Appendix 5) can be demonstrated additional height may be appropriate, subject to complying with; the safeguards outlined in the CDP, the policies and objectives of this Plan and the performance based criteria set out in Table 5.1 of the dlr Building Height Strategy (see Appendix 5 of the dlr County Development Plan 2022-2028.’

If heights above the range identified in the LAP are proposed, details of compliance with Policy Objective BHS2 and Table 5.1 of Appendix 5 of the County Development Plan 2022-2028 should be provided.”

Please refer to the height diagram & associated text on P.26 in this Design Statement. The only deviation in the subject scheme from the height parameters in the LAP is with respect to proposed Block 3, which is 4 and 5 storeys in height. The LAP suggests that a building in this location should be a maximum of four storeys. However, the location of Block 3 demarcates an important entrance into the Old Connaught Settlement from the north, and therefore the building serves a gateway function. The increase in the proposed building height from the four storeys suggested by the LAP, to the four & five storeys proposed by the subject application was discussed at both the S247 meeting and the Stage 2 meeting, and was received favourably by the local authority on both occasions.



Proposed Building Heights Diagram

- 1 -2 Storey
- 3 Storey
- 4 Storey
- 5 Storey

RESPONSE: HOUSING MIX

“As per current proposals, evidence to demonstrate that the unit mix proposed is generally in accordance with Policy OCLAP19 – Residential Mix of the Old Connaught LAP.”

The proposed unit mix is in compliance with the 2025 Design Standards for Apartments. The scheme provides a mixture of apartments, duplexes and houses that meet a range of household needs, and allow future flexibility for their residents.

Please refer to OMPs Schedule of Accommodation for a detailed unit mix breakdown.

RESPONSE: HOUSING QUALITY ASSESSMENT / STORAGE

“A Housing Quality Assessment which provides the specific information regarding the proposed unit typologies required by the Dún Laoghaire Rathdown County Development Plan 2022-2028 and the Guidelines for Planning Authorities: Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024), Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities (2025) and Quality Housing for Sustainable Communities – Best Practice Guidelines for Delivering Homes Sustaining Communities (2007).”

Storage

Internal storage not provided in line with minimum requirements of County Development Plan 2022-2028 for the following unit types:

- *A1B1,*
- *A2B1*
- *A2C1.1*
- *A2I1.1*
- *A2B1.1*
- *D3A*

Details of the bulky storage provision for each individual apartment block required having regard for Section 12.3.5.3 Internal Storage and External Storage of the Dún Laoghaire Rathdown County Development Plan 2022-2028.”

Internal storage for all units is in compliance with the 2025 Design Standards for Apartments. Please refer to OMP Housing Quality Assessment. Provision has been made for a bulky goods store within each apartment block, please refer to OMP drawings for further detail.

RESPONSE: DESIGN & LAYOUT

“The subject LRD scheme will set an important precedent for development in the Old Connaught LAP area.

The Planning Authority has the following concerns in relation to the design and layout:

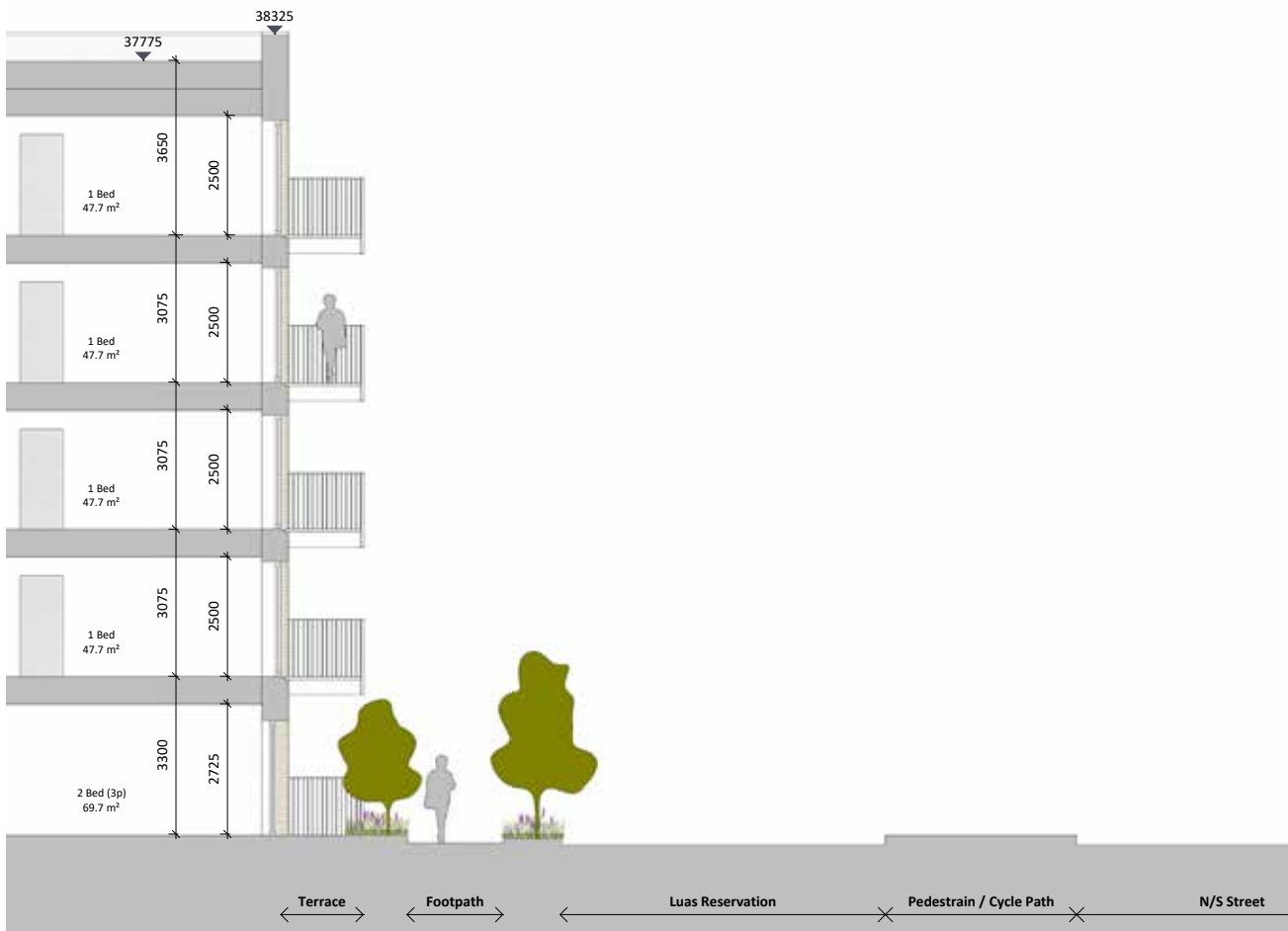
- Strong building frontages/ urban edge required along the primary north-south street, particularly the provision of articulation/design features at important corner sites such as north-east corner of Block 3.*
- Quality of balconies at Blocks 1 and 2 close to the Luas and potential impact on residential amenity in terms of noise.*
- Design at ground floor of apartment blocks to ensure activity on/interaction with street, particular west façade of Blocks 1/2. Particular consideration will be required for ground and first floor units in the proximity of the LUAS line.*
- Details of how proposed design achieves a strong sense of place with a village feel.*

The proposed scheme provides strong building frontages along the primary north-south street, with Blocks 1&2 and Block 3 bookending the street at its northern and southern ends respectively. The streetscape in between these bookends is characterised by tall, 3 storey gable fronted houses, which create a strong urban streetscape. A warm, buff coloured brick is the dominant material on the street, creating a unified streetscape. Block 3, at the northern end of the street, is distinguished by the use of a lighter brick, highlighting the importance of this building.

We note that the balconies of Blocks 1 & 2 will be a high quality, prefabricated system, in a RAL colour that matches the proposed windows in the scheme. On the western side of Blocks 1 & 2, there is a landscape area around the ground floor units of c. 2.5m depth, a 2m footpath and a 1m planted hedge. The distance from the outer (western) side of the proposed balconies to the edge of the Luas Reservation is c. 3.8m. Please refer to the Noise Assessment submitted as part of this planning application for further detail.



Primary north-south street, looking north

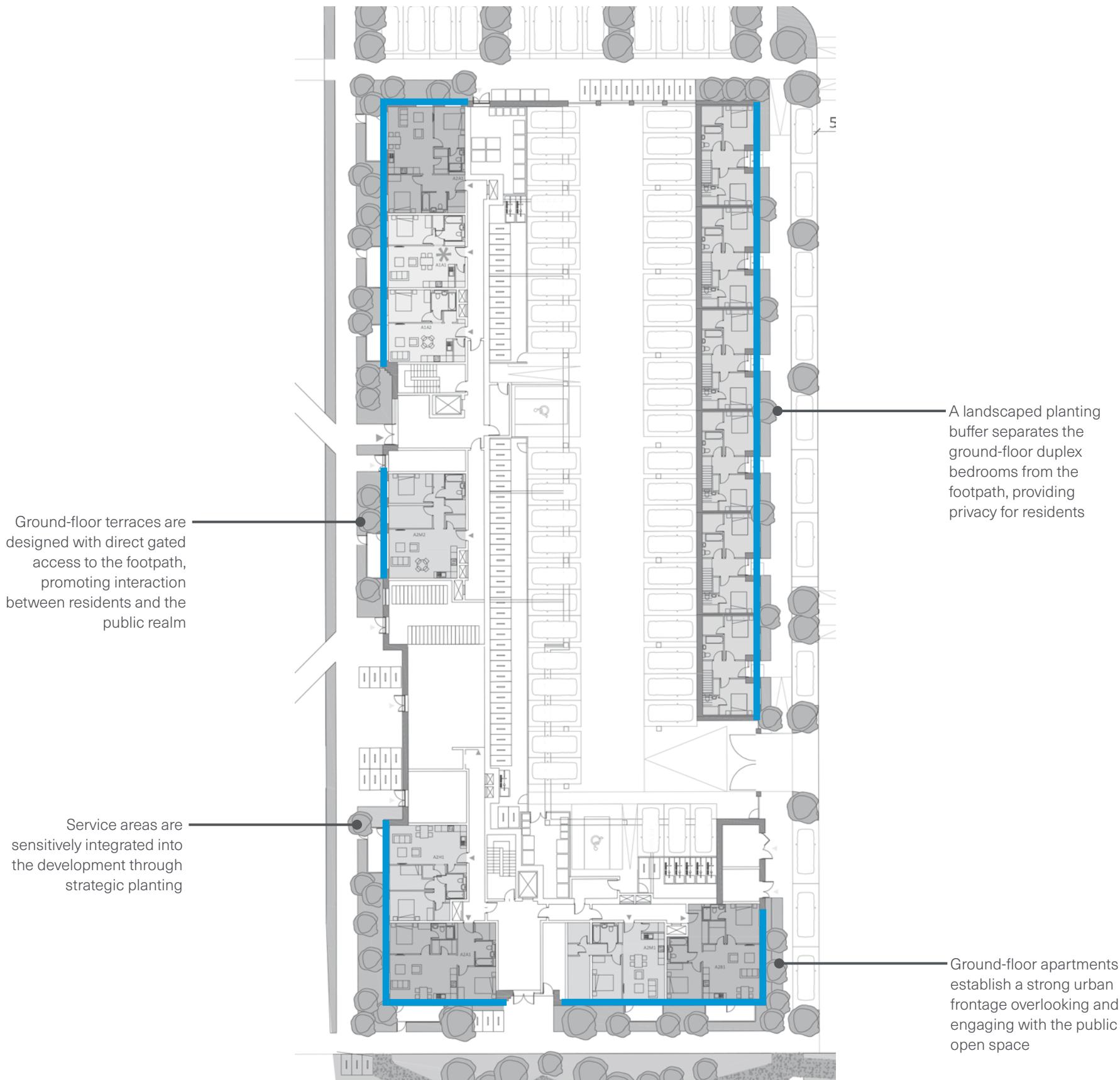


Block 1 Section

RESPONSE: DESIGN & LAYOUT CONTD.

Careful consideration has been given to the design of the ground floor of the all apartment blocks. Ground floor residential units are provided, ensuring passive supervision of the street. Building entrances to the main stairs & lifts are placed in prominent positions and demarcated by recessed entrances with staggered brick detailing. Service areas are generally located in less prominent positions, such as within recessed areas or within secondary building forms, and some landscaping is provided to soften their impact. Please refer to Landscape Architects drawings for further detail.

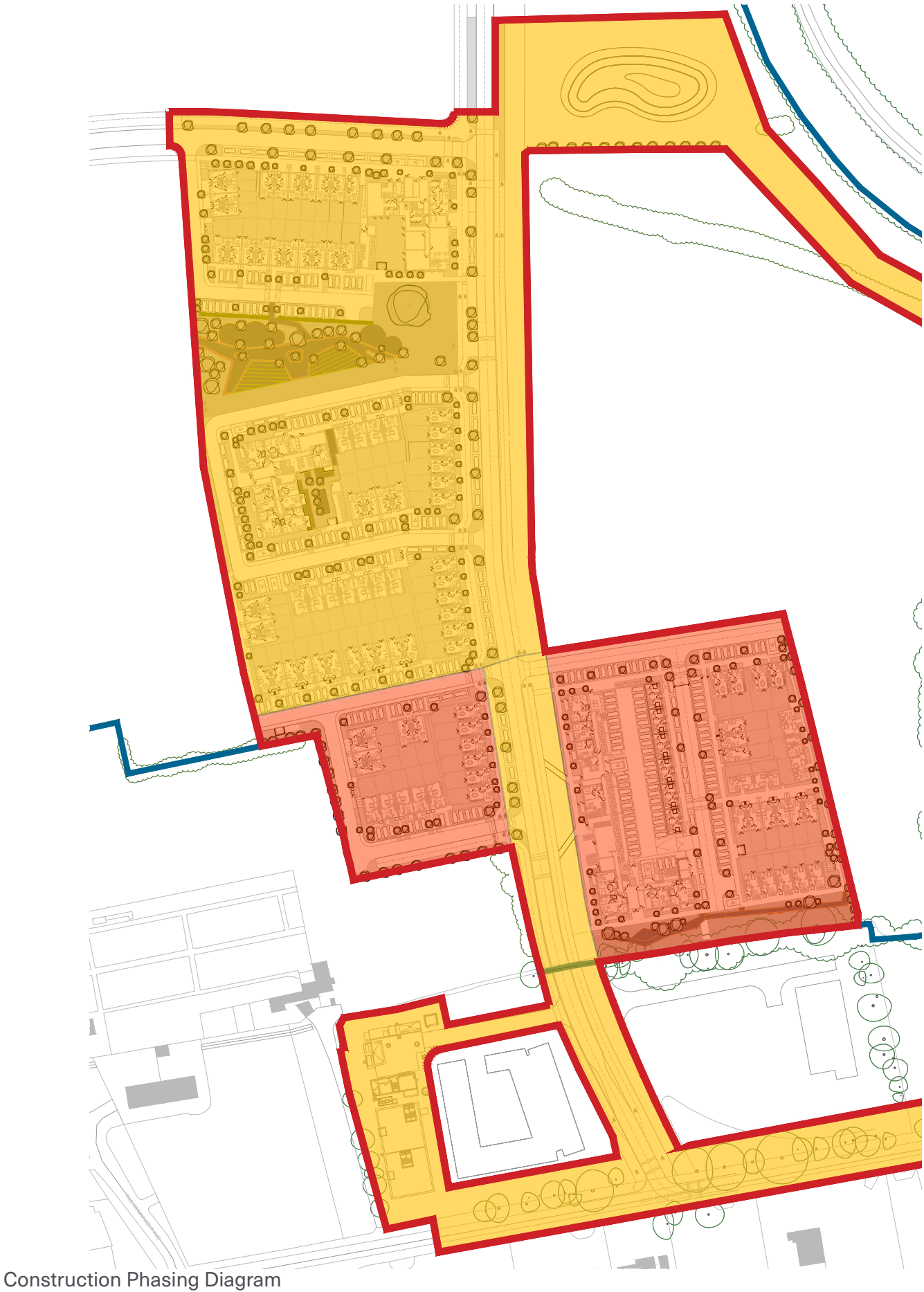
The proposed scheme will create a strong sense of place, with a high quality architectural & landscape environment. The retention of the existing trees in both of the proposed public open spaces will create a sense of place, in a similar way to the existing mature tree at the junction of Old Connaught Avenue and Thornhill Road. The prominent gable fronted houses, the variation in building scale and the extensive use of brickwork throughout the scheme will create a village feel and a strong character. Please refer to the LVIA and CGIs submitted as part of this planning application for further detail.



RESPONSE: CHILDCARE FACILITY

“The Planning Authority has concerns regarding the provision of creche in Phase 3. Preference would be for creche to be provided in Phase 2 to ensure services for future residents are provided in a timely manner.”

The proposed development will be delivered in two phases, with the creche scheduled for delivery in Phase 1. This phase is an appropriate stage at which to provide childcare facilities for existing and future residents. Delivering the creche at this point ensures that community infrastructure is introduced in line with the growth of the resident population and anticipated demand for childcare services.



Construction Phasing Diagram

- Phase 1
- Phase 2

RESPONSE: PART V

“It is noted that the Applicant has proposed to comply with the Part V requirement for the proposed development by way of transfer of forty-eight (48No.) residential units on site for social and affordable housing (i.e. 38 no. apartment units in Block 3, 6no. Duplex units and 4no. 3-bed houses). This proposal is based on a 20% Part V obligation, however it should be noted that this proposal falls short of the required number of Part V units. Based on a 20% proposal, the Council will seek the build and transfer of fifty-five (55No.) residential units on-site for social and affordable housing.

The Housing Department, full Report appended) raise the following concerns:

- Clarification required in regard to whether there is a 10% or 20% Part V obligation and to provide details of indicative construction/development costs and management service charges for consideration at the earliest opportunity.

The applicant proposes that all residential units within Block 3, together with 7 units in Blocks 1 and 2, 6 duplex units, and 4 two-bedroom houses, as identified on the accompanying diagram, be allocated as Part V housing. This results in a total Part V provision equivalent to 20% of the overall residential units within the development.

PART V									
BLOCK 1&2	1B /2P APT	2B /3P APT	2B /4P APT				Total	Dual Aspect	%
Level 00	2	3	2				7	2	28.6%
BLOCK 3	1B /2P APT	2B /3P APT	2B /4P APT				Total	Dual Aspect	%
Level 00 (Creche)									
Level 01	2	3	5				10	5	50.0%
Level 02	2	3	5				10	5	50.0%
Level 03	2	3	5				10	5	50.0%
Level 04	3	2	3				8	4	50.0%
TOTAL	9	11	18				38	19	50.0%
Houses & Duplexs				2B /4P HOUSE	2B /4P DUPLEX	3B /5P DUPLEX	Total	Dual Aspect	%
H2A				4			4	4	
D3A						6	6	6	100.0%
TOTAL				4		6	10	10	100.0%
PART V TOTALS	1B /2P APT	2B /3P APT	2B /4P APT	2B /4P HOUSE	2B /4P DUPLEX	3B /5P DUPLEX	TOTAL	Dual Aspect	%
TOTAL	11	14	20	4		6	55	31	56.4%
	20.0%	25.5%	36.4%	7.3%		10.9%	100.0%		

Part V Allocation



RESPONSE: BLOCK 3

“The Housing Department, full Report appended) raise the following concerns:

- Due to location of the balconies in Block 3, which are situated above the ‘sleep room’ and the ‘play area’ of the proposed crèche, it would be the Councils preference for these balconies to have closed in / obscure glass.*
- The proposed roof garden located in Block 3 should have restricted access.*

Details to be provided.

- Lack of parking proposed for the one-bedroom units a concern.*
- Block 3 design should have regard to section 4.4.1.2 ‘Policy Objective PHP36: Inclusive Design & Universal Access’ of the County Development Plan 2022 - 2028, it is a Policy Objective to promote and support the principles of universal design.”*



Block 3

Further design development has been regarded for Block 3. It is proposed that the building will be distinguished through the use of a white/light grey brick finish, highlighting the creche and its public function within this part of the site. Given the building's prominent location, it is considered appropriate that Block 3 possesses its own distinct architectural character and materiality, while remaining complementary to the overall development. The roof terrace has been designed as a communal amenity space exclusively for residents of Block 3. Glazed balcony balustrades have been introduced along the courtyard elevations to enhance safety and supervision of the creche play area at Level 00. In addition, privacy screens have been incorporated on west-facing balconies to mitigate overlooking of the existing houses located to the west of Block 3.

In terms of accessibility, 28% of the units within Block 3 are designed as Universal Design dwellings which is in accordance with Section 4.4.1.2 of the County Development Plan 2022–2028. Furthermore, 34% of the proposed apartments in Block 3 are oversized by a minimum of 10%.

The parking ratio for Block 3 is 0.5 spaces per unit. The provision for Block 3 is slightly lower than other blocks in the scheme, due to its immediate proximity to the proposed Bus Stop.