



DESIGN STATEMENT | L R D PLANNING APPLICATION

JUNE 2025

RESIDENTIAL DEVELOPMENT AT ST. MOCHTA'S F. C. GROUNDS
FOR CASTLETHORN DEVELOPMENT LUTTRELLSTOWN

 mahony pike

Project: Residential Development At St. Mochta's F. C. Grounds
Location: Kellystown, Co. Fingal
Client: Castlethorn Development Luttrellstown
Doc. Title: Design Statement | L R D Planning Application
Doc. No.: 1506E-OMP-XX-XX-PP-A-9015

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Created by: SD
Doc. Purpose: For Planning Application
Revision: C01

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01 | INTRODUCTION

GENERAL ENVIRONS

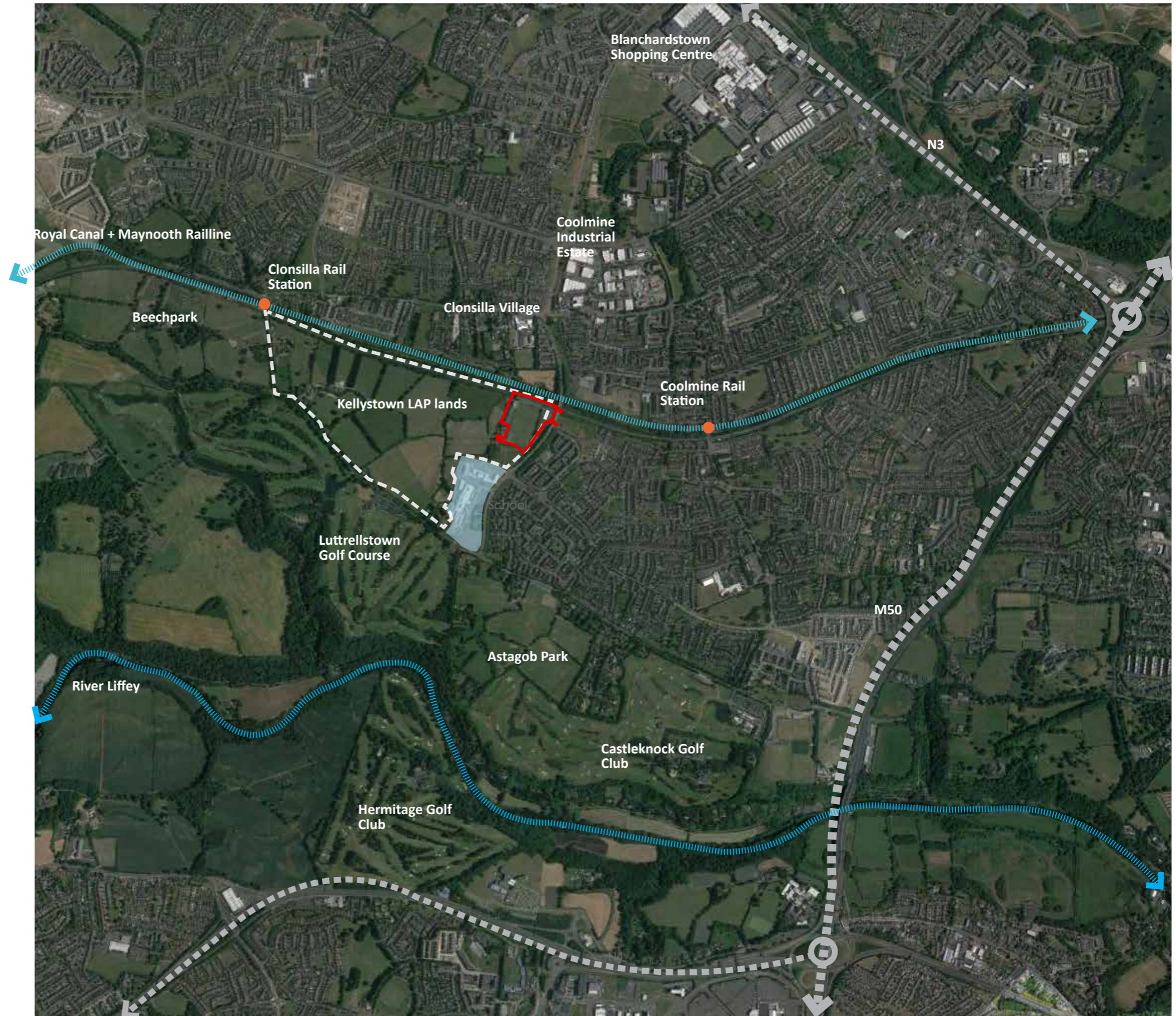
The Kellystown LAP lands, outlined in white, are predominantly in agricultural use and are characterised generally by field boundaries within a gently rolling landscape, with some existing structures, and the school grounds to the south-east.

The Kellystown LAP lands are located close to the M50, and to the south of Clonsilla village. The Coolmine Industrial Estate and Blanchardstown Shopping Centre are nearby.

The lands are served by both Coolmine and Clonsilla train stations, which will benefit from the proposed upgrade works of DART+West.

There is a strong network of green spaces and parklands to the south of the LAP lands, which includes Beechpark, Luttrellstown Golf Course, Astagob Park, Castleknock Golf Club and the Hermitage Golf Club.

Construction of Phase 1 of the residential development as permitted to the west of the subject site (Planning Ref. ABP-312318-21, as amended by LRD0034/S3) has commenced on site by Castlethorn.



Aerial view of Kellystown lands with significant land uses and routes, with extent of Kellystown LAP lands outlined with white dashed line.

STATUTORY CONTEXT

The subject site is located within the Kellystown LAP, which provides the urban design framework for the proposed development. The site is located to the north of the Kellystown Link Road, it is zoned residential, and located within Development Area 1 (DA1) Eastern Development Area of the Kellystown LAP.

The majority of the subject site is currently in use as a Sports Facility for St. Mochta's F.C. A planning application for the relocation of St. Mochta's F.C. has recently been submitted, and should this application be granted, it will achieve DA 1.1 of the Kellystown LAP, which is as noted below, thereby releasing the current St. Mochtas F.C facility for residential use, in compliance with its zoning.

Provide for the relocation of St. Mochta's Football Club to an appropriate site in the Open Space Area in the southern portion of the LAP land bank in close proximity to the existing schools campus. The relocated facilities shall be constructed and finished on site by the developer to a suitable standard to be agreed with Fingal County Council prior to the re-development of the existing St. Mochta's Football Club site;



Extract from Map No. 13, Fingal County Council Development Plan 2017 - 2023



Figure 9.4: Kellystown LAP Layout

Kellystown LAP Diagram

Proposed location for new sports facility for St. Mochtas F. C., in line with Objective DA 1.1 of the Kellystown LAP

Existing location of St. Mochtas F. C., which is zoned for residential development under the FCC Development Plan and Kellystown LAP

COMPACT SETTLEMENT GUIDELINES

In January 2024, the government published the Sustainable and Compact Settlements Guidelines for Planning Authorities, which introduces the category of Low-Rise Medium Density Housing (LRMD), which is intended to enable affordable, compact growth, in line with the National Planning Framework (2018), Housing for All (2021), and the Housing for All Action Update (2022). These guidelines are now in place.

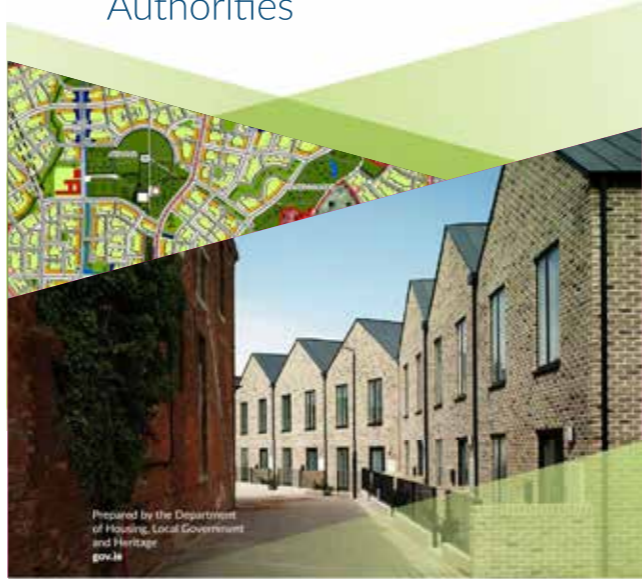
The guidelines expand on the high-level strategy of the NPF and set detailed criteria for residential development to support the development of compact and sustainable settlements, reinforcing the need for efficient forms of development which also create places of quality.

In particular, low-rise medium density housing models that are common in the UK and Europe offer significant potential to contribute to compact urban growth when applied at the right locations. Key design principles include reduced plot sizes and a tighter arrangement of houses, narrower streets, reduced car parking and the distribution of private open space in the form of patios and / or upper level terraces and balconies. There is generally a strong emphasis on the creation of attractive streets and open spaces, which is important in creating a strong sense of place and community.

It is the intention of the applicant that this phase of Kellystown will incorporate attractive, high quality low-rise medium density housing, maximise the quantum of own-door housing, and introduce innovative housing types.



Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities



Precedent Image: Marmalade Lane



Precedent Image: Royal Canal Park, Dublin



Precedent Image: Pelletstown, Dublin



Precedent Image: Georges Place, Dun Laoghaire

COMPACT SETTLEMENT GUIDELINES: DENSITY

The subject site would be determined as an 'Accessible Suburban/Urban Extension Location' as defined by Sustainable and Compact Settlements Guidelines for Planning Authorities. The guidelines recommend "that residential densities in the range 40 dph to 80 dph (net) shall generally be applied at suburban and urban extension locations in Dublin and Cork, and that densities of up to 150 dph (net) shall be open for consideration at 'accessible' suburban / urban extension locations (as defined in Table 3.8)"

The permitted SHD planning application on the adjoining site, as amended by LRD0034/S3, has a density of 66 units/ha. The subject site, being closer to Coolmine Rail Station, has a net density of 74 units/ha, which is slightly higher than that of the permitted, neighbouring scheme, and is at the upper end of the 40-80 units/ha density bracket recommended for a site of this nature in the Sustainable and Compact Settlements Guidelines. The proposed density also sits at the higher end of the 50-75 dwellings/ha net density bracket that is recommended for this site in the Kellystown LAP.

Table 3.8: Accessibility

High Capacity Public Transport Node or Interchange
<ul style="list-style-type: none"> Lands within 1,000 metres (1km) walking distance of an existing or planned high capacity urban public transport node or interchange, namely an interchange or node that includes DART, high frequency Commuter Rail¹¹, light rail or MetroLink services; or locations within 500 metres walking distance of an existing or planned BusConnects 'Core Bus Corridor'¹² stop. Highest densities should be applied at the node or interchange and decrease with distance. 'Planned public transport' in these Guidelines refers to transport infrastructure and services identified in a Metropolitan Area Transport Strategy for the five cities and where a public authority (e.g. National Transport Authority, Transport Infrastructure Ireland or Irish Rail) has published the preferred route option and stop locations for the planned public transport.
Accessible Location
<ul style="list-style-type: none"> Lands within 500 metres (i.e. up to 5-6 minute walk) of existing or planned high frequency (i.e. 10 minute peak hour frequency) urban bus services.

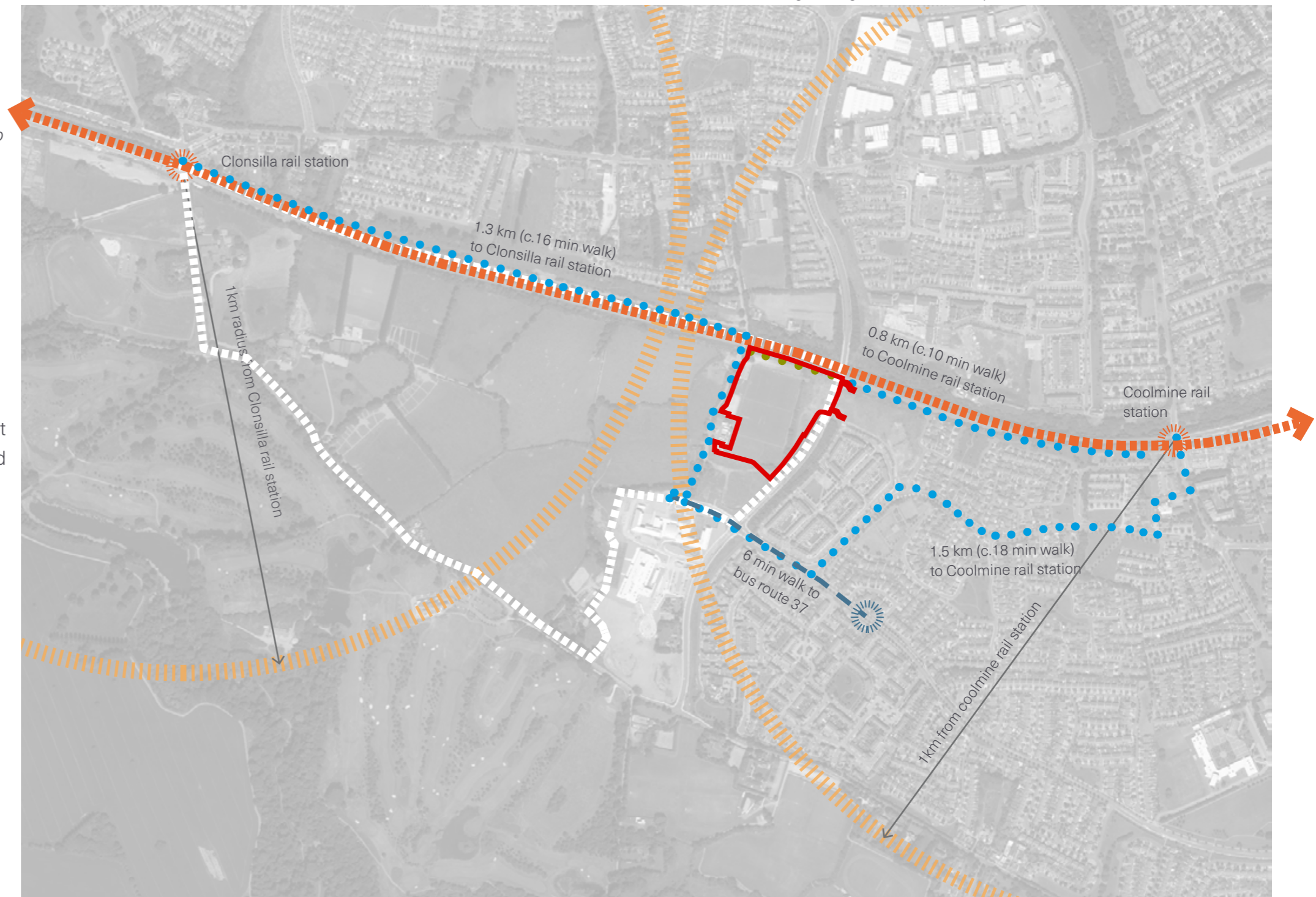
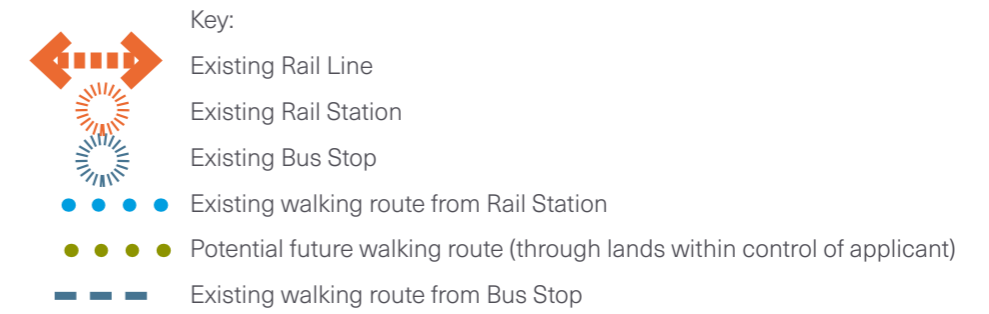


Diagram showing proximity of subject site to existing train stations

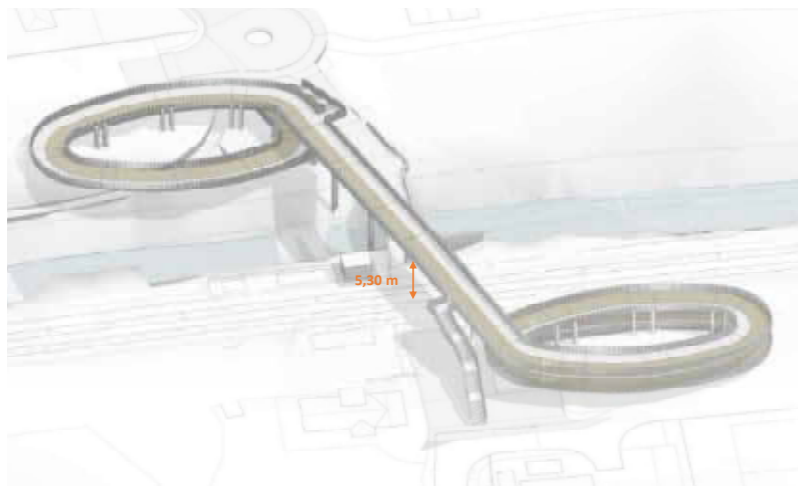
DART+ WEST

The Railway Order regarding the upgrade of the Maynooth Railway line, known as DART+West, has been granted permission by An Bord Pleanala.

The Railway Order drawings show a pedestrian/ cycle bridge & ramp within the subject site. It is our understanding that a number of options for design of the pedestrian/cycle ramp were considered and that the preferred option is the one that is shown in this booklet.

The subject scheme leaves a buffer space in the north-western part of the subject site, so as to facilitate the proposed pedestrian/cycle bridge & ramp that will be required for DART+West. The buffer space will be landscaped, and treated as a temporary public open space until such time as the pedestrian/cycle bridge & ramp is constructed.

Under DART+West, the vehicular crossing at Keenan's Bridge, to the north-west of the subject site, will be discontinued. This will significantly reduce vehicular traffic on the Porterstown Road.

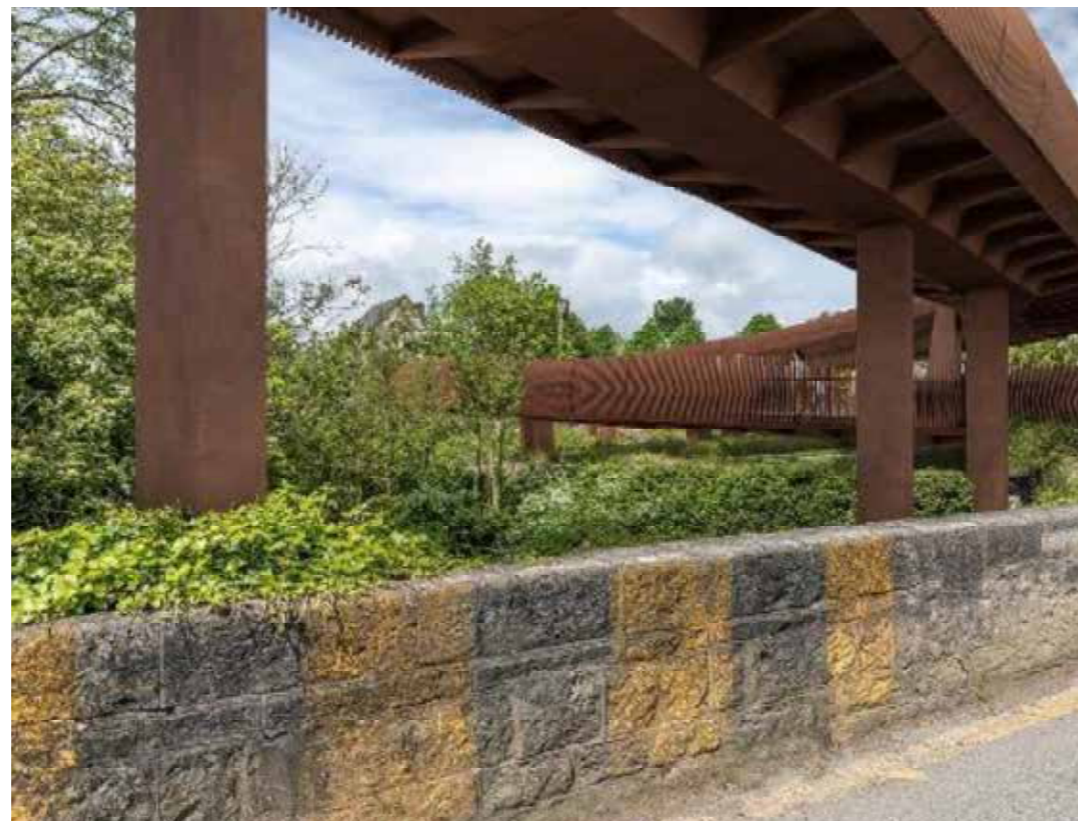
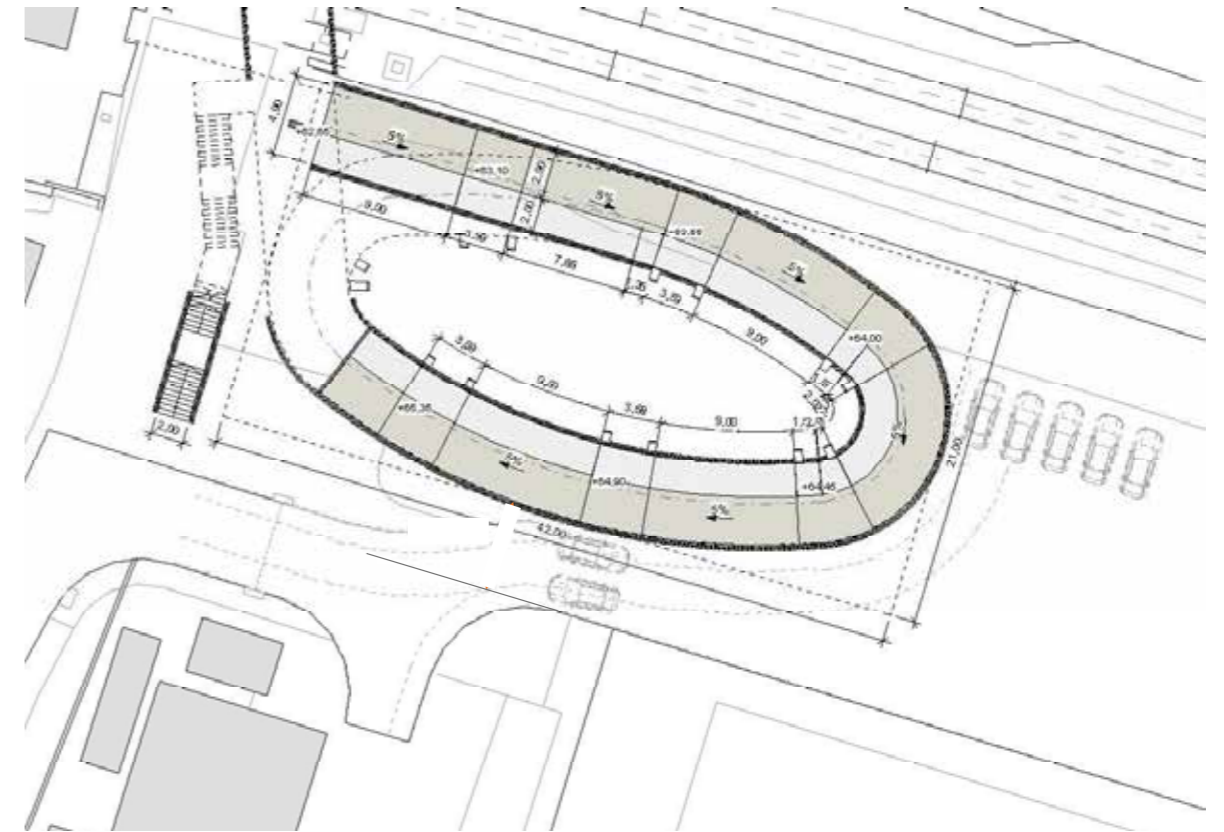


Axonometric view of the proposed pedestrian & cycle bridge & ramps



Extract from Railway Order Drawings for DART+West

DART+ WEST



CGI from the EIAR that accompanies the Railway Order, Looking north west along the Porterstown Road from a point south of the railway line.



CGI from the EIAR that accompanies the Railway Order, Looking south along the Porterstown Road from a point north of the railway line.

BIODIVERSITY

There are some existing trees on the subject site, which are referenced in the Biodiversity Report which accompanies the Kellystown LAP.

H19, which is located on the current St. Mochtas F.C. facility, is listed as Moderate value.

H9, H10 and H11, which form the boundaries of the Porterstown Road, are listed as being of Low value.

An arborists report will be submitted as part of this LRD planning application.



Extract from Valuable Hedgerows, Diagram 4 of Biodiversity report

HISTORIC STRUCTURES

There are a number of historic structures in the vicinity of the subject site:

- RPS 0699 Keepers Cottage: A cottage associated with the development and maintenance of the railway. The cottage does not directly adjoin the subject site, as the Porterstown road separates the two;
- RPS 0698 Kennan Bridge: A narrow stone bridge that crosses the Royal Canal. The bridge directly adjoins the subject site;
- RPS 0700 Former School House: The structure is visible over the trees that line the railway and Royal Canal. The subject site does not directly adjoin the protected structure.

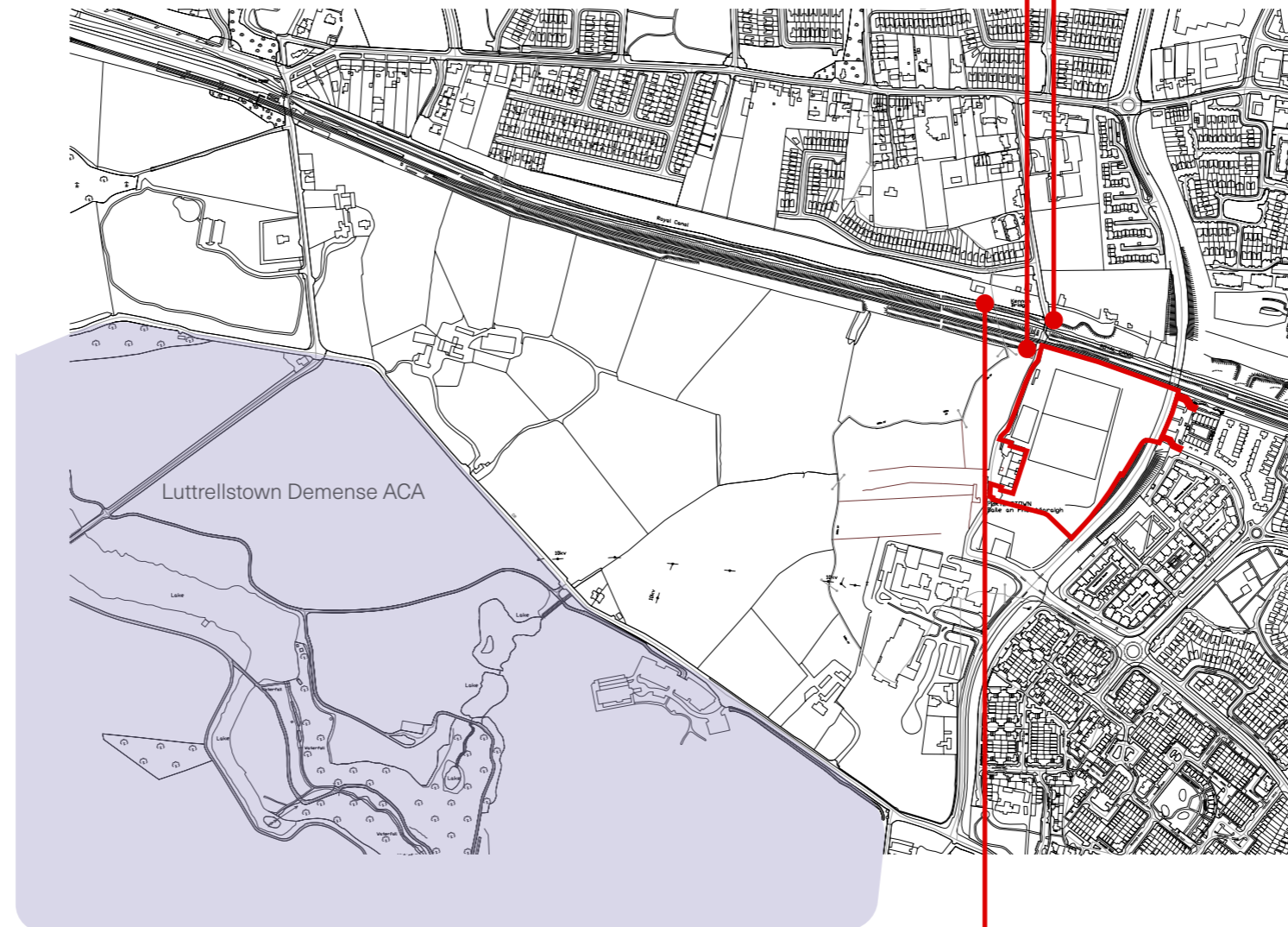
The Kellystown lands are located to the north of the Luttrellstown Demense ACA. The proposed residential development will be separated from the ACA by the cemetery lands & the Class 1 Public Open Space to the south of the Kellystown Link Road, the existing schools' campus, and Block A of Ref. ABP-312318-21, as amended by LRD0034/S3.



RPS 0699 Keepers Cottage



RPS 0698 Kennan Bridge



RPS 0700 Former School house, visible over the planted edges of the railway and the Royal Canal

HABITAT

The subject site comprises several different designations in the Kellystown LAP Habitat diagram:

- Building & artificial surfaces;
- Recolonising bare ground;
- Amenity grassland;
- Dry meadows & grassy verges;
- Treelines;
- Mixed Broadleaved Woodland.

Please refer to the EIAR, which forms part of this planning application, for further information.

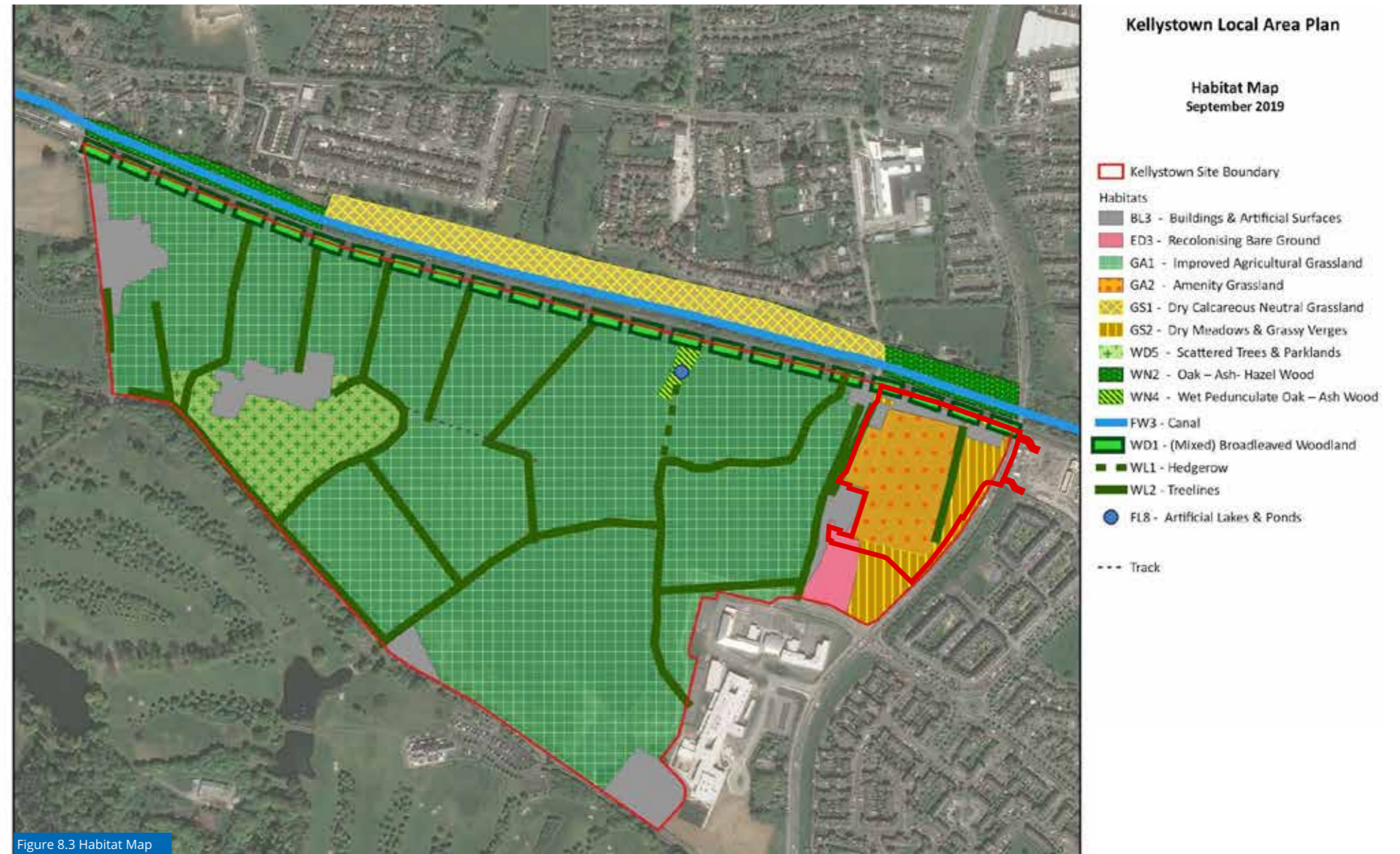


Figure 8.3 Habitat Map

Kellystown Local Area Plan
Kellystown LAP, Habitat Map

Adopted 11th January 2021



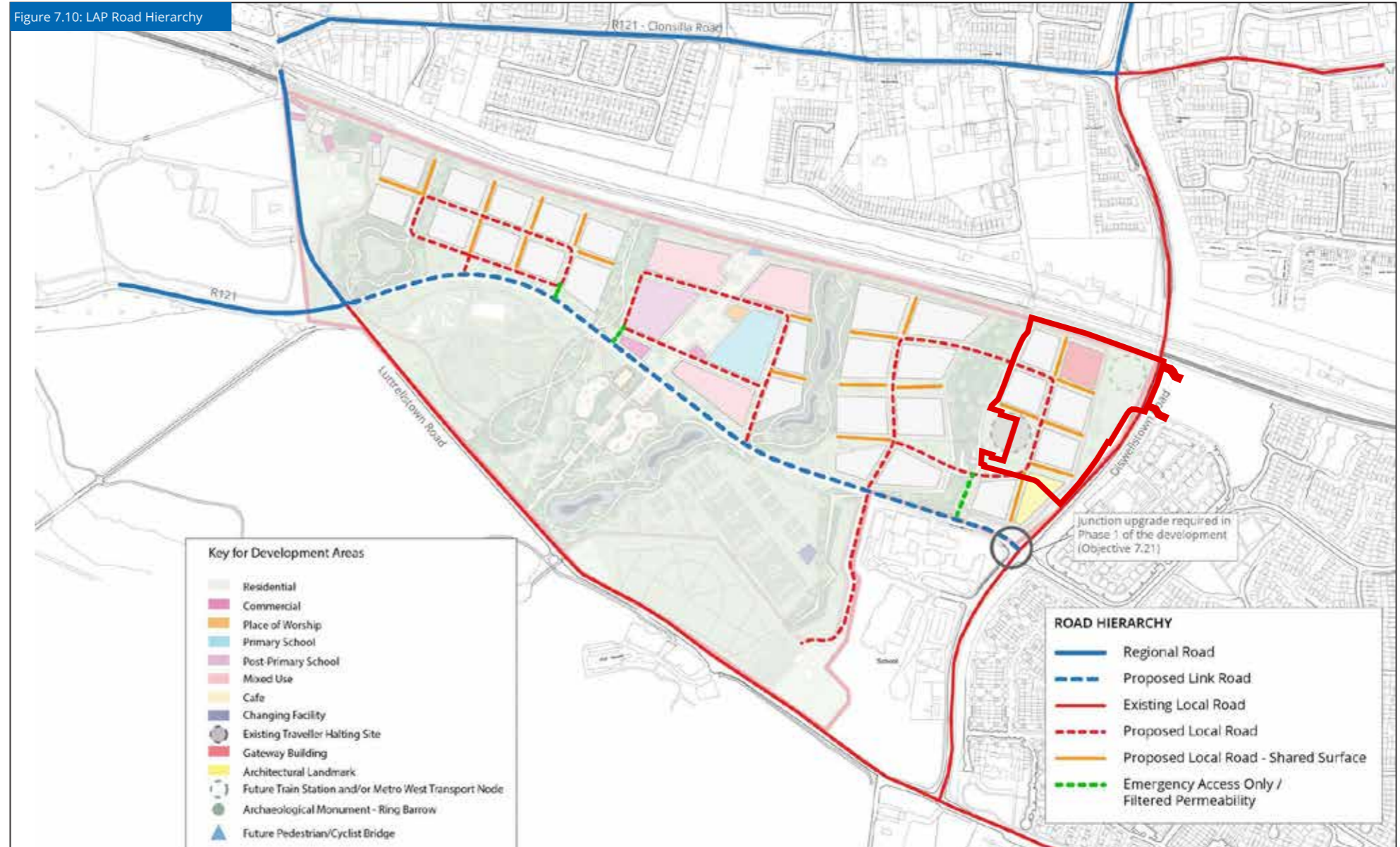
ROAD HIERARCHY

7 Movement and Transport Strategy

The subject site is located within the Eastern Development Area of the Kellystown LAP, which is accessed via a Local Distributor Road off the Kellystown Link Road.

The permitted development to the west of the subject site (Planning Ref. ABP-312318-21, as amended by LRD0034/S3) establishes the route of part of the Local Distributor Road that serves the Eastern Development Area, and the subject scheme will tie into that established road alignment, completing the eastern side of the loop of the Local Distributor Road.

All other streets within the subject site will be Proposed Local Road - Shared Surface, in accordance with the LAP.



40 Kellystown LAP, Road Hierarchy Map

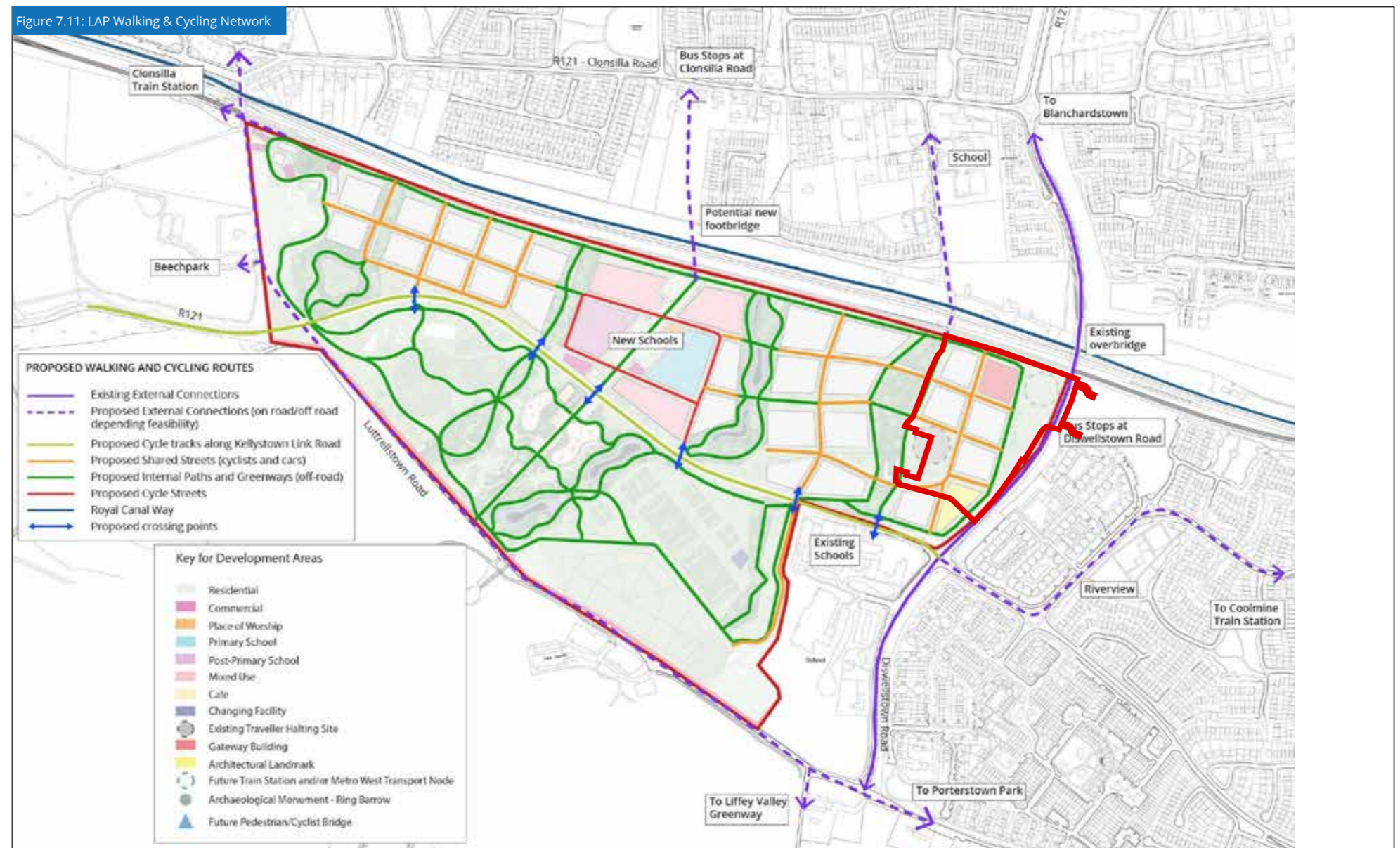
Adopted 11th January 2021

Kellystown Local Area Plan

WALKING & CYCLING NETWORK

The Kellystown LAP envisages a permeable neighbourhood, with a network of walking and cycling routes.

The permitted development to the west of the subject site (Planning Ref. ABP-312318-21 as amended by LRD0034/S3) establishes some parts of the network of walking and cycling routes that pertain to the Eastern Development Area, and the subject scheme will link into those permitted routes and extend the network, in accordance with the LAP.



PERMITTED AND PROPOSED ADJOINING DEVELOPMENT

The subject site is a component of the Eastern Development Area of the Kellystown LAP, and will tie in with the other permitted and proposed developments, to create a high quality, cohesive urban neighbourhood.

There is a permitted residential development to the south and east of the proposed development, for 346 no. residential units, Reg. Ref. ABP-312318-21. This permitted development is also within the Kellystown LAP Development Area 1 - Eastern Area. This Permission is now under construction, and effectively provides access to the subject site via the Kellystown Link Road and the Local Distributor Road for the Eastern Development Area.

An LRD Planning Permission (LRD0034/S3), has been granted, which amends some aspects of Reg. Ref. ABP-312318-21, including unit mix and car parking numbers. The permitted unit numbers in Kellystown have increased to 374 no. units, as a result of the permitted LRD amendments to Reg. Ref. ABP-312318-21.

A separate Planning Application for a new sports facility for St. Mochta's F.C. has been submitted, which facilitates this LRD planning application for residential development on their current grounds. A separate Section 34 Planning Application for 99 dwellings on a site to the west of Reg. Ref. ABP-312318-21(as amended by LRD0034/S3) is being lodged concurrently with this LRD Planning Application.

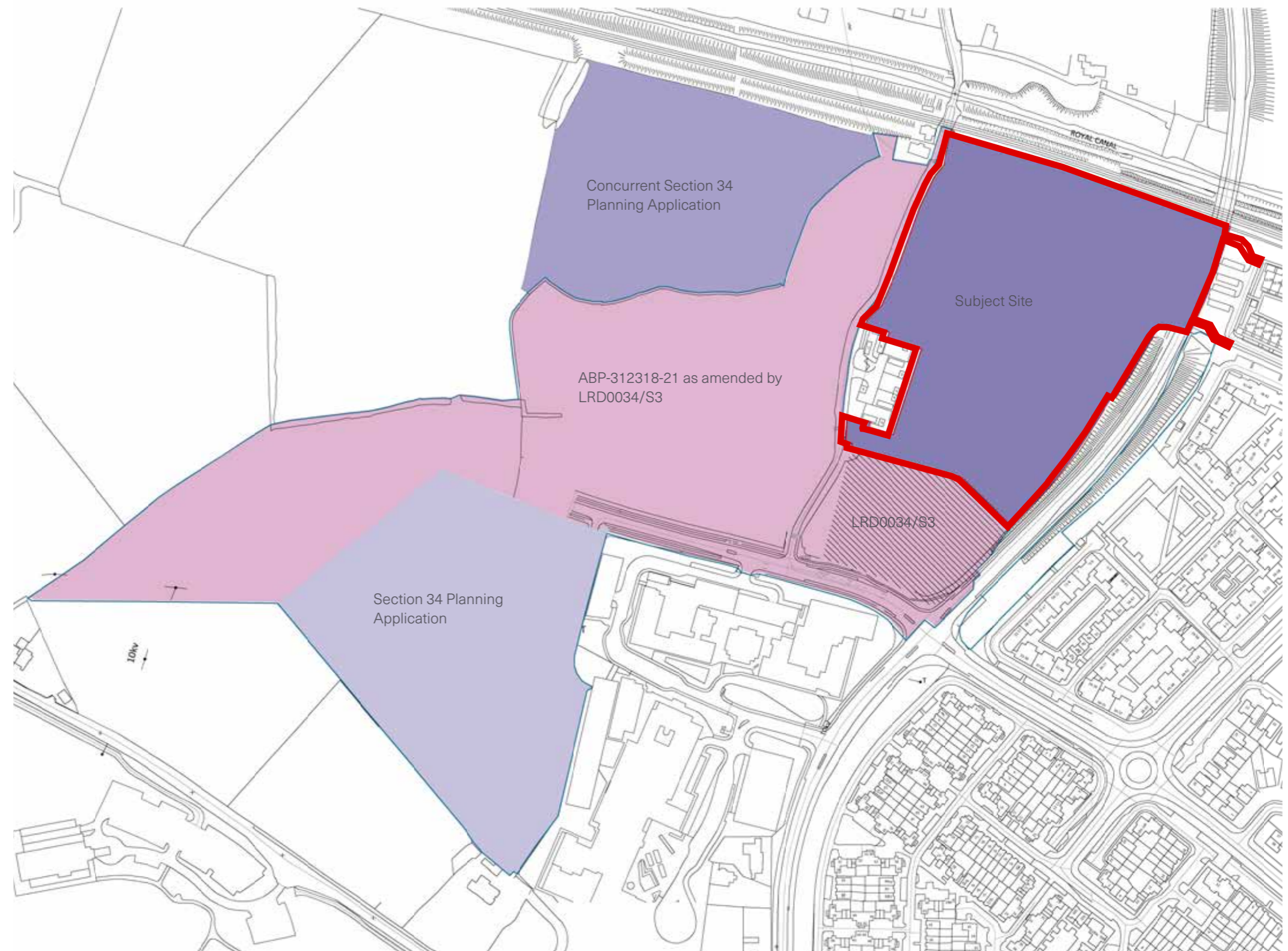


Diagram showing permitted and proposed adjoining developments

PERMITTED AND PROPOSED ADJOINING DEVELOPMENT



CGI of permitted changes to permitted Block A, at the junction of the Kellystown Link Road and the Diswellstown Bypass



CGI of permitted development, addressing Kellystown Link Road



Location of existing St. Mochtas F.C. sports facility, which is proposed as residential development. Grey hatch shows indicative outline of current existing St. Mochtas F.C. sports facility

Location of proposed new sports facility for St. Mochtas F.C.

Site Context, with permitted layout of ABP-312318-21, as amended by LRD0034/S3

SITE DESCRIPTION

The subject site is located to the north of the Kellystown Link Road, and is the current location of St. Mochtas F.C., which occupies most, but not all of the subject site. The site is quite flat, being used at the moment as a football club. There is a small port-a-cabin type club house in the north-west corner of the site, and an informal car parking area along the sites' northern boundary.

The site is bound to its east by the Diswellstown Road, which rises from south to north, so that its northern section is elevated as an overpass of the railway line and canal. An existing gas main, with an associated wayleave, runs parallel with the Diswellstown Road, some of which is located within the site boundary.

The site is bound to its north by the railway and the Royal Canal. The rail line is due to be upgraded under DART+West, and there will be some pedestrian/cycle infrastructure associated with DART+West located near the northern boundary of the subject site, which is described elsewhere in this booklet.

The site is bound to its west by the Porterstown Road, and St. Brigids Lawn Traveller Accomodation. The permitted ABP-312318-21 development, as amended by LRD0034/S3 , bounds the southern part of the site, with Block A, 4-8 storeys and its associated roads and open spaces being located in this area.

The Riverwood Square residential development is located on the eastern side of the Diswellstown Overpass. This planning application proposes cycle and pedestrian connectivity between the subject site and Riverwood Square

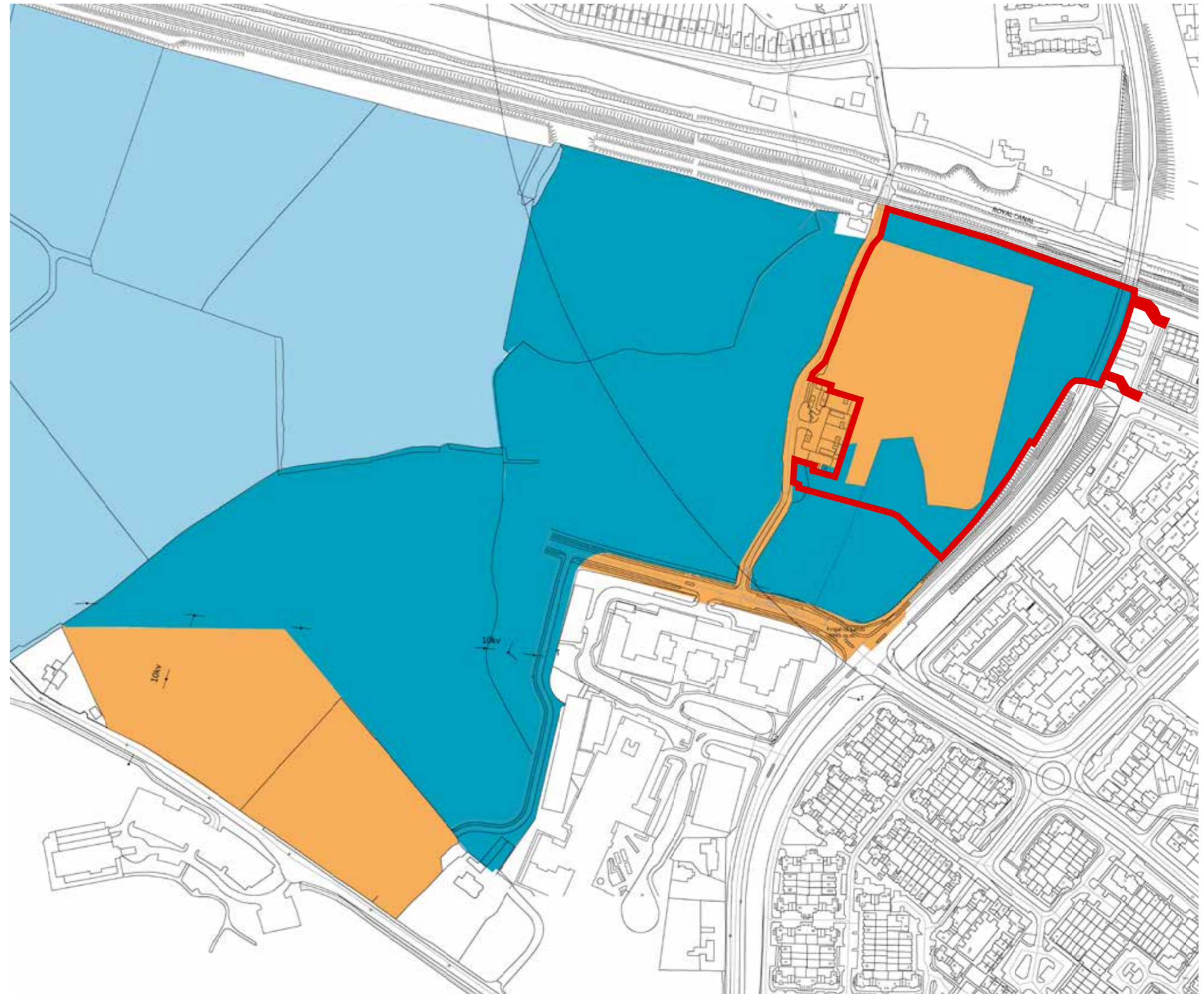


Drawing showing existing conditions on the subject site, and the permitted adjoining development

OWNERSHIPS

The subject development is located on lands that are within the ownership of both Fingal County Council and Castlethorn.

We note that the future Kellystown Cemetery is also on lands that were owned by Castlethorn, and that the school campus to the south and east of the subject application is on lands that were originally owned by Castlethorn.



Ownerships

- Castlethorn UC
- Fingal County Council
- Third Party

AERIAL VIEW



02 | DESIGN

KEY MOVES

The strategy for the subject site is led by the Kellystown LAP diagrams and text, and the key moves are as follows:

- The provision of a generous green area along the eastern site boundary of the residential area, which varies in width from c. 16m to c. 44m. This creates a buffer area between the residential units and the Diswellstown Overpass, which can be planted to provide screening and amenity;
- The proposed road network connects with the permitted looped access road in the Kellystown development to the west, as indicated by the LAP;
- A simple, robust urban block pattern, which creates homezones which generally have a view towards the public open space;
- The eastern and northern green areas facilitate a continuation of the c. 4m wide cycle and pedestrian route that was permitted under ABP-312318-21, as amended by LRD0034/S3, which accords with the LAP;
- The provision of green areas along the western site boundary of the residential area, which when combined with the permitted green spaces on the eastern side of the Porterstown Road under ABP-312318-21, as amended by LRD0034/S3, have the potential to create a green corridor, 25-30m in width, along the route of the Porterstown Road, which may become a primarily pedestrian/cycle route when DART+West is implemented;
- Pedestrian & cycle connectivity to Riverwood Square, to the east of the subject site.
- The built forms are arranged so that there is an increase in scale along the eastern edge of the Eastern Development Area, fulfilling the Objectives of the LAP regarding a Gateway Building and an Architectural Landmark;
- There is a good mix of typologies, at a relatively high density, at this easternmost part of the Eastern Development Area, closest to Coolmine Rail Station



Key Moves Diagram



Kellystown LAP Diagram

RESIDENTIAL SITE LAYOUT

The relocation of the football club to the lands to the south of the Kellystown Link Road facilitates the redevelopment of their existing grounds for residential use.

As noted on the Key Moves page of this document, the proposed layout aligns with the principles of the Kellystown LAP diagram, with green buffers provided to the east and north, and vehicular access off the local access loop that was permitted under ABP-312318-21, as amended by LRD0034/S3 .

Within the residential development, a series of urban blocks are arranged so as to create visual permeability & connectivity between the local access loop and the eastern public open space - all homezones/streets will terminate with a view of the public open space.

The proposal comprises a mixture of apartments, duplexes and houses. The apartments are positioned so as to create strong urban edges to the public open spaces. The duplexes are arranged so as to create an urban block to enclose the western boundary with St. Brigids Traveller Accomodation. The layout in this area would facilitate future redevelopment of the Traveller Accomodation site, should that be possible in the future.



Proposed Site Plan

SCHEDULE OF ACCOMODATION

Project:	Residential Dev. at St. Mochta's F.C. Grounds	Proj. No.:	1506E
Location:	Kellystown	Proj. Lead:	SD
Client:	Castlethorn Development Luttrellstown	Created by:	SD
Doc. No.:	1506E-OMP-XX-XX-SA-A-6013	Doc. Purpose:	For Planning Application
Doc. Title:	Schedule of Accommodation	Revision:	C02

Schedule relates to dwg 1506E-OMP-00-SP-M2-A-0000

RESIDENTIAL SITE	
Red Line Area (Gross Site Area)	43896 sq.m.
Area of Wayleave within Red Line	1776 sq.m.
Area of Dart+West Infrastructure within Red Line	1083 sq.m.
Area of pedestrian & cycle connections to Riverwood Square	223 sq.m.
Area of Eastern Development Area Loop Road that is within subject site	1179 sq.m.
Net Site Area*	39635 sq.m.
Class 2 Public Open Space within Gross Site Area, including wayleave	8231 sq.m.
Class 2 Public Open Space within Gross Site Area, excluding wayleave	6455 sq.m.
Class 2 Public Open Space within Net Site Area	6455 sq.m.
Class 2 Public Open Space % of Gross Site Area, including wayleave	18.8 %
Class 2 Public Open Space % of Gross Site Area, excluding wayleave	14.7 %
Class 2 Public Open Space % of Net Site Area	16.3 %
Environmental Areas within Gross Site Area	3363 sq.m.
Environmental Areas within Net Site Area	2280 sq.m.
Environmental Areas % of Gross Site Area	7.7 %
Environmental Areas % of Net Site Area	5.8 %
Proposed No. of units	302 units
Gross Density	68.8 units/ha
Net Density	76.2 units/ha
Total Proposed Gross Residential Area	28387.9 sq.m.

*Net Site Area is calculated by removing the area of the gas mains wayleave, the Dart+West Infrastructure, the Eastern Development Area Loop Road & the pedestrian/cycle connections to Riverwood Square from the Gross Site Area

CLASS 1 PUBLIC OPEN SPACE	
Occupancy rate, based on FCC Development Plan	685.0 persons
Public Open Space requirement (2.5ha per 1000 persons)	17125 sq.m.
Class 2 Public Open Space within Gross Site Area, including wayleave	8231 sq.m.
Class 1 Public Open Space Requirement for subject LRD	8894 sq.m.
Occupancy rate of ABP-312318-21, as amended by LRD0034/S3	815.0 persons
Public Open Space requirement, ABP-312318-21, as amended by LRD0034/S3	20375 sq.m.
Permitted Class 1 & Class 2 Public Open Space (ABP-312318-21, as amended by LRD0034/S3)	27869 sq.m.
Excess Public Open Space from ABP-312318-21, as amended by LRD0034/S3, that can be assigned to subject application or other, separate application	7494 sq.m.
Quantum of permitted excess from permitted ABP-312318-21, as amended by LRD0034/S3, which will be assigned to separate planning application for 99 no. units	3419 sq.m.
Quantum of permitted excess from permitted ABP-312318-21, as amended by LRD0034/S3, which may be assigned to the subject scheme	4075 sq.m.
Shortfall in Class 1 Public Open Space for the subject scheme	4819 sq.m.

KELLYSTOWN EASTERN DEVELOPMENT AREA	
ABP-312318-21 (as amended by LRD 0034)	374 units
Net Site Area ABP-312318-21 (as amended by LRD 0034)	56837 sq.m.
Net Density ABP-312318-21 (as amended by LRD 0034)	66 units/ha
Planning Application Luttrellstown Gate Phase 2	99 units
Net Site Area Luttrellstown Gate Phase 2	24804 sq.m.
Net Density LRD St. Mochtas F.C. Lands	40 units/ha
Subject Planning Application	302 units
Net Site Area Subject Planning Application	39635 sq.m.
Net Density Area Subject Planning Application	76 units/ha
Overall Unit Numbers Kellystown Eastern Development Area	775 units
Overall Net Site Area Kellystown Eastern Development Area	121276 sq.m.
Overall Density Kellystown Eastern Development Area	64 units/ha

HOUSES									
TYPE	Description	No. of Units	Building Height (No. of storeys)	Floor Area [m ²]	Total Floor Area [ft ²]	Total Floor Area [m ²]	Total No. of Units		
H3C	3B/5P, 5.4m Wide House, with recessed porch, mid terrace	9	2	92.1	991.0	828.9	8919.0		
H3C1	3B/5P, 5.4m Wide House, with recessed porch, mid terrace, extended	1	2	101.5	1093.0	101.5	1093.0		
H3CL	3B/5P, 5.6m Wide House, with recessed porch, end terrace	3	2	92.2	992.0	276.6	2976.0		
H3CL1	3B/5P, 5.6m Wide House, with recessed porch, end terrace, extended	2	2	101.3	1090.0	202.6	2180.0		
H3CM	3B/5P, 5.4m Wide House, with recessed porch, mid terrace	10	2	92.1	991.0	921.0	9910.0		
H3CM1	3B/5P, 5.4m Wide House, with recessed porch, mid terrace, extended	2	2	101.5	1093.0	203.0	2186.0		
H3CR	3B/5P, 5.6m Wide House, with recessed porch, end terrace	3	2	92.2	992.0	276.6	2976.0		
H3CR1	3B/5P, 5.6m Wide House, with recessed porch, end terrace, extended	2	2	101.3	1090.0	202.6	2180.0		
H3D	3B/5P, 5.4m Wide House, without recessed porch, mid terrace	7	2	94.5	1017.0	661.5	7119.0		
H3D1	3B/5P, 5.4m Wide House, without recessed porch, mid terrace, extended	1	2	103.9	1118.0	103.9	1118.0		
H3DL	3B/5P, 5.6m Wide House, without recessed porch, end terrace	3	2	103.6	1115.0	310.8	3345.0		
H3DM	3B/5P, 5.4m Wide House, without recessed porch, mid terrace	6	2	94.5	1017.0	567.0	6102.0		
H3DM1	3B/5P, 5.4m Wide House, without recessed porch, mid terrace, extended	2	2	103.4	1113.0	206.8	2226.0		
H3DR	3B/5P, 5.6m Wide House, without recessed porch, end terrace	3	2	103.6	1115.0	310.8	3345.0		
H3F	3B/5P, 9.6m Wide, Courtyard House, mid terrace	2	2	98.9	1065.0	197.8	2130.0		
H3FL	3B/5P, 9.6m Wide, Courtyard House, end terrace	2	2	99.0	1066.0	198.0	2132.0		
H3FM	3B/5P, 9.6m Wide, Courtyard House, mid terrace	2	2	98.9	1065.0	197.8	2130.0		
H3FR	3B/5P, 9.6m Wide, Courtyard House, end terrace	2	2	98.9	1065.0	197.8	2130.0		
H4A	4B/7P Avenue House, mid terrace	8	3	145.3	1564.0	1162.4	12512.0		
H4AL	4B/7P Avenue House, end terrace	1	3	145.3	1564.0	145.3	1564.0		
H4AL1	4B/7P Avenue House, end terrace	1	3	145.3	1564.0	145.3	1564.0		
H4AR	4B/7P Avenue House, end terrace	1	3	145.3	1564.0	145.3	1564.0		
H4AR1	4B/7P Avenue House, end terrace	1	3	145.3	1564.0	145.3	1564.0		
H4B	4B/6P, 6.3m Wide, Garage House, mid terrace	1	3	141.5	1523.0	141.5	1523.0		
H4BL	4B/6P, 6.3m Wide, Garage House, end terrace	1	3	142.4	1533.0	142.4	1533.0		
H4BR	4B/6P, 6.3m Wide, Garage House, end terrace	1	3	142.2	1531.0	142.2	1531.0		
H4C	4B/7P, 6.1m Wide House, without recessed porch, mid terrace	14	3	142.7	1536.0	1997.8	21504.0		
H4CL	4B/7P, 6.1m Wide House, without recessed porch, end terrace	3	3	143.6	1546.0	430.8	4638.0		
H4CR	4B/7P, 6.1m Wide House, without recessed porch, end terrace	3	3	143.7	1547.0	431.1	4641.0		
Totals		97			36124.0	10994.4	97		

SIMPLEX & DUPLEX TYPES									
TYPE	Description	No. of Units	Building Height (No. of storeys)	Floor Area [m ²]	Floor Area [ft ²]	Overall Floor Area [m ²]	Overall Floor Area [ft ²]		
D1A	1B/2P Simplex, Level 00	4	1	48.8	525.0	195.2	2100.0		
D1B	3B/5P Duplex, Levels 01 & 02	4	2	101.3	1090.0	405.2	4360.0		
D1AM	1B/2P Simplex, Level 00	4	1	48.8	525.0	195.2	2100.0		
D1BM	3B/5P Duplex, Levels 01 & 02	4	2	101.3	1090.0	405.2	4360.0		
D1LA	1B/2P Simplex, Level 00	2	1	48.8	525.0	97.6	1050.0		
D1LB	3B/5P Duplex, Levels 01 & 02	2	2	101.3	1090.0	202.6	2180.0		
D1LIA	1B/2P Simplex, Level 00	1	1	48.8	525.0	48.8	525.0		
D1LIB	3B/5P Duplex, Levels 01 & 02	1	2	101.3	1090.0	101.3	1090.0		
D1RA	1B/2P Simplex, Level 00	2	1	48.8	525.0	97.6	1050.0		
D1RB	3B/5P Duplex, Levels 01 & 02	2	2	101.3	1090.0	202.6	2180.0		
D1RIA	1B/2P Simplex, Level 00	1	1	48.8	525.0	48.8	525.0		
D1RIB	3B/5P Duplex, Levels 01 & 02	1	2	101.3	1090.0	101.3	1090.0		
D2A	1B/2P Simplex, Level 00	2	1	50.8	547.0	101.6	1094.0		
D2B	2B/4P Duplex, Levels 01 & 02	2	2	89.7	966.0	179.4	1932.0		
Totals		32				2382.4	25636.0		

SCHEDULE OF ACCOMODATION

APARTMENTS & DUPLEXES								
BLOCK D	1 BED/2P APT	2 BED/ 3P APT	2 BED/ 4P APT	2BED/4P DUPLEX	3 BED/5P DUPLEX	Total	Dual Aspect	%
Level 00			4			4	4	100.0%
Level 01	4	1	5			10	5	50.0%
Level 02	4	1	5			10	5	50.0%
Level 03	4	1	5			10	5	50.0%
Level 04	4	1	5			10	5	50.0%
Level 05	4	1	3			8	4	50.0%
Level 06	2	1	2			5	4	80.0%
TOTAL	22	6	29			57	32	56.1%

BLOCK E	1 BED/2P APT	2 BED/ 3P APT	2 BED/ 4P APT	2BED/4P DUPLEX	3 BED/5P DUPLEX	Total	Dual Aspect	%
Level 00	4	1	2			7	3	42.9%
Level 01	7	2	5			14	6	42.9%
Level 02	7	2	5			14	6	42.9%
Level 03	7	2	5			14	6	42.9%
Level 04	7	2	5			14	6	42.9%
Level 05	4	2	1			7	4	57.1%
Level 06	4	2	1			7	4	57.1%
TOTAL	40	13	24			77	35	45.5%

BLOCK F	1 BED/2P APT	2 BED/ 3P APT	2 BED/ 4P APT	2BED/4P DUPLEX	3 BED/5P DUPLEX	Total	Dual Aspect	%
Level 00	2		1		5	8	6	75.0%
Level 01	5		2			7	4	57.1%
Level 02	5		2	5		12	9	75.0%
Level 03	5		2			7	4	57.1%
Level 04	3	1	1			5	4	80.0%
TOTAL	20	1	8	5	5	39	27	69.2%

BLOCKS G1, G2, G3, G4	1 BED/2P APT	2 BED/ 3P APT	2 BED/ 4P APT	2BED/4P DUPLEX	3 BED/5P DUPLEX	Total	Dual Aspect	%
Level 00	16					16	16	100.0%
Level 01				2	14	16	16	100.0%
Level 02								
TOTAL	16			2	14	32	32	100.0%

APARTMENTS & DUPLEXES TOTAL	1 BED/2P APT	2 BED/ 3P APT	2 BED/ 4P APT	2BED/4P DUPLEX	3 BED/5P DUPLEX	Total	Dual Aspect	%
TOTAL	98	20	61	7	19	205	126	61.5%
	47.8%	9.8%	29.8%	3.4%	9.3%			

RESIDENTIAL CAR PARKING ALLOCATION	No. Residential Units	No. of allocated car parking spaces (on-street)	No. of disabled allocated car parking spaces (on-street)	No. of allocated car parking spaces (garage)	No. of on-curtilage car parking spaces (houses)	Visitor (On-street)	Disabled Visitor (On-street)	Other (On-street)	Total no. of car parking spaces	Car Parking Ratio
Houses	97	91		3	12				106	1.1
Block D	57	25	1			2			28	0.5
Block E	77	37	1			2			40	0.5
Block F	39	19	1			1			21	0.5
Blocks G1, G2, G3, G4 (Duplexes)	32	15	2						17	0.5
ESB Parking								2	2	
Visitor						20	5		25	
Go-Car								2	2	
TOTALS	302	187	5	3	12	25	5	4	241	0.8

*20% of all car residential parking spaces are EV spaces

COMMUNAL SPACE	No. Residential Units	Communal Open Space Requirement Apartment Guidelines	Communal Open Space Proposed (Level 00)	Communal Open Space Proposed (Roof level)	Communal Open Space Proposed Total
Block D	57	349	278		
Block E	77	446	693		
Block F	39	242			
Blocks G1, G2, G3, G4 (Duplexes)	32	220	918		
TOTALS	205	1257	1889		1889

BICYCLE PARKING (RESIDENTIAL)	No. Residential Units	Bicycle Parking Requirement FCC Development Plan (Long Stay)	Bicycle Parking Requirement FCC Development Plan (Short Stay)	Bicycle Parking Proposed (Long Stay)	Bicycle Parking Proposed (Short Stay)	Motorbike Parking Requirement FCC Development Plan	Motorbike Parking Proposed
Block D	57	149	29	157	24		
Block E	77	191	39	189	40		
Block F	39	107	20	107	20		
Blocks G1, G2, G3, G4 (Duplexes)	32	108	16	110	20		
Mid-terrace Houses (4 bedroom)	22	132		136			
Mid-terrace Houses (3 bedroom)	38	190		190			
TOTALS	265	877	103	889	104	24	24

DEVELOPMENT AREAS				
BLOCK D	GIA sq.m.	NIA sq.m. (Resi)	NIA sq.m. (Services)	Efficiency
Level 00	792.5	321.6	286.4	76.7%
Level 01	800.4	659.5		82.4%
Level 02	800.4	659.5		82.4%
Level 03	800.4	659.5		82.4%
Level 04	800.4	659.5		82.4%
Level 05	615.1	496.2		80.7%
Level 06	423.3	322.4		76.2%
TOTAL	5032.5	3778.2	286.4	80.8%

BLOCK E	GIA sq.m.	NIA sq.m. (Resi)	NIA sq.m. (Services)	Efficiency
Level 00	1066.9	423.4	368.7	74.2%
Level 01	1087.8	889.8		81.8%
Level 02	1087.8	889.8		81.8%
Level 03	1087.8	889.8		81.8%
Level 04	1087.8	889.8		81.8%
Level 05	521.6	415.4		79.6%
Level 06	521.6	415.4		79.6%
TOTAL	6461.3	4813.4	368.7	80.2%

BLOCK F	GIA sq.m.	NIA sq.m. (Resi)	NIA sq.m. (Services)	Efficiency
Level 00	834.2	454	206.4	79.2%
Level 01	841	690.7		82.1%
Level 02	841	642.7		76.4%
Level 03	841	651.7		77.5%
Level 04	378.9	277.1		73.1%
TOTAL	3736.1	2716.2	206.4	78.2%

BLOCKS G1,G2,G3, G4	Unit Area sq.m.	No. of Units	GIA sq.m.
D1: 1B/2P Simplex Level 00	47.6	14	666.4
D2: 2B/4P Duplex Level 01 & 02	85.7	14	1199.8
D3: 1B/2P Simplex Level 00	52.1	2	104.2
D4: 2B/4P Duplex Level 01 & 02	96.6	2	193.2
TOTAL		32	2163.6

TOTAL APARTMENTS & DUPLEXES	GIA sq.m.	NIA sq.m. (Resi)	NIA sq.m. (Services)	Efficiency
	17393.5	13471.4	861.5	82.4%

SCHEDULE OF ACCOMODATION

PART V

Duplexes (Part V)								
BLOCKS G1, G2, G3, G4	1 BED/2P APT	2 BED/ 3P APT	2 BED/ 4P APT	2BED/4P DUPLEX	3 BED/5P DUPLEX	Total	Dual Aspect	%
Level 00	16					16	16	100.0%
Level 01				2	14	16	16	100.0%
Level 02								
TOTAL	16			2	14	32	32	100.0%

Apartments (Part V)											
Block F (Part V)		1 BED/2P APT	2 BED/ 3P APT	2 BED/ 4P APT	2BED/4P DUPLEX	3 BED/5P DUPLEX	Total	Dual Aspect	%	Unit Area	Universal Design
BF1.0001	Level 00			1			1	1		83.1	1
BF1.0002	Level 00	1					1	1		51.8	1
BF1.0003	Level 00	1					1			51.7	1
BF2.0001	Level 00 & 01					1	1	1		107.9	1
BF2.0002	Level 00 & 01					1	1	1		108.0	1
BF2.0003	Level 00 & 01					1	1	1		108.0	1
BF2.0004	Level 00 & 01					1	1	1		108.0	1
BF2.0005	Level 00 & 01					1	1	1		108.0	1
BF1.0101	Level 01			1			1	1		83.1	1
BF1.0102	Level 01			1			1	1		79.3	1
BF1.0103	Level 01	1					1	1		51.7	1
BF1.0104	Level 01	1					1			51.7	1
BF1.0105	Level 01	1					1			51.7	1
BF1.0106	Level 01	1					1			51.7	1
BF1.0107	Level 01	1					1	1		51.7	1
BF1.0201	Level 02			1			1	1		83.1	1
BF1.0202	Level 02			1			1	1		79.2	1
BF1.0203	Level 02	1					1	1		51.8	1
BF1.0204	Level 02	1					1			51.7	1
BF1.0205	Level 02	1					1			51.7	1
BF1.0206	Level 02	1					1			51.7	1
BF1.0207	Level 02	1					1	1		51.7	1
BF2.0201	Level 02 & 03				1		1	1		89.5	
BF2.0202	Level 02 & 03				1		1	1		89.5	
BF2.0202	Level 02 & 03				1		1	1		89.5	
BF2.0202	Level 02 & 03				1		1	1		89.5	
BF2.0202	Level 02 & 03				1		1	1		89.5	
BF1.0301	Level 03			1			1	1		83.1	1
BF1.0302	Level 03			1			1	1		79.3	1
BF1.0303	Level 03	1					1	1		51.8	1
BF1.0304	Level 03	1					1			51.7	1
BF1.0305	Level 03	1					1			51.7	1
BF1.0306	Level 03	1					1			52.7	1
BF1.0307	Level 03	1					1	1		51.7	1
BF1.0401	Level 04			1			1	1		83.0	1
BF1.0402	Level 04	1					1			51.7	1
BF1.0403	Level 04	1					1	1		51.6	1
BF1.0404	Level 04	1					1			51.6	1
BF1.0405	Level 04		1				1	1		65.9	1
TOTAL		20	1	8			39	27	69.2%	2741.6	34

Total Part V Units	
Block G Duplexes	32
Block F Apartments & Duplexes	39
TOTAL	71

PRELIMINARY 3D VIEWS

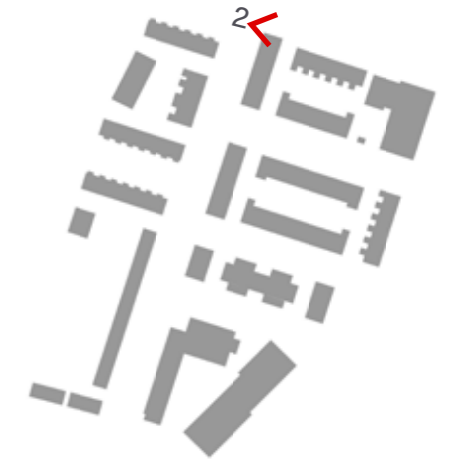


Keyplan



View 1, public open space at the northern end of the subject site

PRELIMINARY 3D VIEWS

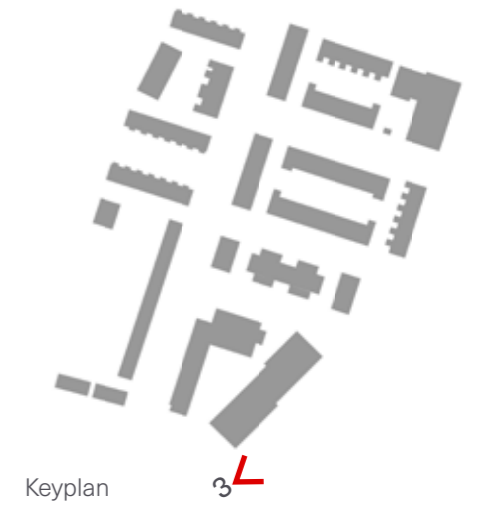


Keyplan



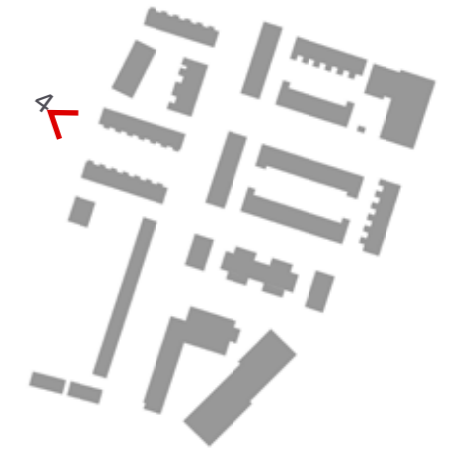
View 2, with houses and apartments, along the northern site boundary

PRELIMINARY 3D VIEWS



View 3, Block F & public open space along the eastern site boundary

PRELIMINARY 3D VIEWS

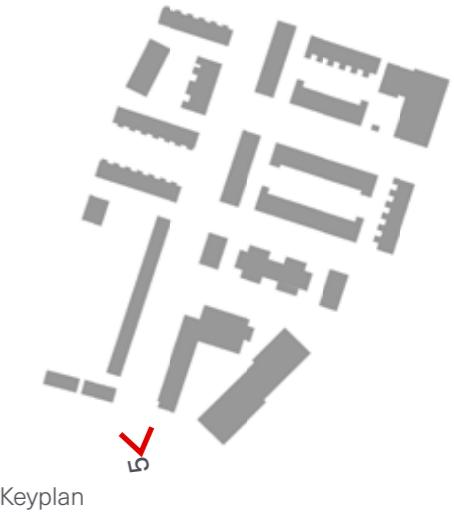


Keyplan



View 4, with three storey houses framing the entrance from the Porterstown Road

PRELIMINARY 3D VIEWS



View 5, with duplexes and Block F along the Local Access Road

GROSS & NET SITE AREA

The gross site area of the residential site is 4.3ha.
The net site area is c. 3.9ha.

The areas listed below are excluded from the gross site area in order to calculate the net site area:

- That part of the Gas Mains wayleave that runs along the eastern side of the site, that is inside the red line area;
- An area in the north western corner of the site, adjacent to the Porterstown Crossing of the railway, where the pedestrian/cycle infrastructure associated with the DART+West works will be required;
- That part of the Eastern Development Area Loop Road that is contained within the subject site;
- The cycle & pedestrian connections between the subject site and Riverwood Square.



Diagram showing gross & net site area

DENSITY

The diagram on this page demonstrates the densities of the individual sites within Kellystown Eastern Development Area, which have a blended density of 64 units/ha, which sits comfortably within the density range of 50-75 units/ha that the Kellystown LAP suggests.

The net density of the proposed development is 76.2 units/ha, when taken as a stand-alone development. Although this density is slightly higher than the density range of 50-75 units/ha that the Kellystown LAP suggests for the Eastern Development Area, we consider that it is an appropriate density for the subject site, given its proximity to the Coolmine Rail Station. We also note that the recommended density for a site of this type in the Sustainable and Compact Settlements Guidelines is 40-80 units/ha, and that the proposed density of c. 76.2 units/ha is within this range.

We note that the density for the subject scheme should be assessed on the basis of the overall, blended density of the Eastern Development Area, rather than as a stand-alone-scheme, as this is how density is established in the Kellystown LAP.



Diagram showing that the subject site is the most distant part of the Kellystown LAP from either Clonsilla or Coolmine Stations



Density Diagram, Kellystown Eastern Development Area

BUILDING HEIGHTS

The height strategy for the proposed scheme has been considered at the scale of settlement, the neighbourhoods 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. The taller buildings are generally located so as to overlook existing or proposed open spaces.

The buildings along the eastern edge of the residential site vary in height from 3 - 7 storeys, with the 7 storey elements located in the north-east corner of the site, where a Gateway building is indicated in the Kellystown LAP, and in the south-east corner, adjoining permitted Block A. The buildings heights along the eastern side of the scheme provide a strong urban edge to the Eastern Development Area of the Kellystown LAP.

The buildings that overlook the northern edge of the residential site vary in scale from 3 - 7 storeys, providing a strong urban edge overlooking the railway and the Royal Canal.

The duplex buildings that create an urban block around the Traveller Accommodation are 3 storey.

We note that the communal spaces associated with apartment/duplex blocks within the scheme are located so as to receive southern or western light, and the sunlight/daylight report that accompanies this planning application assesses the impact of height on these spaces.



Height Diagram

PUBLIC OPEN SPACE

The public open space strategy for the proposed scheme aligns with the principles of the Kellystown LAP, with a large public open space being provided along the eastern side of the residential site. This area comprises c. 16.3% of the net site area and c. 14.7% of the gross site area (excluding the wayleave) of the residential site. We note that this area of public open space has increased in size and width since the S247 consultation.

Although other green open spaces are provided on the northern and western sides of the residential site, these spaces have been categorised as Environmental Open space for the purposes of this planning application. We note that the collection of green spaces that are located to the east and west of the Porterstown Road will collectively form a considerable amenity if/when vehicular use of the Porterstown Road is restricted by Fingal County Council, at some point in the future.



The proposed public open space in the subject scheme is shown with the permitted public open space of ABP-312318-21 as amended by LRD0034/S3, so as to demonstrate the relationship between the two schemes.

- Class 1 Public Open Space
- Class 2 Public Open Space
- Environmental Open Space within Net Site Area

Diagram showing public open spaces and environmental areas

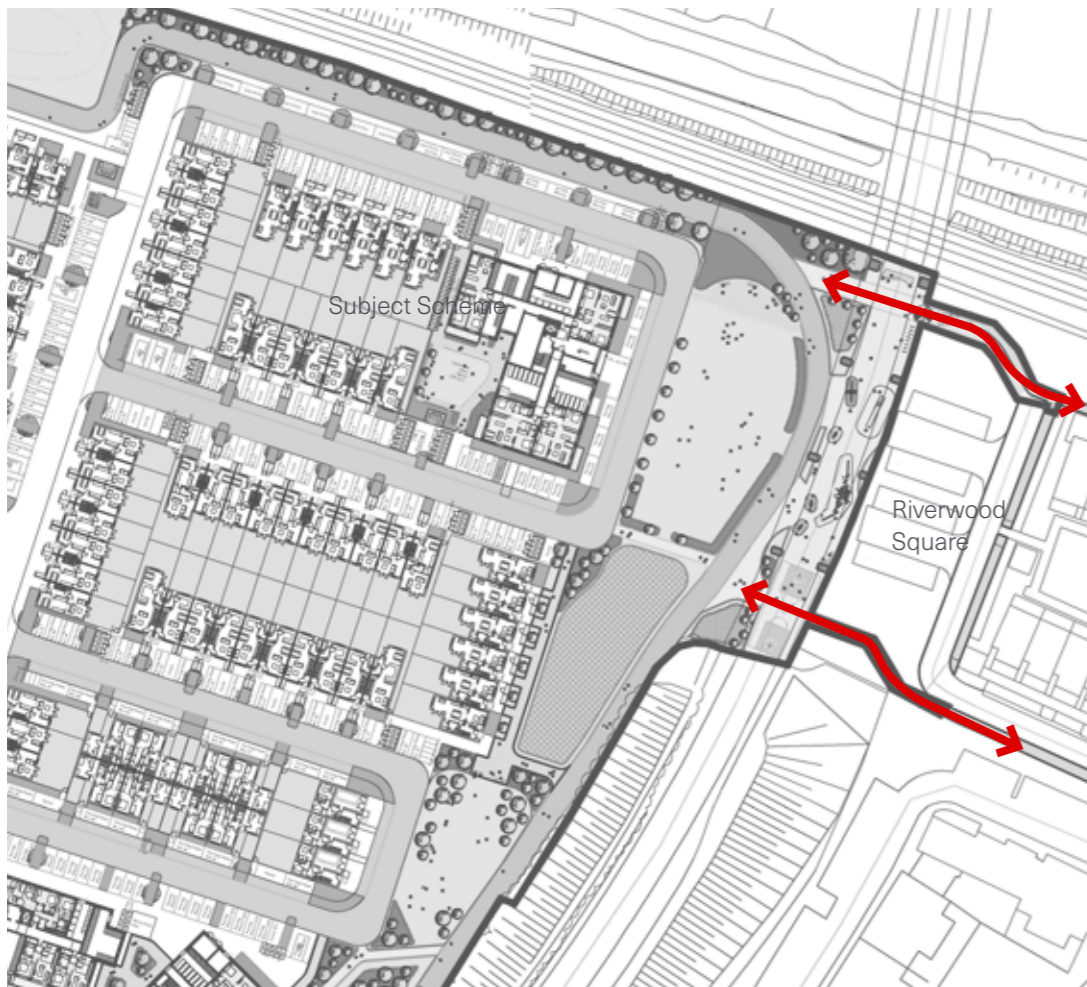
PUBLIC OPEN SPACE

We note that the proposed public open space includes the area under the Diswellstown Road Overpass, and it is proposed that the space underneath the bridge would form a covered play area. The design in this area includes two pathways that extend beyond the eastern side of the Diswellstown Road Overpass, so as to connect into the existing pedestrian paths in Riverwood Square, thereby making the proposed public open space and its play areas accessible to residents on both sides of the Diswellstown Overpass. We note that the members of the design team and FCC met on site to review the design of the area under the bridge, and to agree the locations of the proposed cycle and pedestrian connections.

Please refer to the Landscape Architects drawings and documentation for further detail.



CGI showing the public open space and the covered play area under the Diswellstown Overpass.



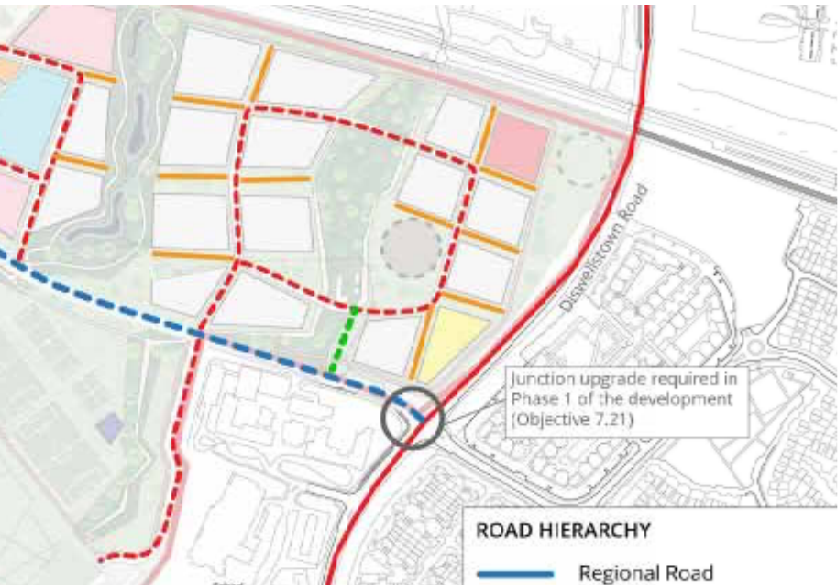
Connectivity between Riverwood Square and the Subject Scheme

ROAD HIERARCHY

The diagram demonstrates that the proposed scheme facilitates a road network that is broadly similar to that of the LAP, i.e. a single point of access is provided off the Kellystown Link Road into the Eastern Development Area and a Local Road provides a loop within the Eastern Development Area. Local roads or shared surface areas are provided off the Local Road.

The site layout of permitted ABP-312318-21 as amended by LRD0034/S3 facilitates the potential closure of the southern portion of the Porterstown Road in the future by Fingal County Council, in accordance with the Kellystown LAP. The closure of any part of the Porterstown Road does not form part of this application.

The proposed site layout is shown with indicative urban block and road layouts on the adjoining lands, to facilitate a comparison between the Kellystown LAP diagrammatic layout, and the proposed scheme.



Road Hierarchy Diagram, Kellystown LAP

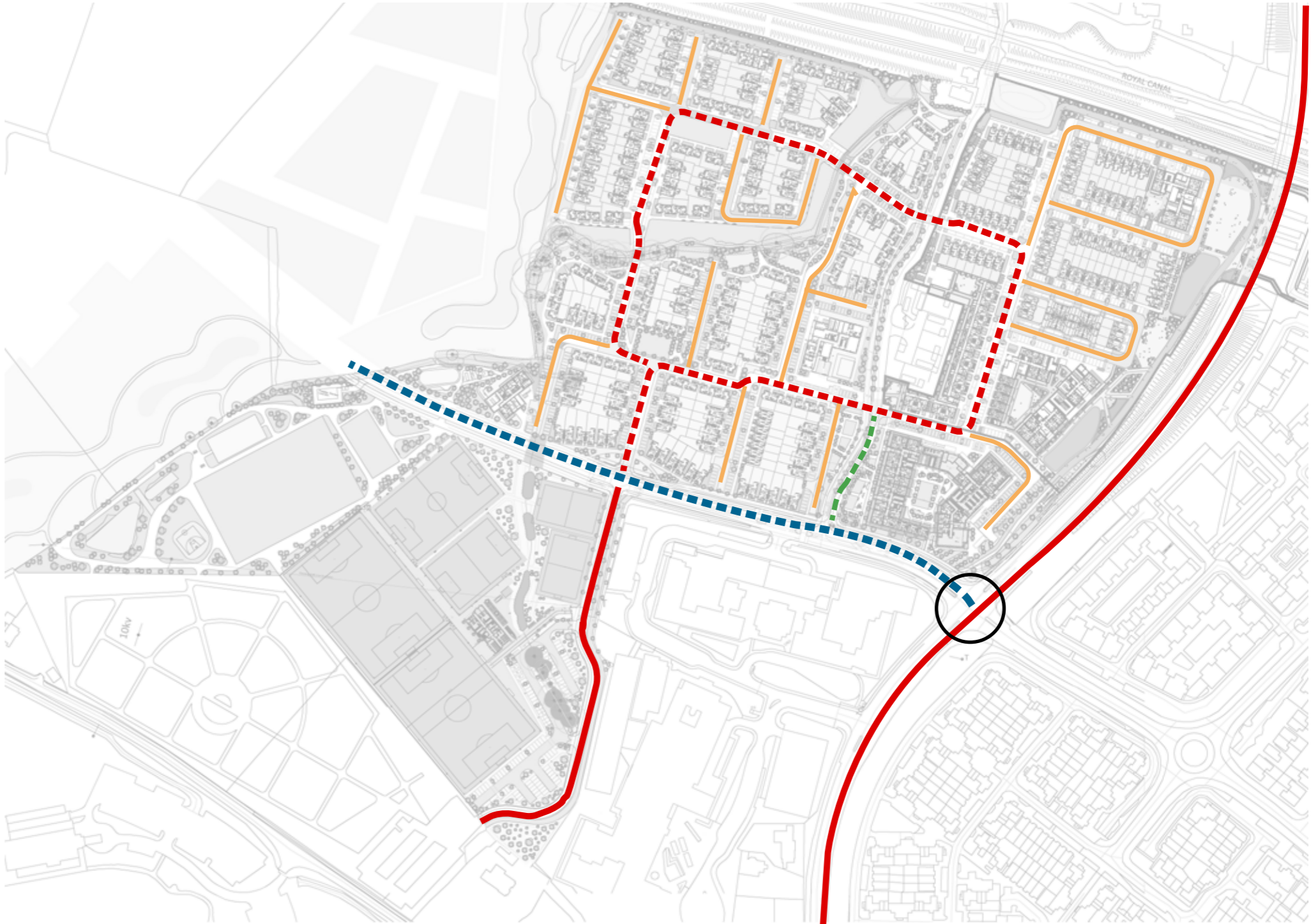


Diagram showing road hierarchy within the subject site, and the adjoining Eastern Development Area

- ROAD HIERARCHY**
- Regional Road
 - - - Proposed Link Road
 - Existing Local Road
 - - - Proposed Local Road
 - Proposed Local Road - Shared Surface
 - - - Emergency Access Only / Filtered Permeability

SUSTAINABLE MOVEMENT

The diagram demonstrates that the proposed scheme facilitates a pedestrian and cycle network that is broadly similar to that of the LAP, and which connects to the pedestrian and cycle network permitted under ABP-312318-21, as amended by LRD0034/S3.

A 4.0m wide pedestrian and cycle pathway is proposed around the eastern and northern edges of the residential area. This pathway is a continuation of the pathway that was permitted to the east of Block A under ABP-312318-21 as amended by LRD0034/S3, and will connect with the permitted pedestrian and cycle pathway on the Porterstown Road, which links Clonsilla village with the schools campus.

The proposed site layout is shown with indicative urban block and road layouts on the adjoining lands, to facilitate a comparison between the Kellystown LAP diagrammatic layout, and the proposed scheme.

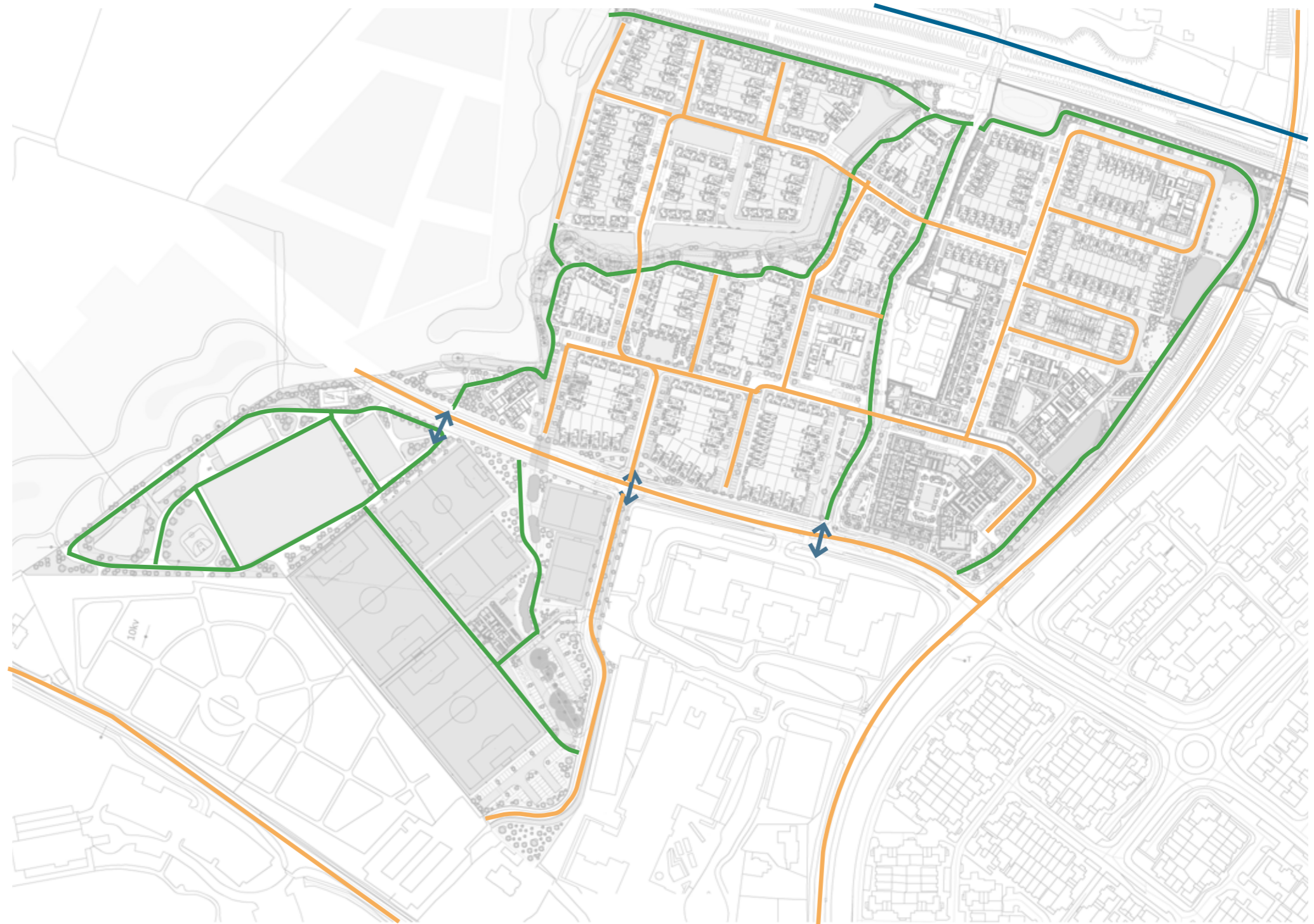
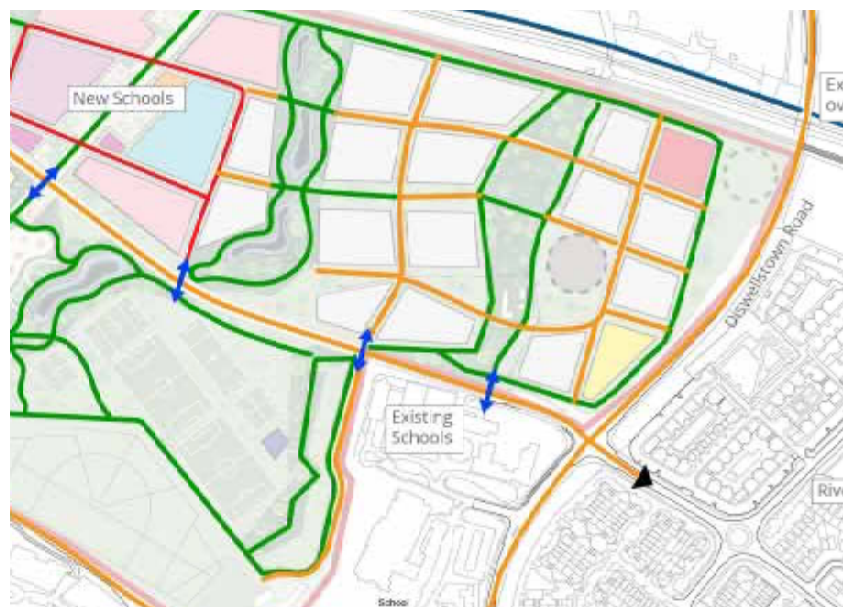


Diagram showing walking and cycling routes within the subject site, and the adjoining Eastern Development Area

- PROPOSED WALKING AND CYCLING ROUTES**
- Proposed Internal and External Links (on-road)
 - Proposed Internal Paths and Greenways (off-road)
 - Proposed Cycle Streets
 - Royal Canal Way
 - ↔ Proposed crossing points



Walking and cycling routes Diagram, Kellystown LAP

BICYCLE PARKING: HOUSES

Bicycle parking for the proposed houses is provided, in line with the standards set out in the Fingal Development Plan 2023-2029, i.e. a 3+ bedroom house is required to have 2 bicycle spaces, plus 1 space per bedroom.

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. 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 to the front of the dwelling, or within the streetscape in the vicinity of the dwelling.

Each terraced 3 bedroom house is provided with 5 no. secure long-stay bicycle spaces, and each 4 bedroom house is provided with 6 no. secure long-stay bicycle spaces. Generally, each terraced house is provided with 1 no. horizontal bicycle locker, which stores 2 bicycles, adjacent to its front door, and the balance of the long-stay bicycle parking is provided in on-street, gated bicycle stores, similar to the precedent photo on this page. Some extracts from the site layout plan are included on this page as examples of how the bicycle lockers are located.

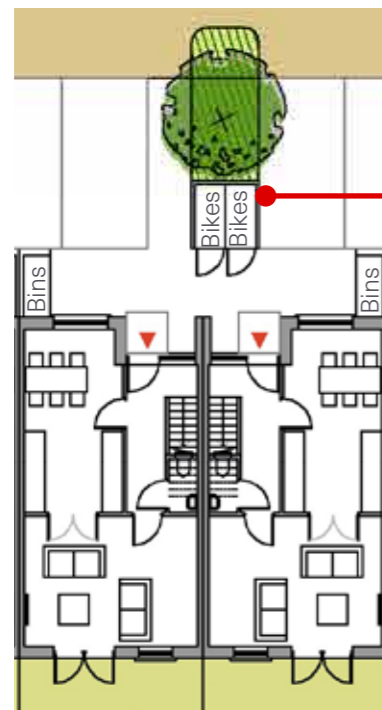
A table of the bicycle parking is provided as part of the schedule of accommodation. A bicycle storage drawing has been prepared by OMP and is submitted as part of the application.



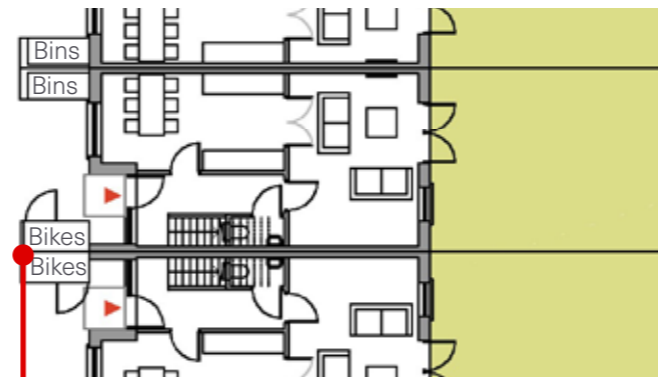
On street, gated bicycle stores with Sheffield Stands, for terraced houses are proposed within the streetscapes. Castlethorn have built similar bicycle stores in other projects, such as in Woodbrook Phase 1, located in Dun Laoghaire Rathdown County Council. The above precedent photo is from Woodbrook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



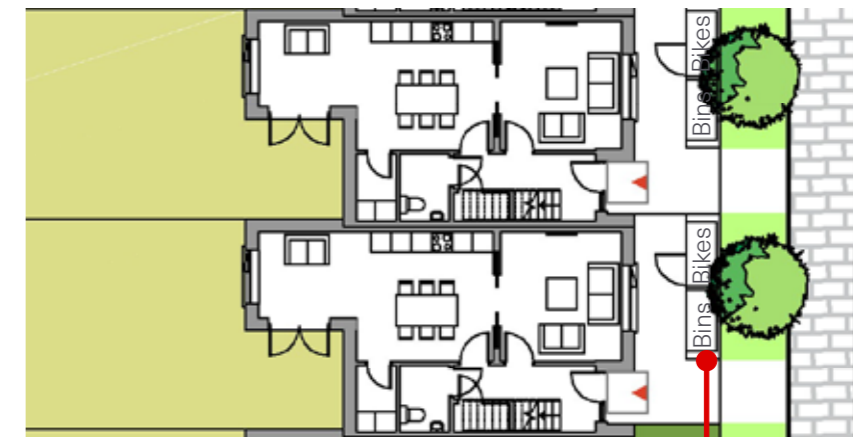
Individual, secure bicycle storage lockers are provided for the terraced houses. Each locker accommodates 2 no. bicycle spaces. The bicycle lockers generally measure c. 900mm(w) x 1900mm(l) x 1200(h), and can have the door located on their long side or on their short side. As the bicycle lockers are of a similar height to a wheelie bin, it is proposed that they will be surrounded with a brick wall of c. 1275mm height, so that both bin stores and bicycle stores will have the same height and finish, so as to create a coherent and consistent streetscape.



2 no. horizontal bicycle lockers with doors on their short side are provided outside the front door of the terraced houses. Each bicycle locker provides secure storage space for 2 bicycles. The pair of bicycle lockers is surrounded on 3 sides by a brick wall of c. 1275mm in height.



2 no. horizontal bicycle lockers with doors on their long side are provided outside the front door of the terraced houses. Each bicycle locker provides secure storage space for 2 bicycles. A brick wall of c. 1275mm in height is provided on the street side of the lockers.



1 no. horizontal bicycle locker with a door on its long side is provided outside the front door of the terraced house. The bicycle locker provides secure storage space for 2 bicycles. A brick wall of c. 1275mm in height is provided on the street side of the locker, and this wall also encloses the bin store for that house.

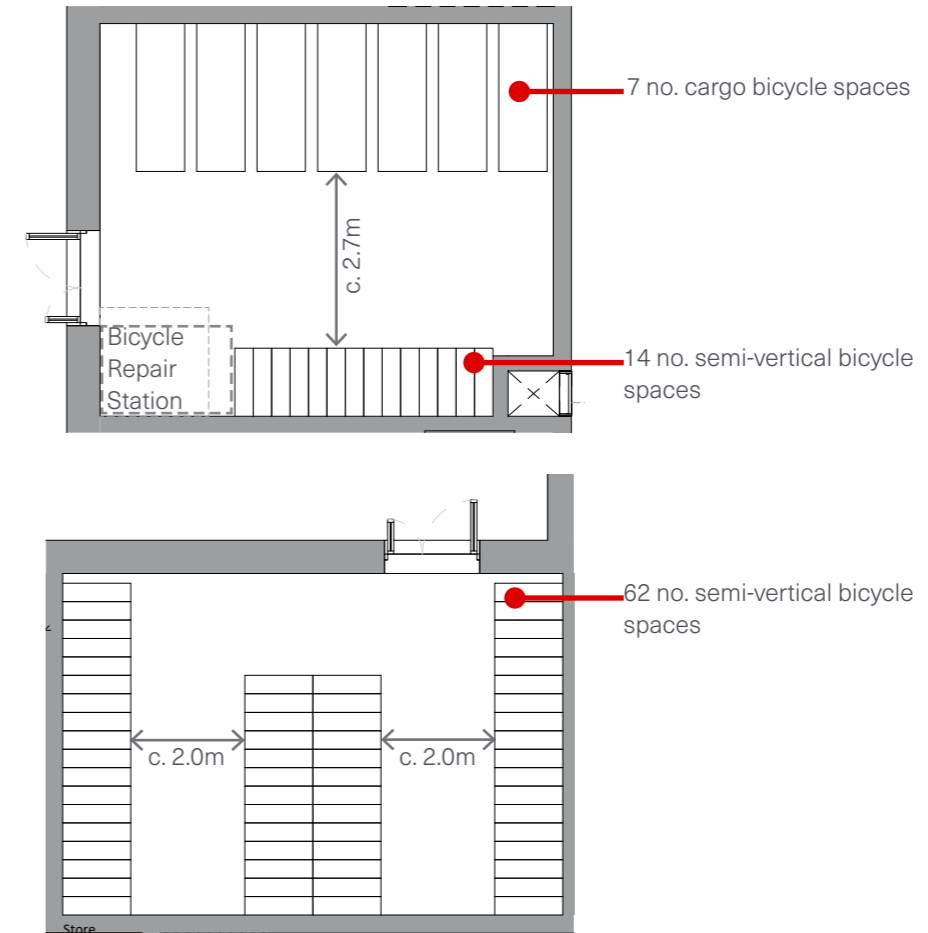
BICYCLE PARKING: APARTMENTS

Bicycle parking for the proposed apartments & duplexes is provided, in line with the standards set out in the Fingal Development Plan 2023-2029, i.e. a 3+ bedroom unit is required to have 2 long-stay bicycle spaces, plus 1 space per bedroom, a 1 or 2 bedroom unit is required to have 1 long-stay bicycle space, plus 1 space per bedroom. In addition, each apartment & duplex requires 0.5 short-stay bicycle spaces.

In Blocks D, E & F, most long-stay bicycle parking is provided within dedicated bicycle stores located on the ground floor of those buildings. A combination of semi-vertical spaces and sheffield stand spaces is provided for each building. A bicycle repair station is provided within the internal bicycle stores in both Blocks D & E. Some long-stay bicycle parking is also provided by external secure lockers, which are generally located in the narrow or shady parts of the communal open spaces. Please note that the area of the lockers is excluded from the communal open space quantum. 5% of all long-stay bicycle spaces are cargo-bicycle spaces, in line with the National Cycle Manual recommendations.

For the Block G1, G2, G3 & G4 duplexes, long-stay bicycle parking is provided in single storey bicycle store buildings that are located within their communal area. Please note that the area of the bicycle stores is excluded from the communal open space quantum.

A table of the bicycle parking is provided as part of the schedule of accommodation. A bicycle storage drawing has been prepared by OMP and is submitted as part of the application.



Examples of ground floor bicycle stores, Block D



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



Sheffield Stands are used in the internal residential bicycle stores. All short-stay bicycle spaces are accommodated with Sheffield Stands.



Individual, secure bicycle storage locker, as indicated within the communal courtyard areas of Blocks D, E & F.

*Note that the area of bicycle lockers is excluded from the quantum of communal open space where the lockers are in communal courtyards.



5% of bicycle storage spaces are for cargo bicycles, in accordance with the National Cycle Manual.