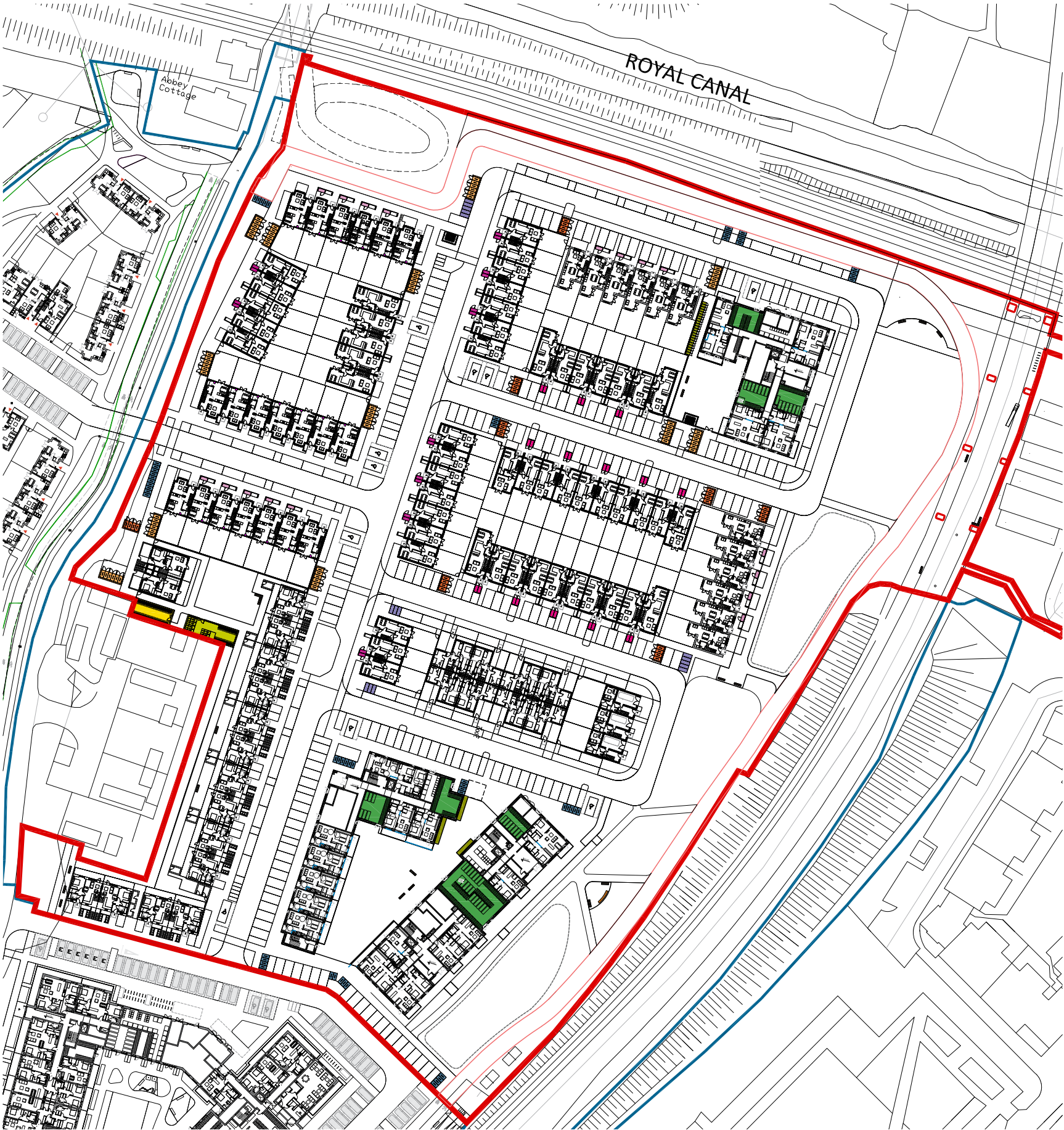


BICYCLE PARKING: SITE DIAGRAM

The diagram on this page highlights the locations of the different types of bicycle storage for both apartments and houses. Please refer to OMP drawings Bicycle Parking Layout and Bicycle Storage for further Information.

Bicycle Parking Layout

- Bicycle Store 01
- Bicycle Store 02
- Bicycle Store 03
- Bicycle Store 04
- Bicycle Store 05
- Bicycle Store 06
- Bicycle Store 07
- Short-Stay Bicycle Space
- Level 00 Bicycle Store, Apartment Block
- Bicycle Store 08, Vertical Bicycle Lockers, Apartment
- Motorbicycle Space



CAR PARKING

Car parking provision for the proposed scheme is as follows:

The houses are generally provided with 1 no. allocated, on street car parking space. A small number of the larger houses (6 no.) are provided with 2 no. on curtilage car parking spaces. This provides a ratio of 1.1 car spaces per house.

The apartments and duplexes are provided with on-street car parking, at a ratio of 0.5 car spaces per unit. All parking for apartments and duplexes is provided at surface, with no podium or basement parking so as to ensure financial viability.

A “mobility hub” has been provided, as requested by Fingal County Council. The mobility hub comprises 2 no. Go-Car spaces, visitor & EV car spaces, 6 no. short stay bicycle spaces and a bicycle repair station.

Please refer to OMP Schedule of Accommodation for further detail.

Car Parking Layout

On-curtilage car parking (house)

Allocated on-street car parking (house)

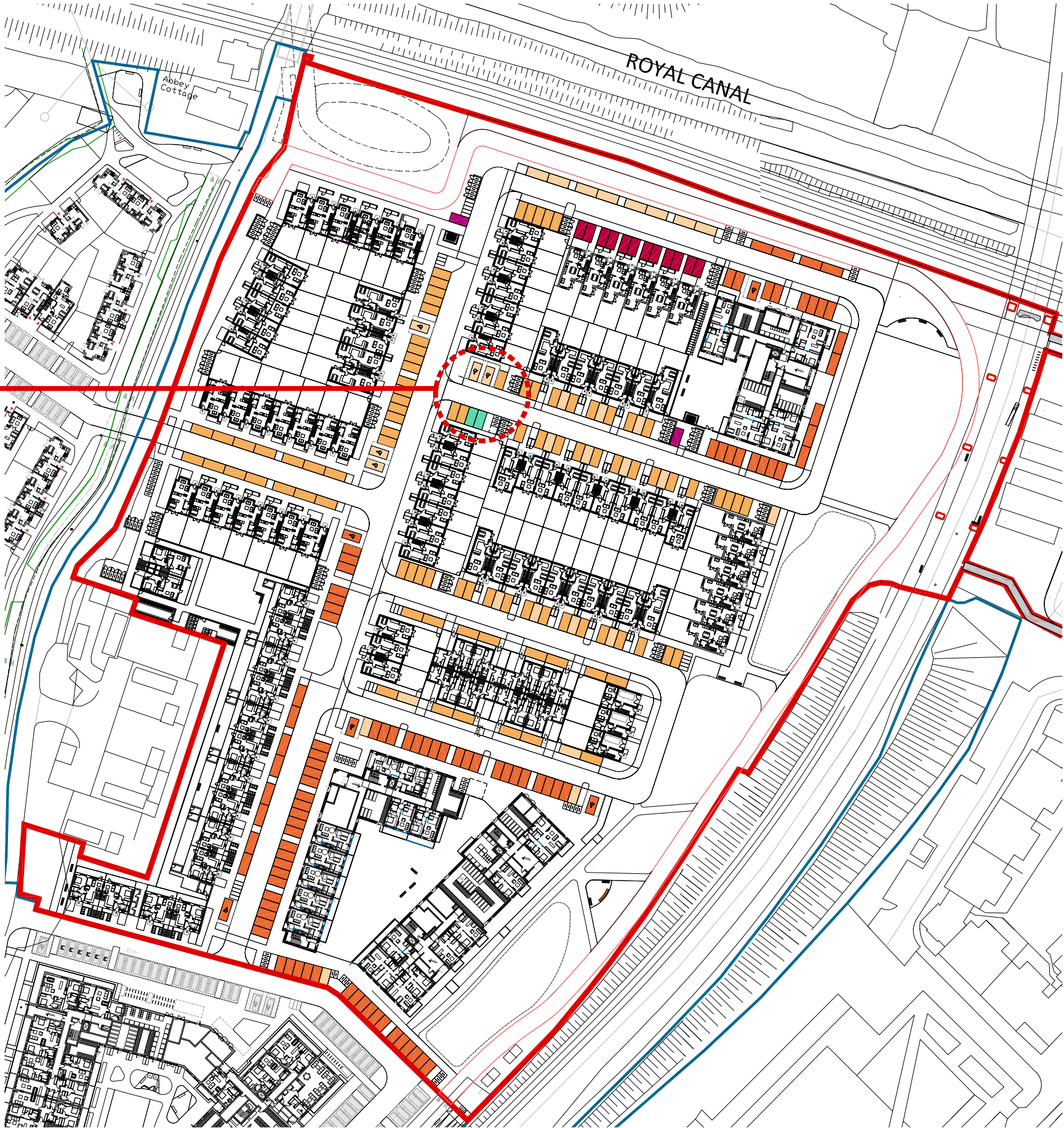
Visitor car parking

Allocated on-street car parking (apt/duplex)

Go-Car parking

ESB parking

Mobility Hub



WASTE MANAGEMENT

A Waste Management strategy has been integrated into the design proposals, and Enviroguide will advise 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 Enviroguide. 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.

The duplexes are provided with individual bin stores, located adjacent to their front doors/access stairs.

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 Enviroguide will accompany this LRD Planning Application.

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



PART V

20% of all the residential units will be social & affordable units.

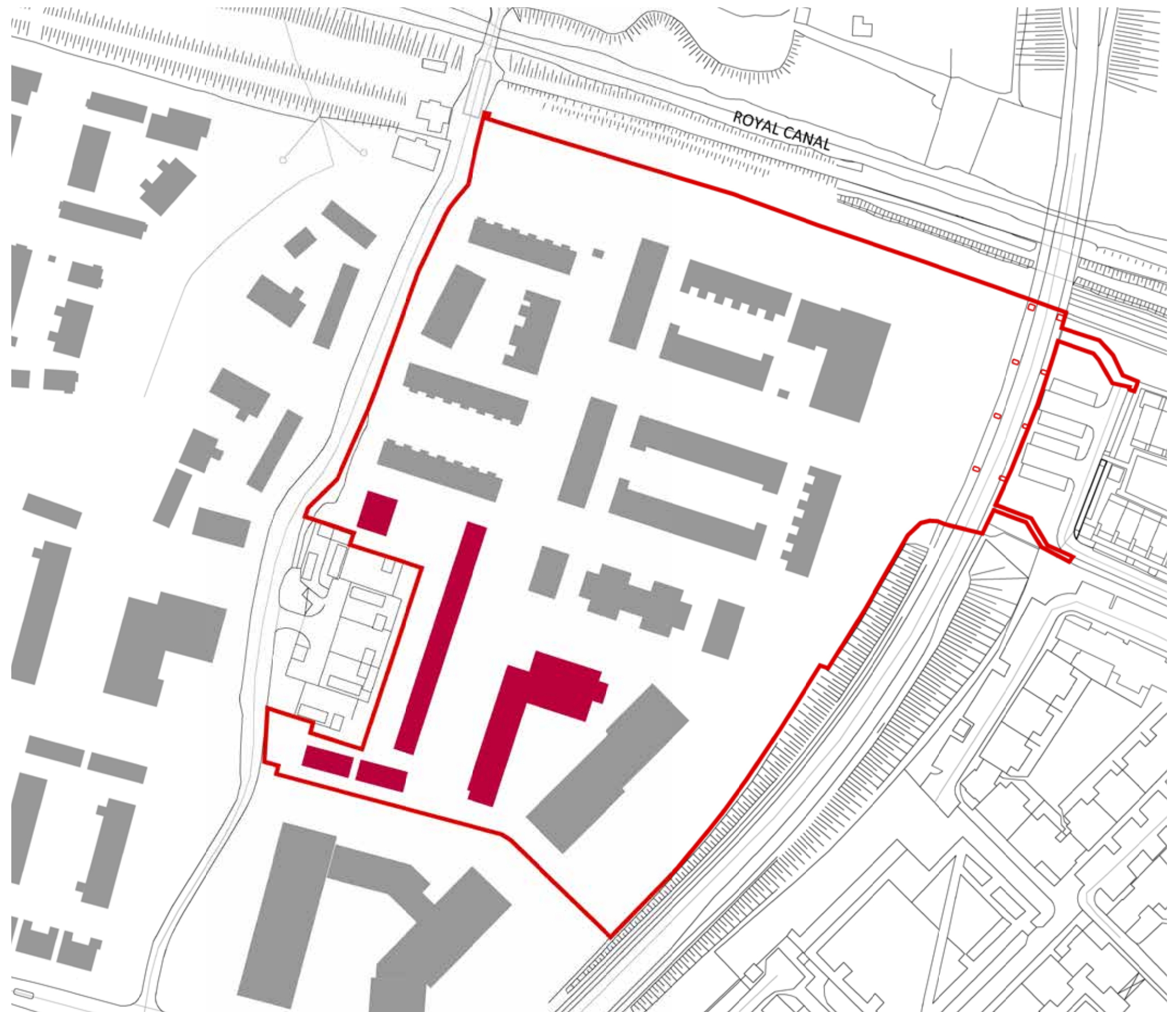
The applicant is proposing that Blocks F, G1, G2, G3 & G4, as shown on the diagram, are allocated to Part V.

We note that the LRD Opinion states that 30% of social housing should be fully accessible and designed with a universal design approach to ensure the property will be flexible and can be changed as needed over the course of the occupants' lifetime, in accordance with Objective SPQH022 of the Fingal Development Plan.

71 no. units are proposed for Part V, and 34 of these are designed with a universal design approach, i.e. 48%, which is considerably in excess of the 30% requirement.

The units that are designed with a universal approach are as follows:

- **Level 00:** BF1.0001, BF1.0002, BF1.0003, BF2.0005, BF2.0004, BF2.0003, BF2.0002, BF2.0001;
- **Level 01:** BF1.0101, BF1.0102, BF1.0103, BF1.0104, BF1.0105, BF1.0106, BF1.0107;
- **Level 02:** BF1.0201, BF1.0202, BF1.0203, BF1.0204, BF1.0205, BF1.0206, BF1.0207;
- **Level 03:** BF1.0301, BF1.0302, BF1.0303, BF1.0304, BF1.0305, BF1.0306, BF1.0307;
- **Level 04:** BF1.0401, BF1.0402, BF1.0403, BF1.0404, BF1.0405;



Part V Diagram

PHASING

A phased construction programme is envisaged, as shown in the diagram on this page.



- Phase 1
- Phase 2
- Phase 3

Proposed Construction Phasing

03 | RESIDENTIAL TYPOLOGIES

H3C: 3B/5P HOUSE, 5.4M WIDE, TERRACE

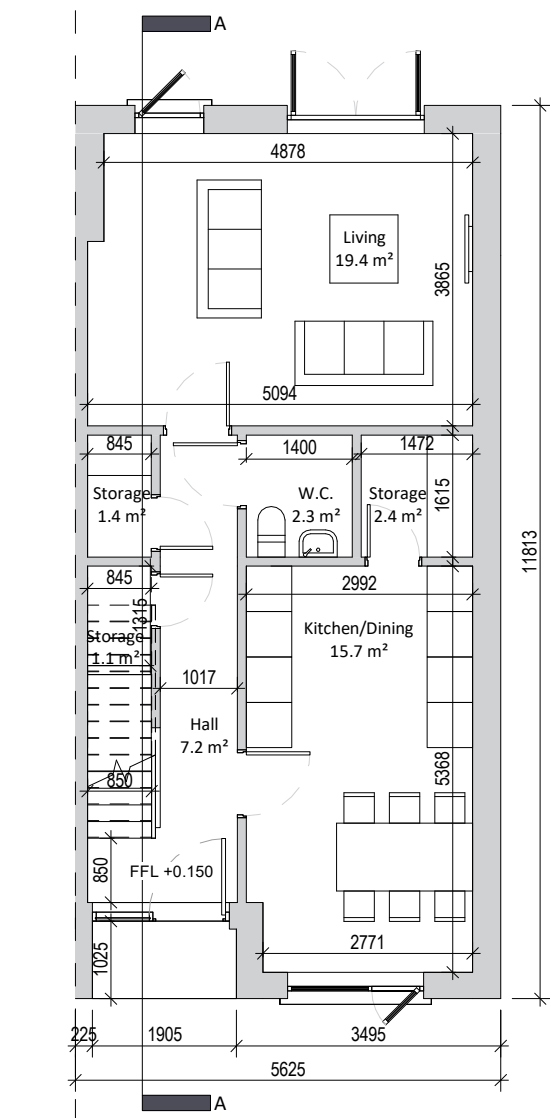
H3C is a 2 storey, 3 bedroom, 5 person housetype.

Floor area: 92.3 sq.m.

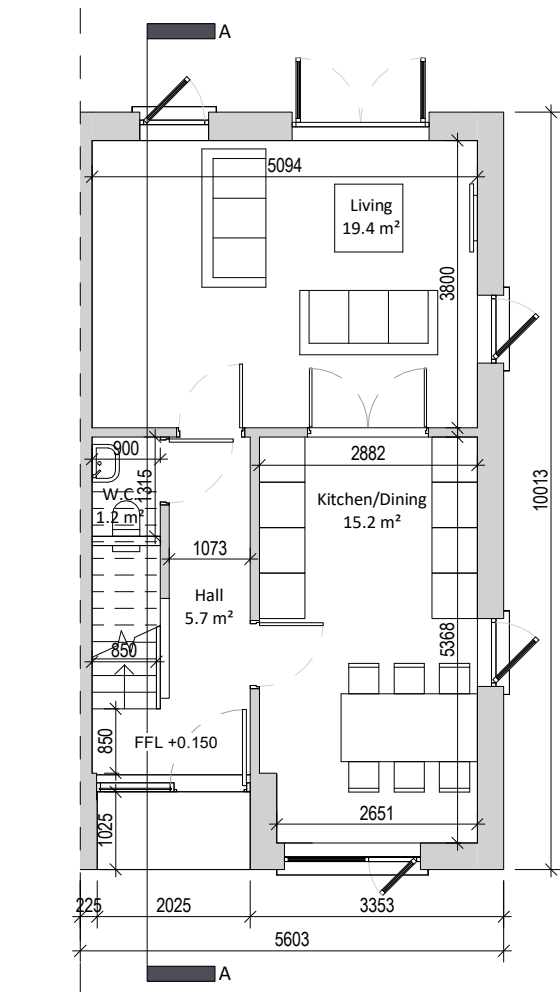
H3C is a compact 3 bedroom housetype, with a width of 5.4m. The living areas are located on the ground floor (Level 00) and the bedrooms are located at first floor (Level 01). The units have rear gardens of c. 40 sq.m. The unit type has a recessed entrance area. In some end of terrace conditions, H3C is provided with an extended ground floor area, as shown in the plan below.



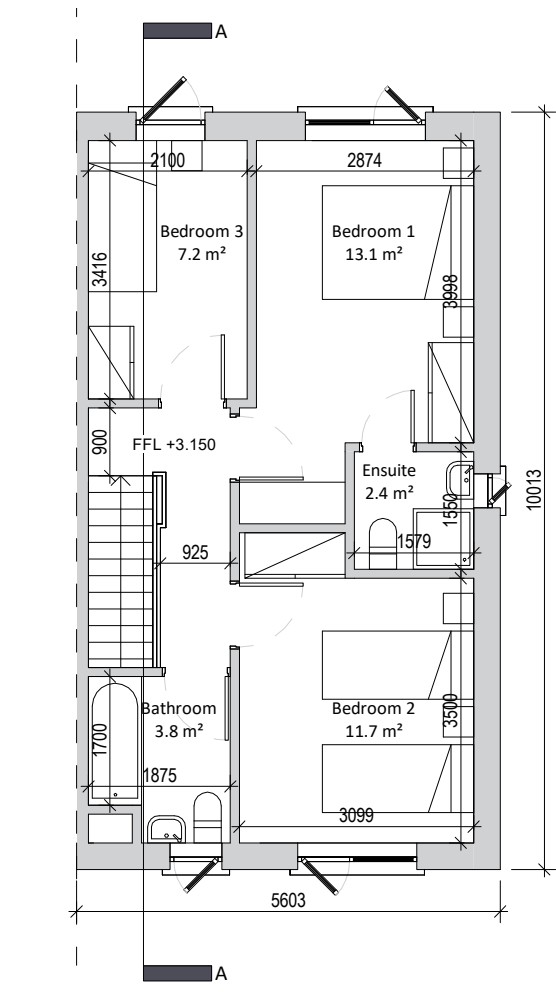
Keyplan



① Ground Floor (End of Terrace typology, with extended ground floor)
1 : 100



① Ground Floor
1 : 100



② First Floor
1 : 100



③ Front Elevation
1 : 100

H3D: 3B/5P HOUSE, 5.4M WIDE, TERRACE

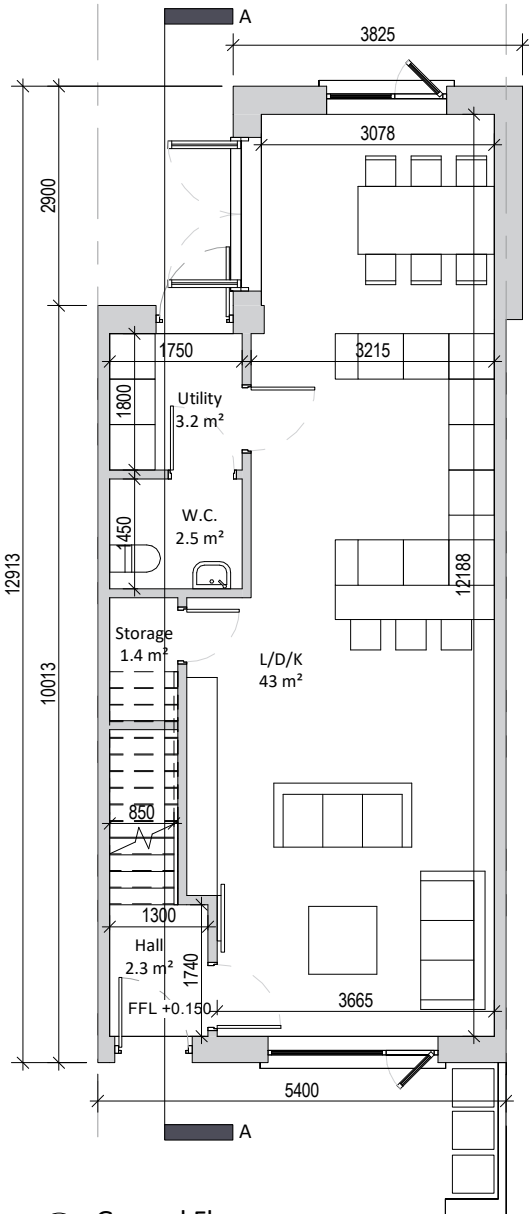
H3D is a 2 storey, 3 bedroom, 5 person housetype.

Floor area: 94.4 sq.m.

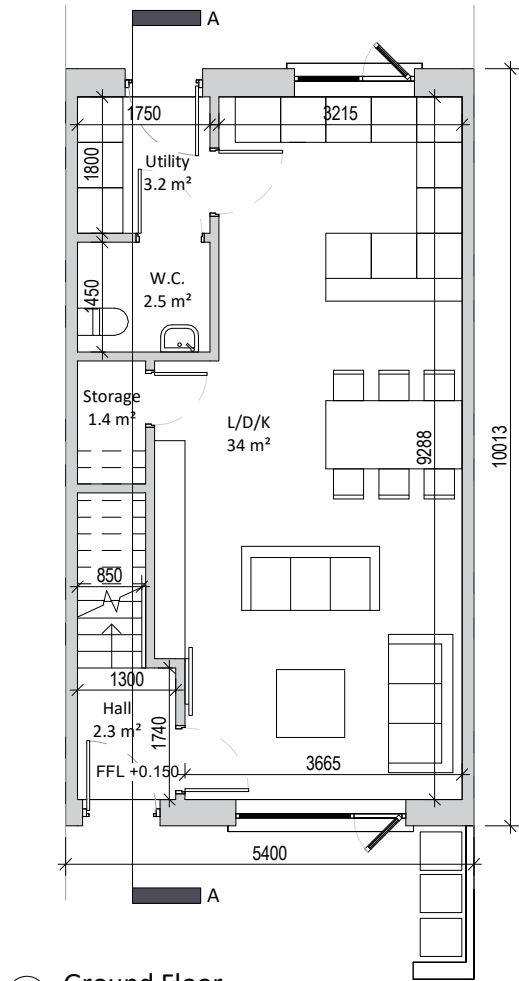
H3D is a compact 3 bedroom housetype, with a width of 5.4m. The living areas are located on the ground floor and the bedrooms are located at first floor. The units have rear gardens of c. 40 sq.m. The unit type has an open plan kitchen/dining/living area. In some end of terrace conditions, H3D is provided with an extended ground floor area, as shown in the plan below.



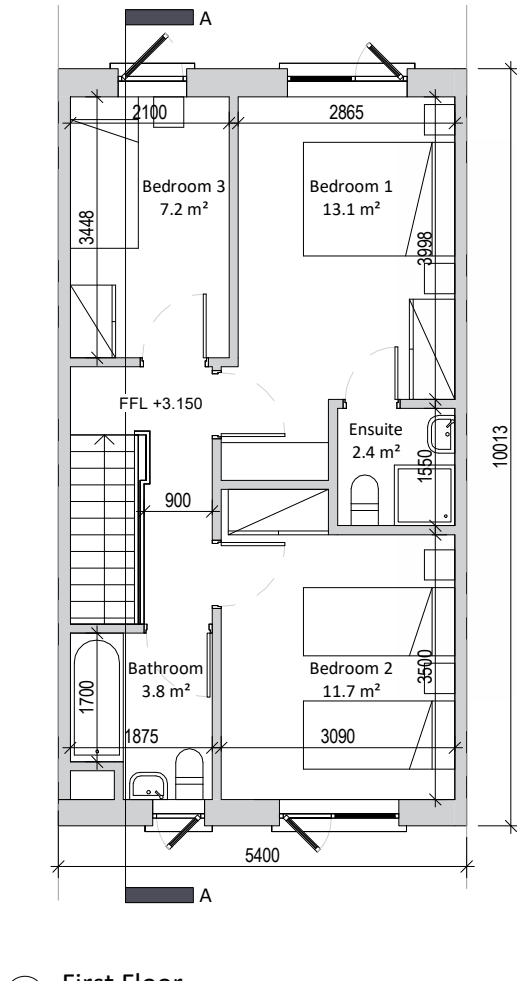
Keyplan



① Ground Floor
1 : 100 (End of Terrace typology, with extended ground floor)



① Ground Floor
1 : 100



② First Floor
1 : 100



H3F: 3B/5P PATIO UNIT, 9.6M WIDE

The H3F house is a two storey, back-to-back intermediary dwelling type, which aligns with principles of the Sustainable and Compact Settlements Guidelines for Planning Authorities with respect to low-rise medium density models with reduced plot sizes, narrower streets, reduced car parking and the distribution of private open space in the form of patios and / or upper level terraces and balconies.

The house has three bedrooms on its ground floor, and an open plan living space at first floor. The unit has 2 private open spaces, the cumulative area of which is c. 40 sq.m. One of the open spaces is a courtyard at ground floor, and the other open space is a roof terrace at first floor, which adjoins the living room. This arrangement provides the resident with a choice of outdoor spaces.

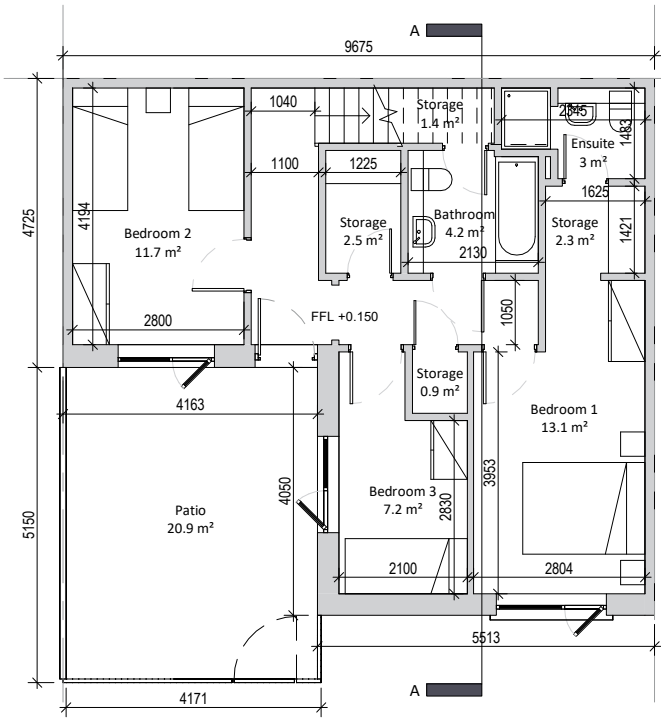
The units are arranged so that each dwelling has one carparking space within the adjacent streetscape. The dwellings are arranged in terraces, and their 1 and 2 storey height creates a domestic, friendly atmosphere in the adjoining homezones.



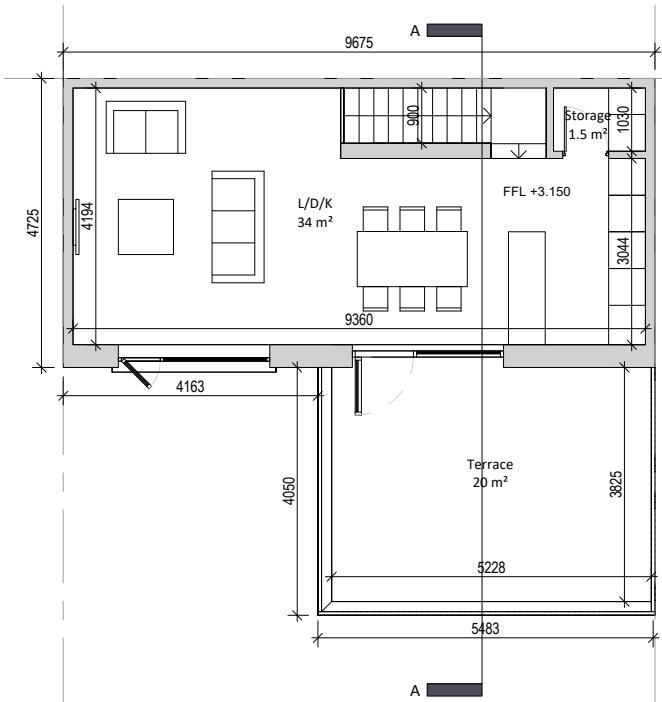
Precedent Image: CGI view of homezone with patio houses in Woodbrook, by Castlethorn



Keyplan



① Ground Floor
1 : 100



② First Floor
1 : 100



③ Front Elevation
1 : 100

Precedent Image

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

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

Floor area: 143.6 sq.m.

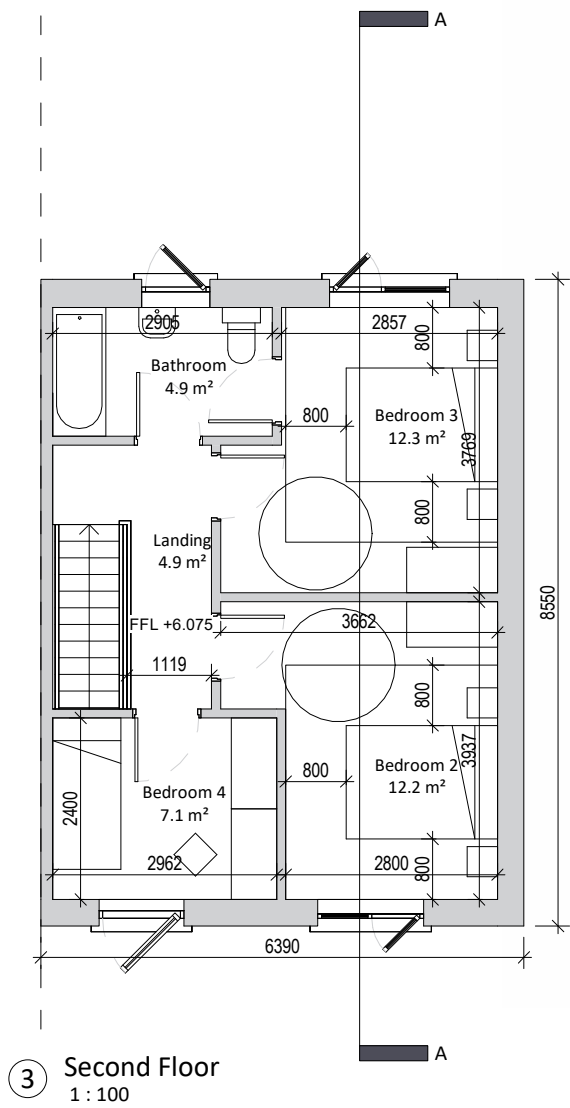
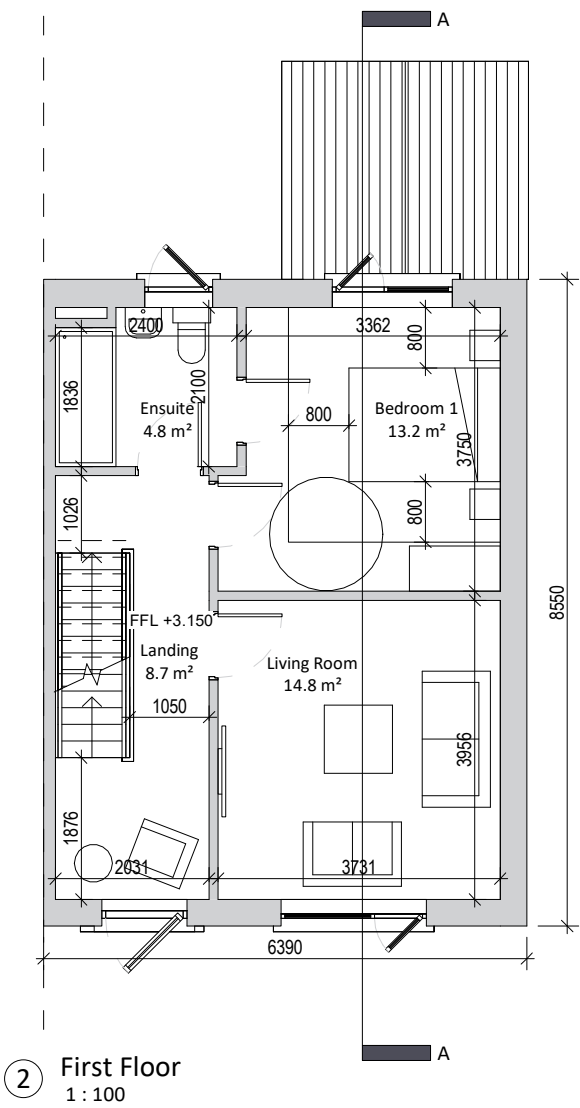
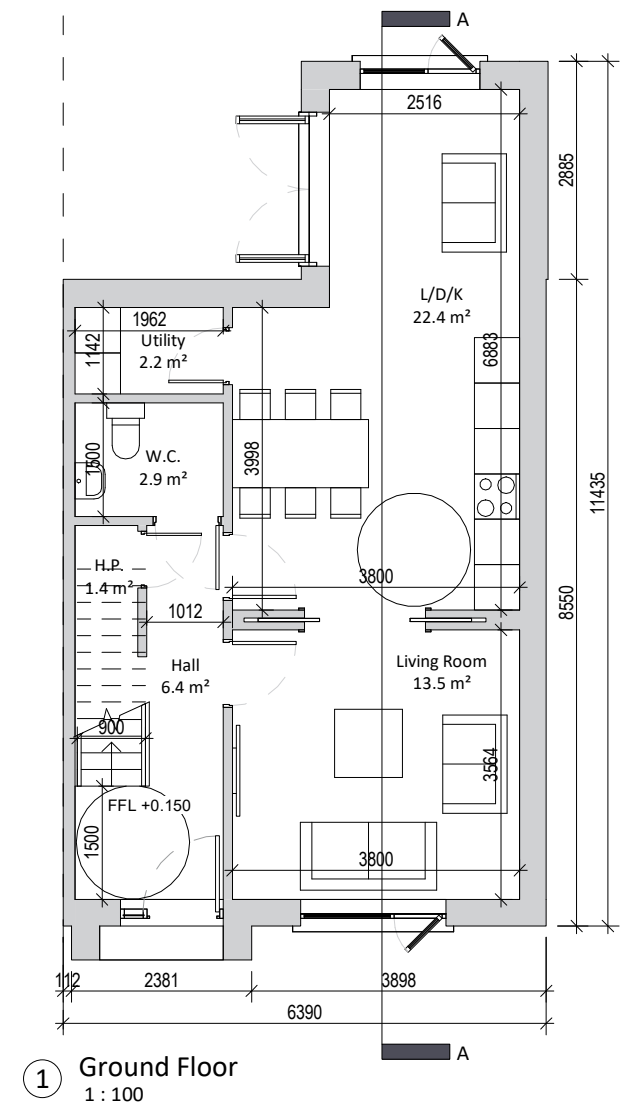
H4A is a generous 4 bedroom housetype, with a width of 6.3m. The living areas are located on the ground floor and first floor and the bedrooms are located at first floor and second floor. The units have rear gardens of c. 50 sq.m. The housetype is very similar to the 3 storey house that addresses the Kellystown Link Road in Kellystown Phase 1 (ABP-312318-21) - some minor alterations have been made, particularly to the entrance area to make the type an Age-Friendly dwelling.



Construction stage photo of the equivalent housetype in Kellystown Phase 1



Keyplan

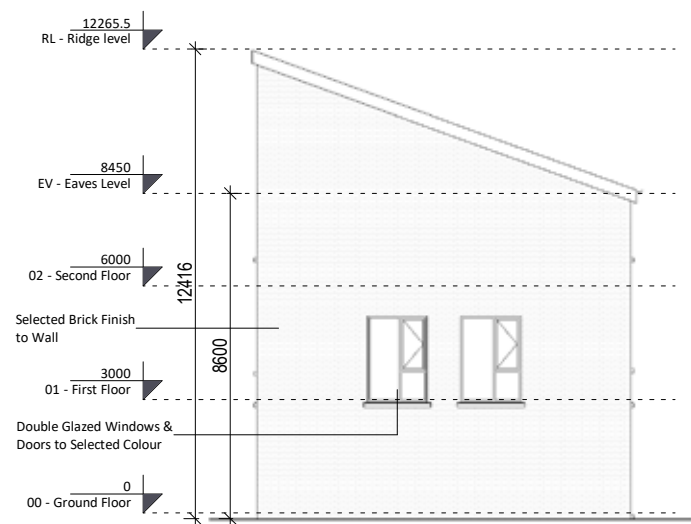


H4B: 4B/6P HOUSE, 6.3M WIDE

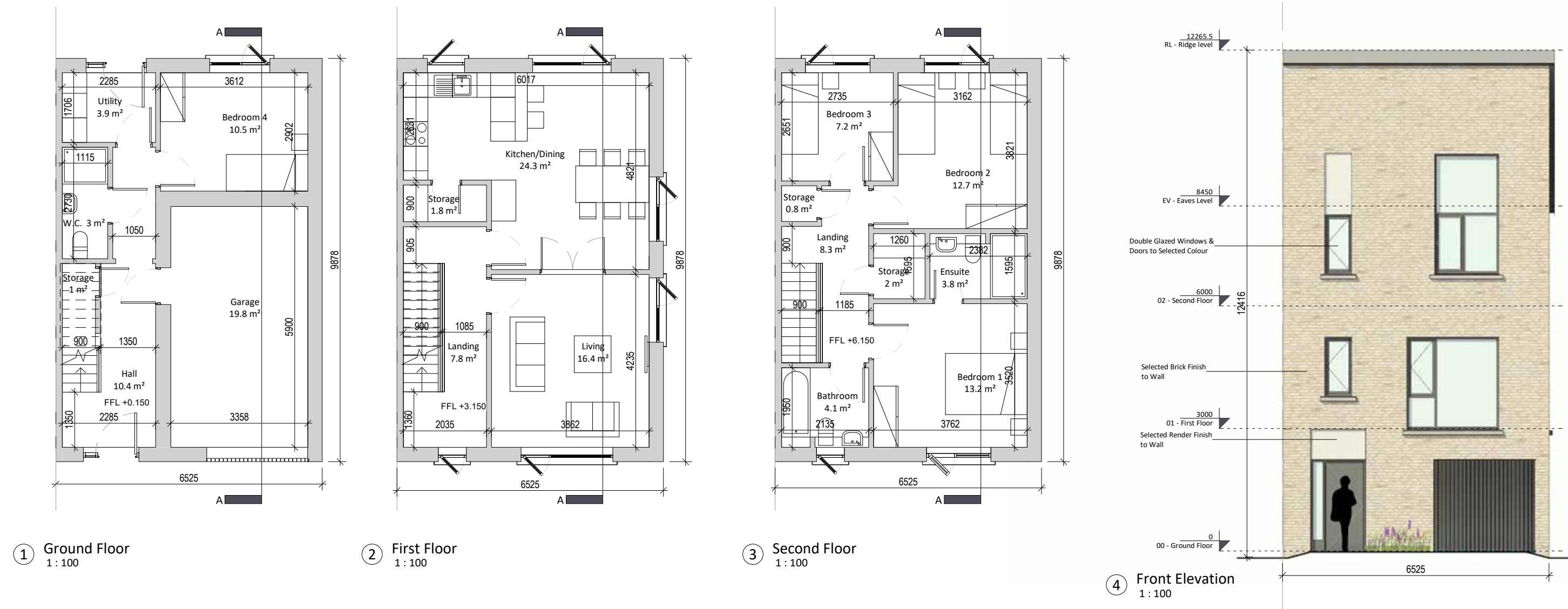
H4B is a 3 storey, 4 bedroom, 6 person housetype.

Floor area: 121.9 sq.m.

H4B is a generous 4 bedroom housetype, with a width of 6.3m. The living areas are located on the first floor and the bedrooms are located at ground floor and second floor. The units have rear gardens of c. 50 sq.m. The ground floor bedroom is intended to provide the house with a flexible room, suitable for use as a home office. The housetype has a tall, monopitch roof, so as to present a strong edge to the adjoining public open space.



Keyplan



H4C: 4B/7P HOUSE, 6.4M WIDE

H4C is a 3 storey, 4 bedroom, 6 person housetype.

Floor area: 142.8 sq.m.

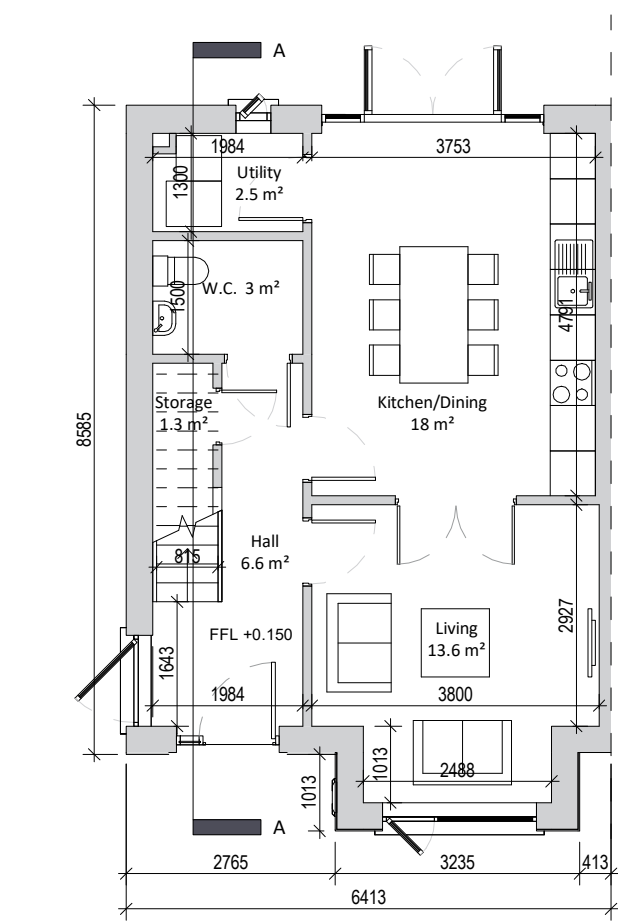
H4C is a 4 bedroom housetype, with a width of c. 6.4m. The living areas are located on the ground floor and first floor, and the bedrooms are located at first floor and second floor. The units have rear gardens of c. 55-60 sq.m.



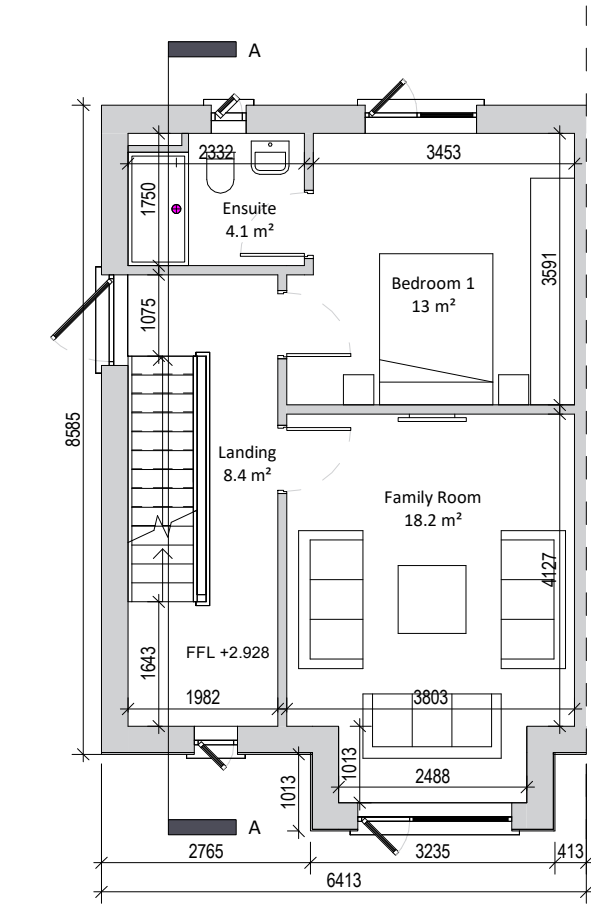
Precedent Image



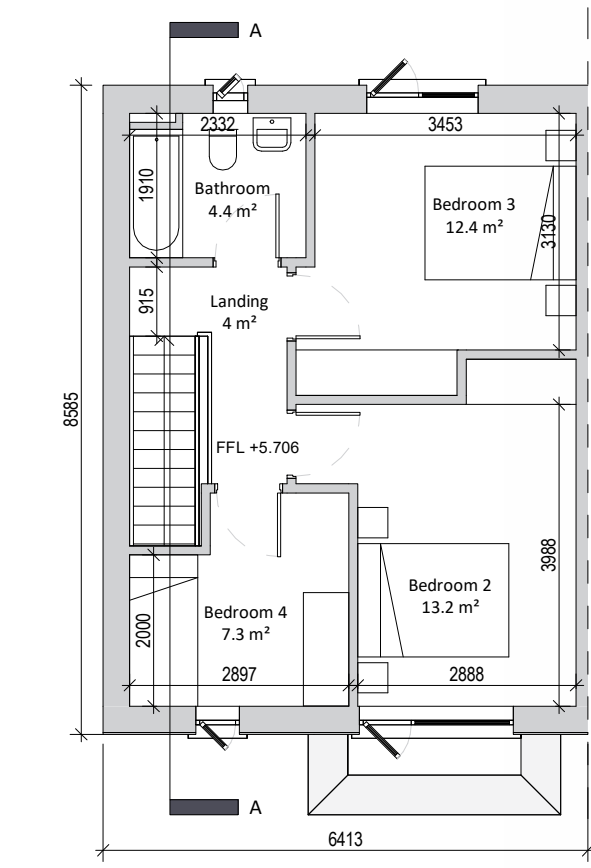
Keyplan



① Ground Floor
1 : 100



② First Floor
1 : 100



③ Second Floor
1 : 100



④ Front Elevation
1 : 100

D1A & D1B DUPLEX

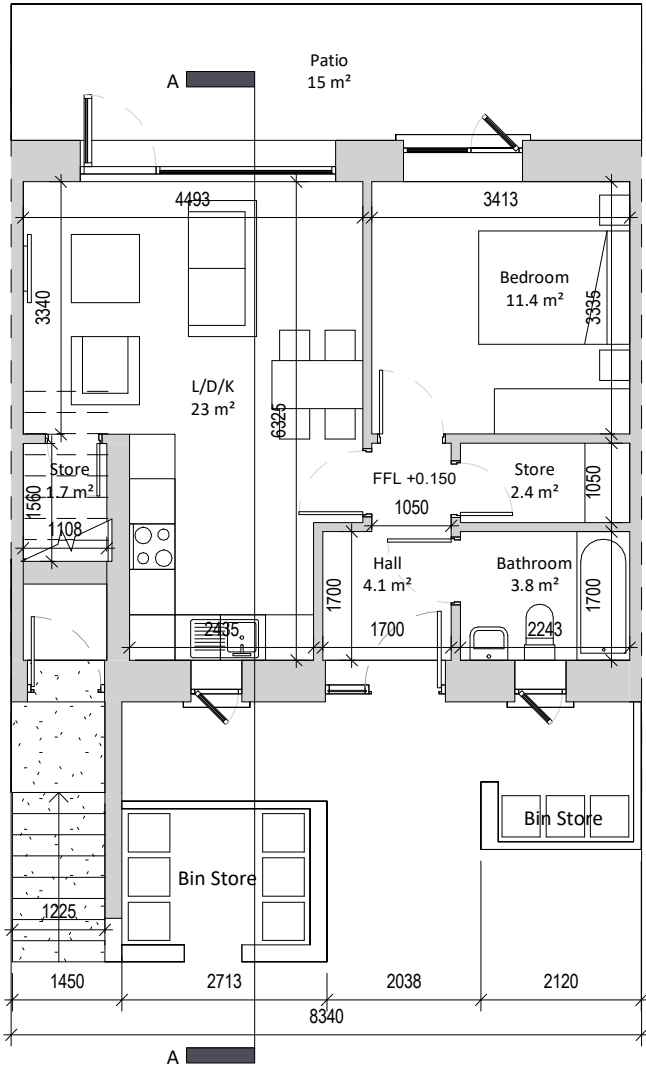
The D1A & D1B duplexes are located to the east and south of the traveller accommodation that adjoins the subject site. The typology comprises a 1 bedroom unit on ground floor, with a 3 bedroom duplex on first and second floors. The typology is designed so that there are no rear facing windows to habitable rooms at first or second floor level, so as to avoid overlooking of the Traveller Accommodation.

The ground floor unit has a private patio area to its rear, which adjoins a communal open space. The communal open space is designed to have a planted buffer along its western side, providing good screening between the subject site and the Traveller Accommodation.

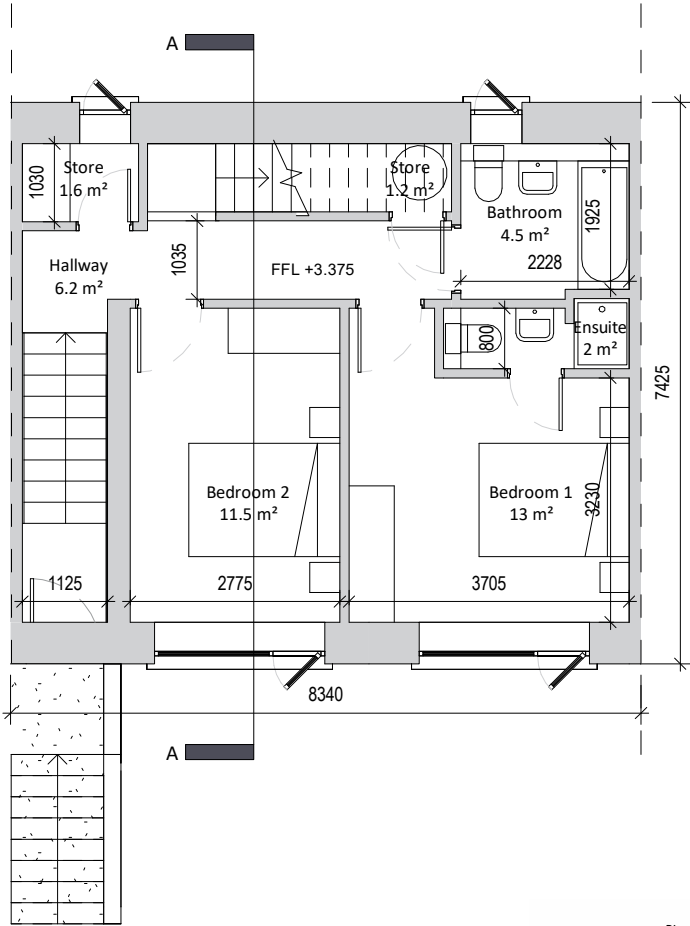
Some of the storage requirement for the 3 level duplexes is provided in external lock-ups, which are located in the communal open space. All of these unit types are own-door access. The bin stores for all duplex units are located in the storage space under their external stairs, and individual on-street bin stores.



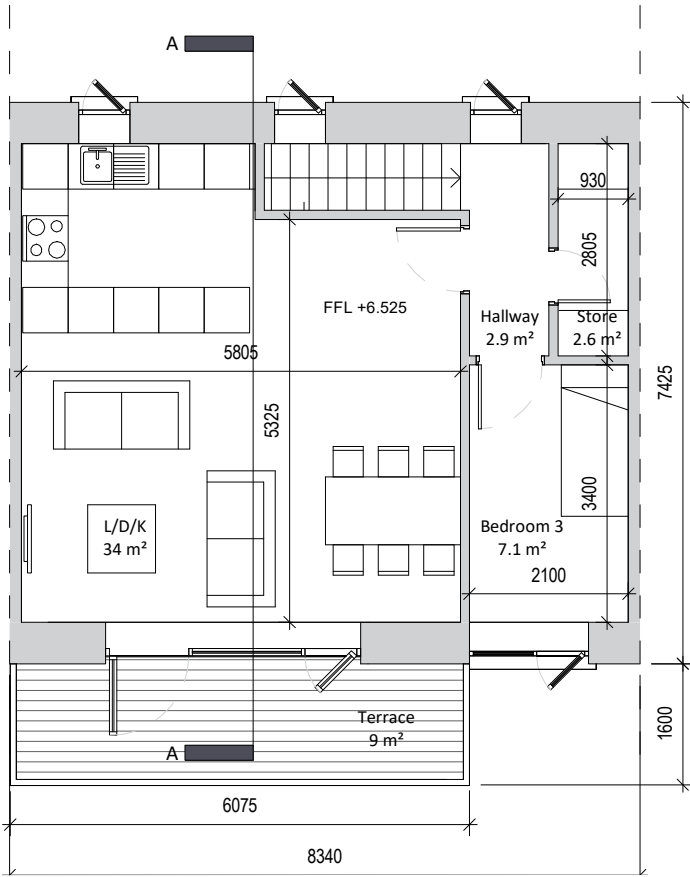
D1A & D1B DUPLEX



① Ground Floor (Simplex 1MA)
1 : 100



② First Floor (Duplex 1MB)
1 : 100



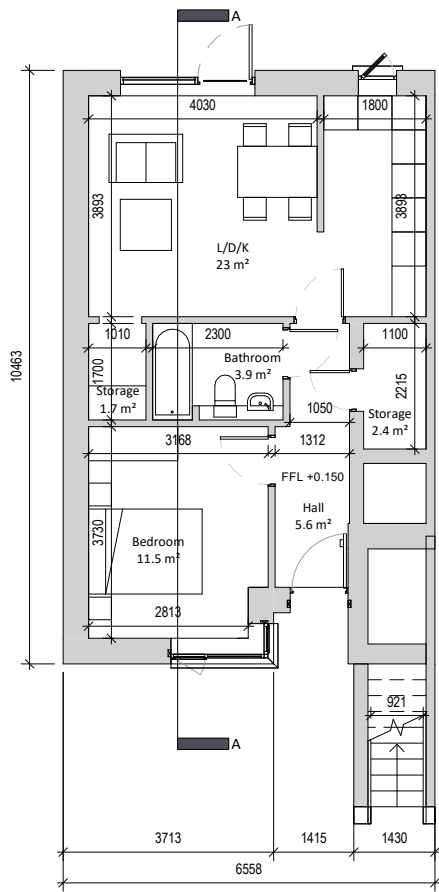
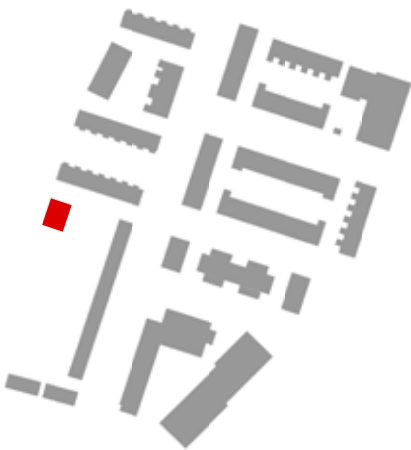
D2A & D2B DUPLEX

The D2A & D2B duplexes are located to the north of the Traveller Accommodation that adjoins the subject site. The typology comprises a 1 bedroom unit on ground floor, with a 2 bedroom duplex on first and second floors. The typology is very similar to one that was constructed by Castlethorn in a scheme on the eastern side of the Diswellstown Road, Reg. Ref. FW17A/0125.

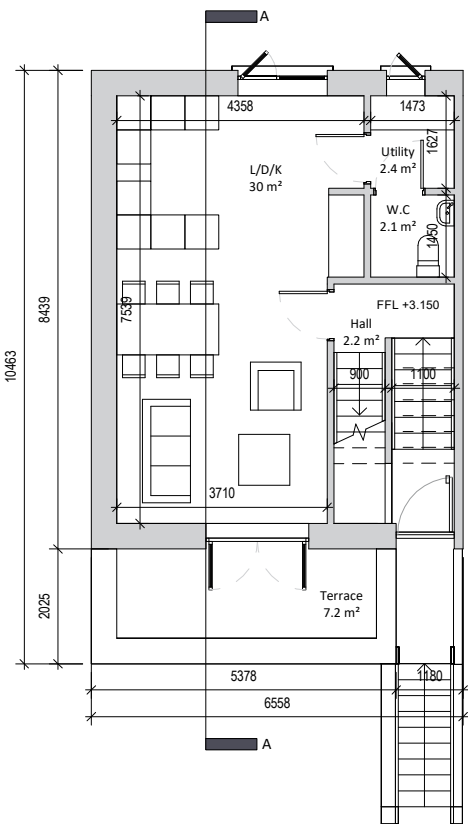
The ground floor unit has a private patio area to its rear, which adjoins a communal open space. The upper unit has a balcony that overlooks the adjoining street.



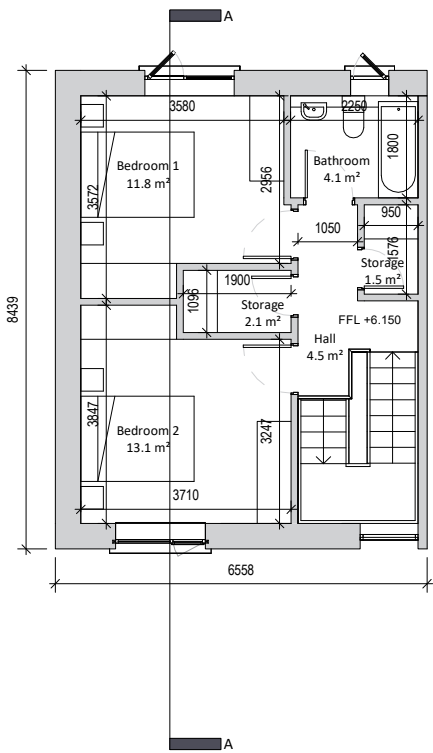
Precedent image of a similar typology in Reg. Ref. 17A/0125, Riverwood Square, on the adjoining site



① Ground Floor
1 : 100



② First Floor
1 : 100



③ Second Floor
1 : 100



① Front Elevation
1 : 100

BLOCK D

Block D is an apartment building, located in the northeastern corner of the subject site, which is the area that is designated for a gateway building in the Kellystown LAP. The building bookends the urban block, and addresses this prominent corner, which is very visible from the Diswellstown Overpass.

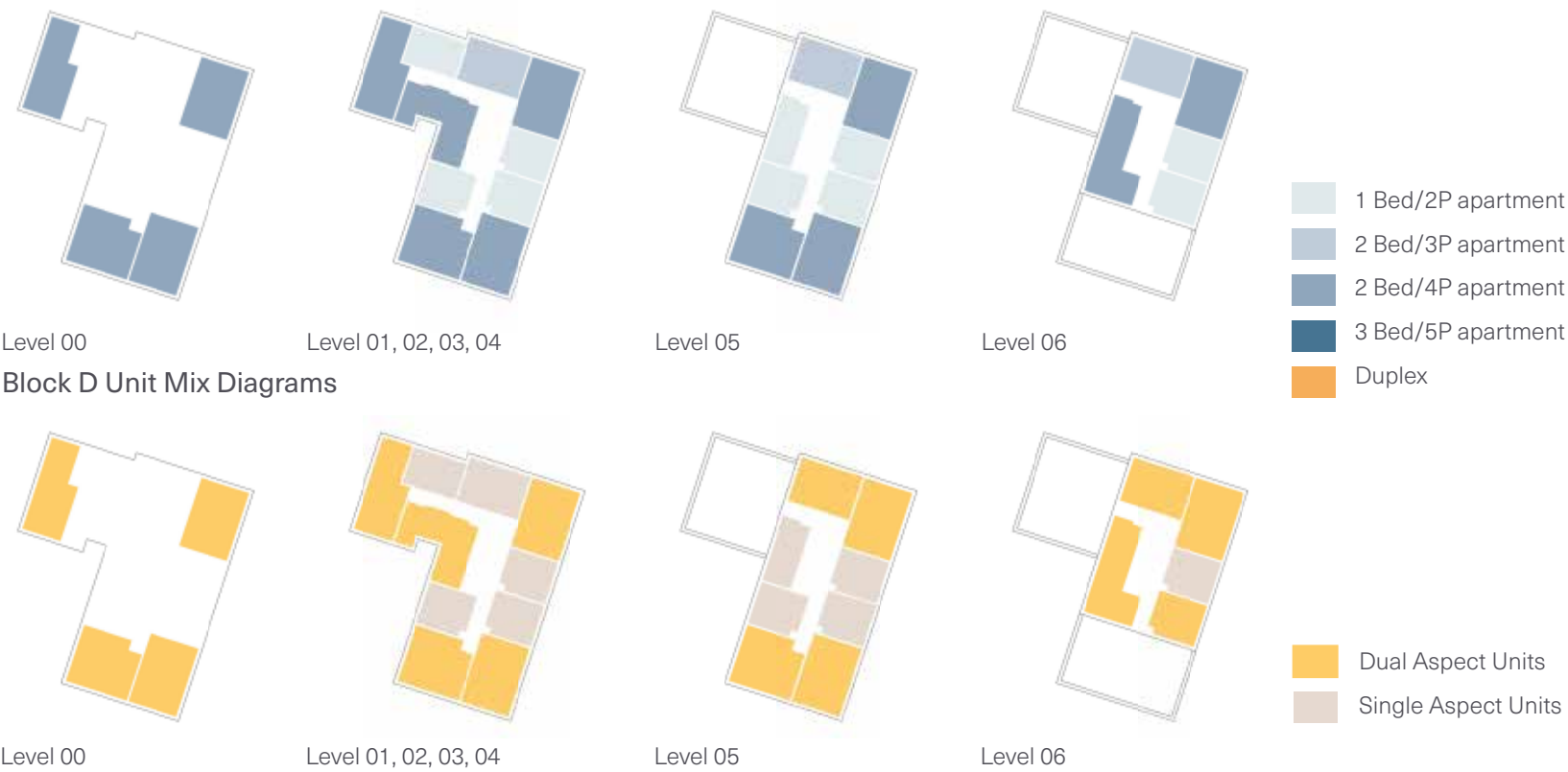
Block D steps in height, from 5 storeys on its western side, to 7 storeys on its northeastern corner. This increase in height is appropriate, as the building addresses a significant public open space.

The larger 6&7 storey part of Block D has a brick finish, and the smaller, 5 storey part has a render finish. It is proposed to use a warm, brown brick on Block D, similar to the one that has been used on the 3 storey houses that demarcate the entrance to Kellystown Phase 1. The building has two “feature” balconies with metal frames, on its northern and eastern facades, which add interest on this prominent corner, and create a vertical emphasis. A reveal detail has also been added to the top floor windows.

Block D has a dual aspect ratio of c. 56%. A communal open space is provided to its south and west. Please refer to OMP drawings for further detail.



Keyplan



CGI, showing Block D

BLOCK E & F

Blocks E & F are two apartment buildings, located in the southern corner of the subject site, and clustered around a shared communal space. Blocks E & F are located directly to the north of Block A, as permitted by ABP-312318-21 and amended by LRD0034/S3. Block A , varying in height from 4-8 storeys, fulfills the Landmark function identified for the southern corner of the Kellystown LAP. Block A establishes a precedent for height and building line in this part of the site and Blocks E & F are designed to continue the established building line and to provide a streetscape of similar scale.

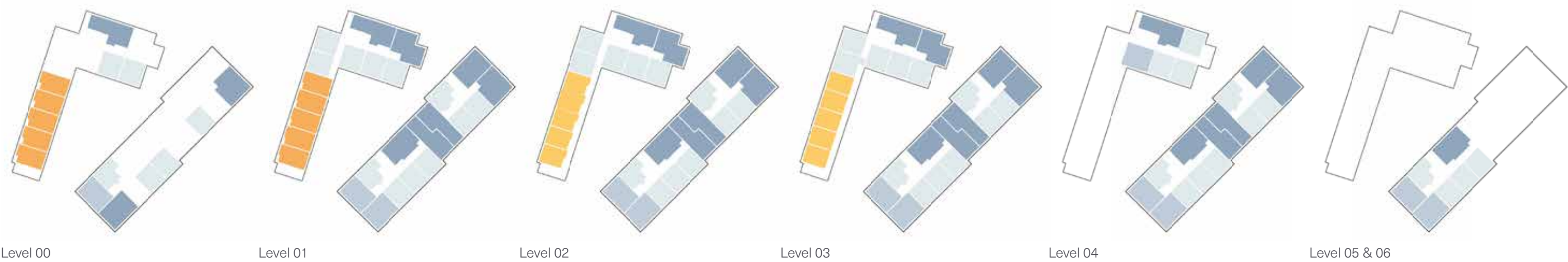
Block E is a linear building, located on the southern side of their shared communal space. Block E is 7 storeys at its southern end, stepping down to 5 storeys at its northern end. Block F is an L-shaped building, which forms two sides of the triangular shared communal space. Its southern leg is 4 storeys, and its northern part is 5 storeys.

Block E has a dual aspect ratio of c. 45.5%, and Block F has a dual aspect ratio of c. 69.2%. Please refer to OMP drawings for further detail.

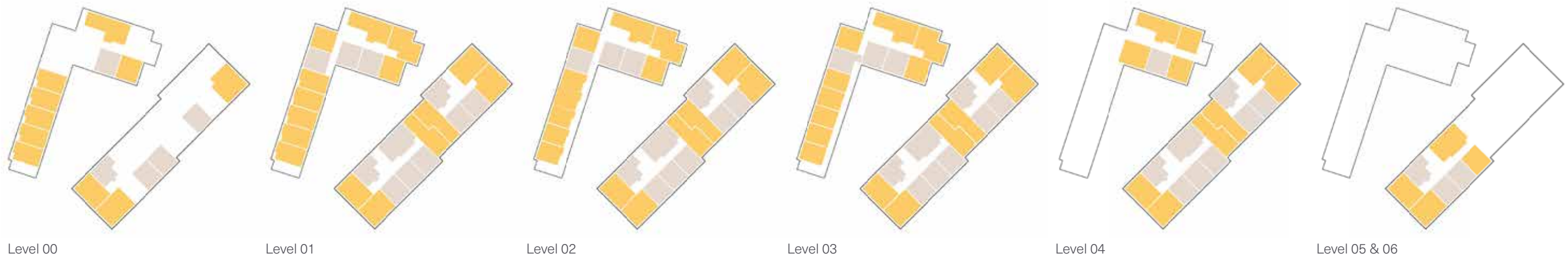
Block F is designed to accomodate Age-Friendly and Universal Design homes, please refer to the Age-Friendly section of this booklet for further detail.



Keyplan

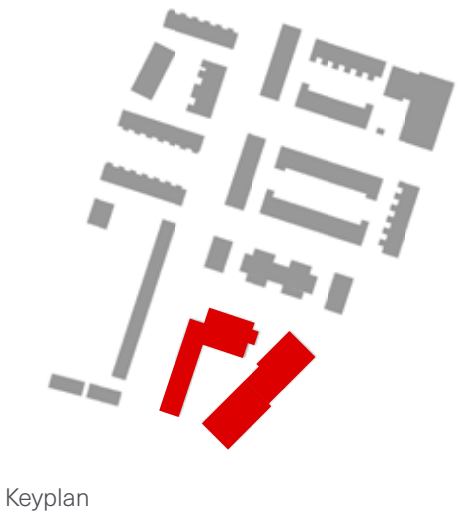


Blocks E & F Unit Mix Diagrams



Blocks E & F Dual Aspect Diagrams

BLOCK E & F



CGI, showing Block E and the public open space

04 | AGE-FRIENDLY HOUSING, UNIVERSAL DESIGN & CHECKLIST

AGE-FRIENDLY HOUSING

10% of the proposed housing units are designed to be age friendly accommodation, in accordance with Objective DMS037 of Fingal Development Plan 2023-2029.

These units comply with the principles set out below:

- is well connected to local amenities
- is connected to the outdoors
- has accessible and adaptable toilets & bathrooms
- has easy to use fittings and fixtures
- has good security & technology system
- is easy to approach and enter
- is easy to move about in
- has a guest bedroom
- is energy and cost efficient.

The design team has referenced the publication “Ten Universal Design Features to include in a Lifetime Adaptable and Age Friendly Home” by Age Friendly Ireland, and some of these features are referred to in the diagrams on these pages.

The proposed age-friendly units include the following:

- 12 no. H4A houses;
- 5 no. 3B/5P duplexes in Block F;
- 8 no. 2B/4P apartments in Block F;
- 1 no. 2B/3P apartment in Block F;
- 10 no. 2B/4P apartments in Block E;

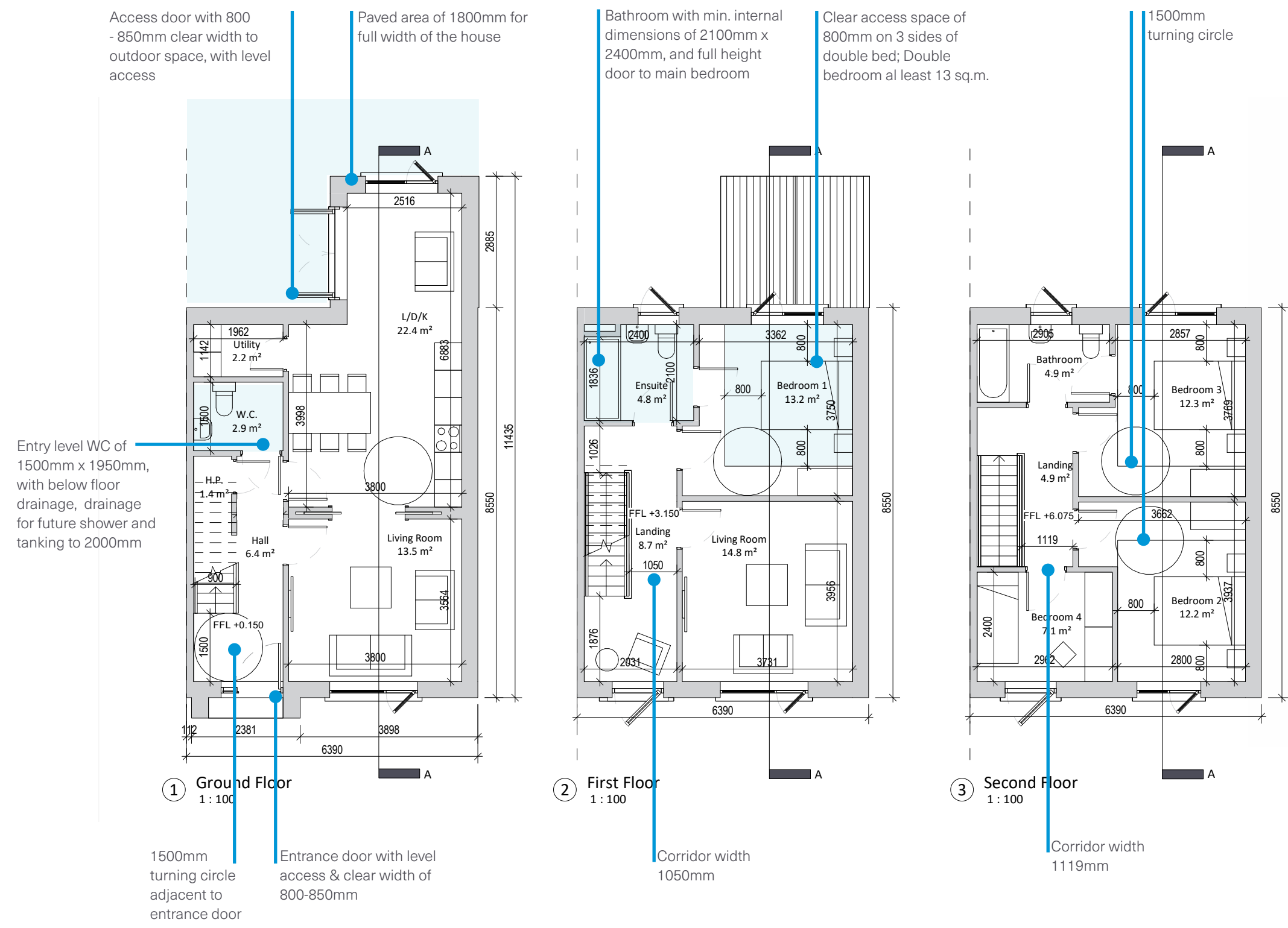
We note that in addition to the Age-Friendly units listed above, all of the 1 bedroom units in Block F are Universal Design units, which will make this building attractive as a sheltered housing or age-friendly community.

Some examples of age-friendly units are described in more detail on the following pages. For further information please refer to OMP drawings.



Age-friendly housing

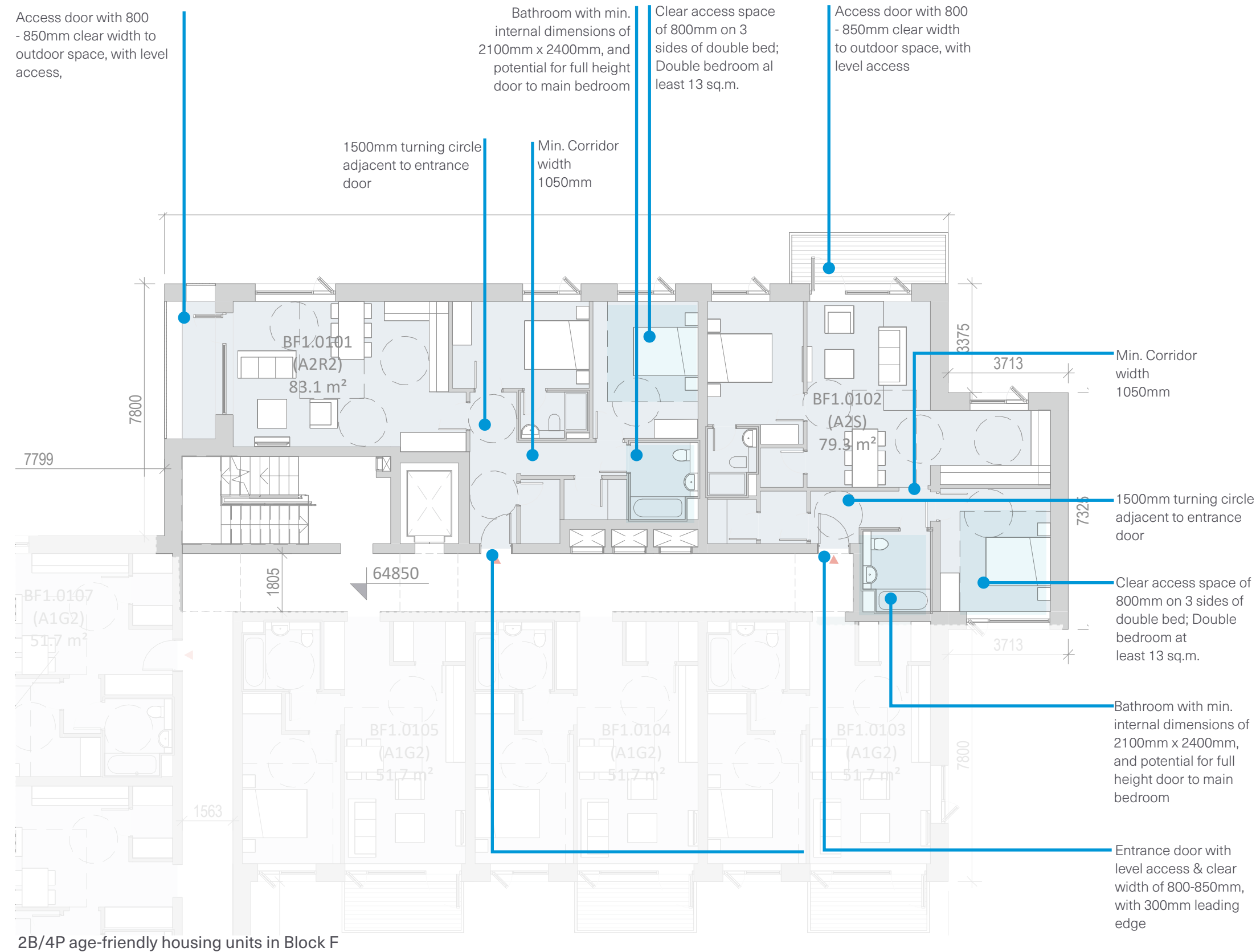
H4A - AGE FRIENDLY FEATURES



BLOCK F - AGE FRIENDLY FEATURES

Block F is designed to include a good range of Age-friendly and Universal Design Units, which will make this building attractive as a sheltered housing or age-friendly community.

The diagrams on this page highlight the features of the Age-Friendly 2 bedroom/4 person apartments in Block F. For further information please refer to OMP drawings.



UNIVERSAL ACCESS & DESIGN

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 the Fingal County Council Development Plan.

4.4.1.2 Policy Objective PHP36: Inclusive Design & Universal Access

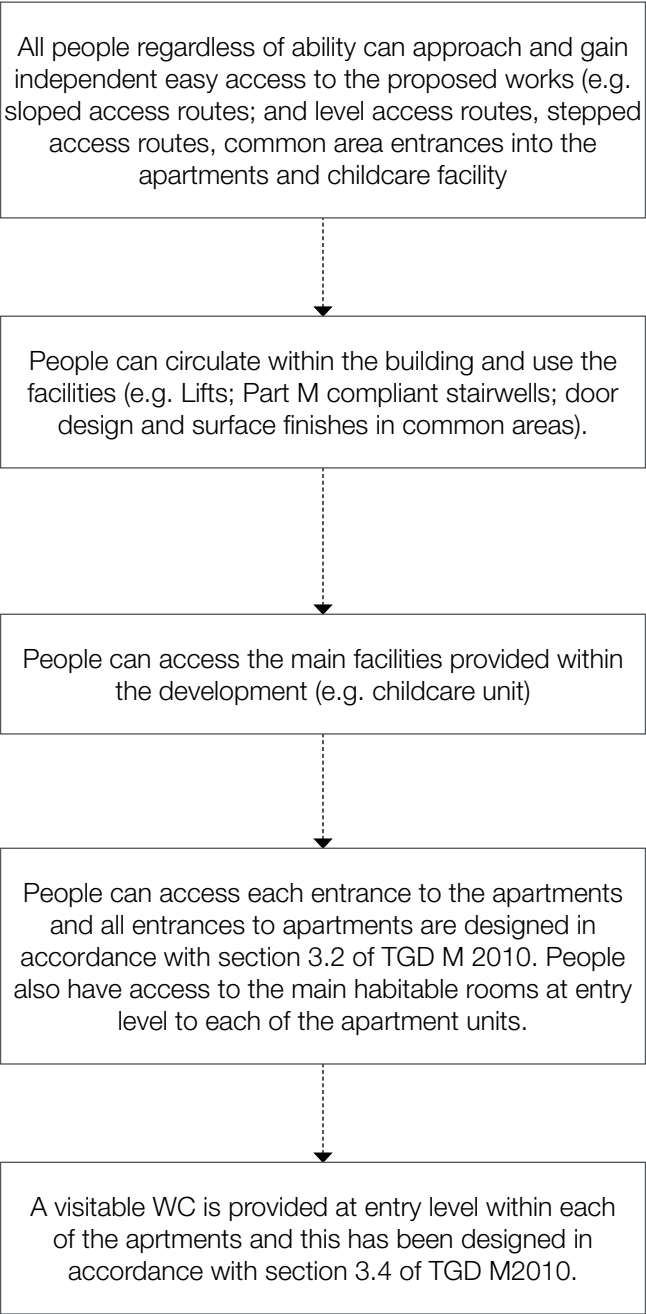
It is a Policy Objective to promote and support the principles of universal design ensuring that all environments are inclusive and can be used to the fullest extent possible by all users regardless of age, ability or disability consistent with RPO 9.12 and 9.13 of the RSES.

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 +.”*

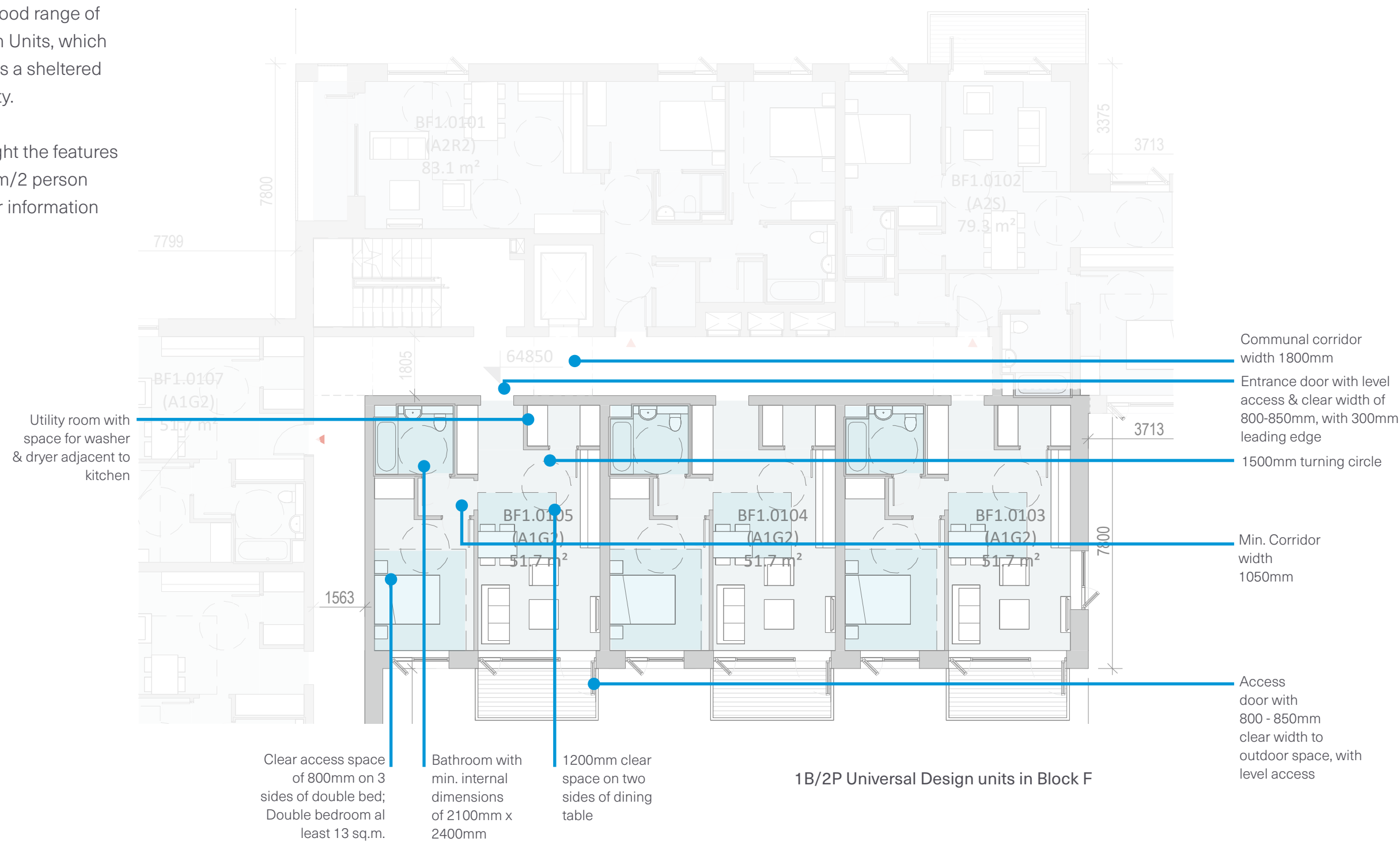
Some of the proposed UD units within the LRD application are highlighted on the following page. The Planning Authority will note that the design features within these units are intended to be spatial recognition of the UD Home requirements, and are not intended to be overly prescriptive. The illustrations highlight key design features in our proposed unit 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.

BLOCK F - UNIVERSAL DESIGN FEATURES

Block F is designed to include a good range of Age-friendly and Universal Design Units, which will make this building attractive as a sheltered housing or age-friendly community.

The diagrams on this page highlight the features of the Universal Design 1 bedroom/2 person apartments in Block F. For further information please refer to OMP drawings.



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 organised around a layout of simple urban blocks.
(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 proposal connects to the permitted c.4.0m cycle/pedestrian path in the adjoining permission ABP-312318-21 to the south, and to the existing residential area on the eastern side of the Diswellstown Overpass.
(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. 0.8 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 subject site is allocated for residential use in the Kellystown LAP. Good connectivity is provided to the permitted commercial unit in the adjoining permission ABP-312318-21, via the c.4.0m cycle and pedestrian pathway. The scheme also adjoins a permitted pedestrian/cycle pathway to its west, which provides connectivity between Clonsilla village and the nearby schools.
(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 as well as 1 and 2 bedroom apartments & duplexes.
(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 connect to the adjoining permission ABP-312318-21, which provides strong linkages between Clonsilla village and the schools campus that is located to the south of ABP-312318-21. The proposal also provides links to the existing residential area on the eastern side of the Diswellstown Overpass.
(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 c.4.0m cycle and pedestrian pathway along the northern and eastern boundary of the proposal will link into the permitted greenway between Clonsilla village and the schools campus encouraging active travel between these neighbourhood uses.
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 makes excellent use of the area beneath the Diswellstown Overpass, creating a covered play area that connects the subject scheme with the neighbouring scheme to its east. The scheme proposes a lower scale where it adjoins the nearby protected structures in the vicinity of Kennan Bridge.
(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 provides a significant public open space along its eastern side, and a c.4.0m cycle & pedestrian pathway along its eastern and northern sides.
(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 detention basins, swales & tree pits.
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, which aligns with the LAP. A variety of building heights and forms are proposed, with the larger forms addressing the main public open spaces.
(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 layout, scale and design features of the new development are very similar to that of the permitted adjoining development ABP-312318-21, with many of the permitted typologies in that scheme being used in the proposed development to create a coherent overall approach.
(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 Kellystown has been established by the ABP-312318-21 permission; The proposed scheme is considered a continuation and evolution of that phase, with a similar mix of forms and materials, at a higher density of development.

05 | RESPONSE TO LRD OPINION

PLANNING, ITEM V

Item V:

“No residential facilities (gym/laundry/concierge/social rooms etc) are provided in the apartment blocks. This is a concern for the Planning Authority as it would result in an unsatisfactory standard of residential amenity serving future occupants. This should be addressed.”

We note the Planning Authorities' request for the inclusion of residential facilities in the apartment buildings. However, the apartment buildings are designed as Build-to-Sell, and not as Build-to-Rent accommodation, which generally operates long-term rental arrangements, and where the provision of dedicated amenities and facilities is usually a characteristic element.

The apartment buildings have been designed to be fully compliant with the Design Standards for New Apartments and the Fingal Development Plan, and all appropriate regulations, such as dwelling size, mix, room size, communal amenity space, private amenity space and bicycle parking have been complied with. Internal communal amenities or facilities have not been included in order to maintain the financial viability of the project, and to avoid the imposition of management and maintenance costs on future residents. We note that the likely exit for these buildings is through an Approved Housing Body, where the cost per unit is a key metric in order to reach agreement on a successful development agreement.

We further note Section 4.6 of the Design Standards for New Apartments Apartments Design Guidelines “...*They should not generally be imposed as requirements by the planning authority in the absence of proposals from and/or the agreement of the applicant. The provision of such facilities is likely to have significant implications for management and maintenance costs for future residents.*”



CGI of Block E

DESIGN & LAYOUT, ITEM II

Design & Layout, Item II:
“The LAP illustrates a Gateway building to the north-east corner of the site. The proposed 5-7 storey building is appropriate in this regard. However, it should be of high architectural merit.”

Block D had been designed so as to provide an appropriate gateway building, in accordance with the LAP. The building comprises two parts, with the main part being 7 storeys and the secondary part being 5 storeys, so as to provide an appropriate tarnsition in scale from the nearby 3 storey houses. The main form has a brick finish, and it is intended that a rich, red/brown brick, similar to the one that has been used at the entrance to Luttrellstown Gate, would be used here, as this would distinguish Block D from the surrounding buildings, which are generally buff brick. Block D has a strong rhythm of windows on its facades, and the upper floor windows have a distinctive header panel of aluminium/ render, and the corner balconies have a feature metal frame.

Please refer to the CGIs and O’Mahony Pike drawings for further detail.



CGI showing Block D adjacent to the 3 storey houses



Verified View showing Block D, as seen from the Diswellstown Overpass



Verified View showing Block D, as seen from Riverwood Square

DESIGN & LAYOUT, ITEM IV

Design & Layout, Item IV:
“The Planning Authority has concerns regarding the design of Duplex units D1A & D1B. There are excessive door and window variations in terms of size and style along the front elevations across different levels. The door and window arrangement should be appropriately balanced.”

We note the Planning Authorities comments regarding the design of Duplex units D1A & D1B. However, the D1A and D1B duplex type has been designed to address the specific characteristics of their site, i.e. all first and second floor habitable rooms are orientated to face the street, and not to face the communal area to their rear, in order to avoid any overlooking of St. Brigids Court Traveller Accomodation. This arrangement neccessitates that the three bedroom windows and the living room window for the duplex are located on the front elevation.

We have changed the size and alignment of some of the windows, and in our opinion the composition of windows, balconies and stairs has an attractive rhythm that will create a bright, well lit unit for future residents, and a well supervised streetscape.

The CGI on this page shows the duplexes in their streetscape context, with good variety in typologies along this north/south spine route.



D1A and D1B front elevation at Stage 2



D1A and D1B front elevation at Stage 3



CGI showing duplexes within the streetscape

DESIGN & LAYOUT, ITEM V

Design & Layout, Item V:
“Block G1 in the south-west corner of the site consists of a row of terrace units which front onto an internal local road (north/south). There should be a greater design and height variance between these Duplex units. A monotonous row of terrace units should be avoided in the interest of urban design.”

We note the Planning Authorities concerns regarding Block G1, which is c. 83m in length.
However, Block G1 should be considered as part of its wider streetscape, which is part of the route of the loop road through the Eastern Development Area.

The duplex buildings and the terrace of houses (no.'s 68-74) that complete the urban block around St. Brigids Lawn Traveller Accomodation are a consistant 3 storeys in height, which we consider to be appropriate, given their position on the loop road that is the primary movement spine for this part of Kellystown, and the more urban character of this part of Kellystown. The subject scheme utilises 3 building typologies - The D1A/D1B duplexes, the D2A/D2B duplexes and the H4C houses to make this urban block, thereby providing variety.

It is our opinion that Block G1 should be considered as part of its wider streetscape, both in terms of its height and form. The consistant 3 storey height of the buildings on the western side of the loop road is in contrast with the varied heights on its eastern side, where there are 2 storey houses, and Block F, which is 4 and 5 storeys. In addition, the streetscape here is arranged so that there are views towards the public open space, creating a sense of openness.

Block G1 is a well-articulated and animated terrace with a rhythm therein provided by entrances and grouped balconies to breakdown the scale of this terrace. It is located within a street that has good architectural variety in terms of scale and built form set within a street that has good quality natural landscaping. It has also been designed having regard to its western context and we submit that it will sit comfortably within its overall, considered streetscape context.



Height diagram, showing a variation of building height & form along the Loop Road.



CGI showing duplexes within the streetscape

- 1 Storey
- 2 Storey
- 3 Storey
- 4 Storey
- 5 Storey
- 6 Storey
- 8 Storey
- Views toward open space
- Loop Road

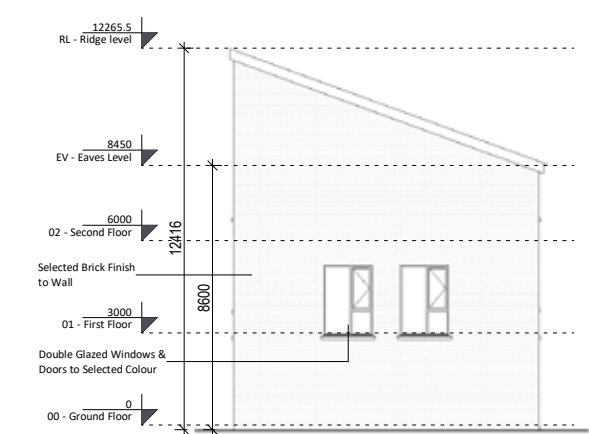
DESIGN & LAYOUT, ITEM VI

Design & Layout, Item VI:
“There should be design variance serving end-of-terrace units denoting their end-of-terrace/corner position, as appropriate.”

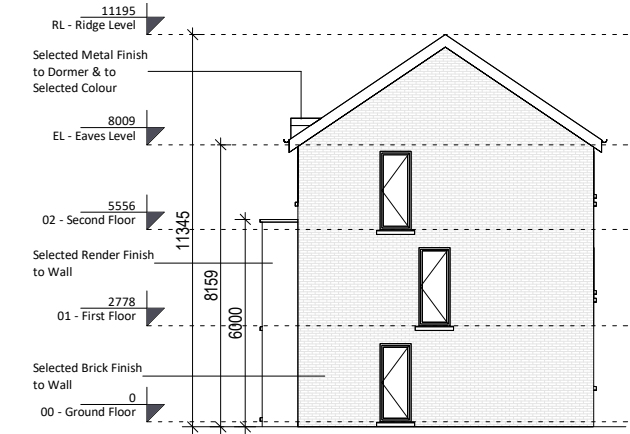
The subject scheme proposes specific end-of-terrace units for all house and duplex types that address a public streetscape. In general, the windows that are positioned on these end-of-terrace elevations are large windows which will provide good passive supervision of the streetscape, and a good quality of daylight into the dwelling.

All residential blocks, including the apartments, duplexes and houses, have been designed to be 4-sided so that there is good animation along all internal residential streets and external frontages within the scheme.

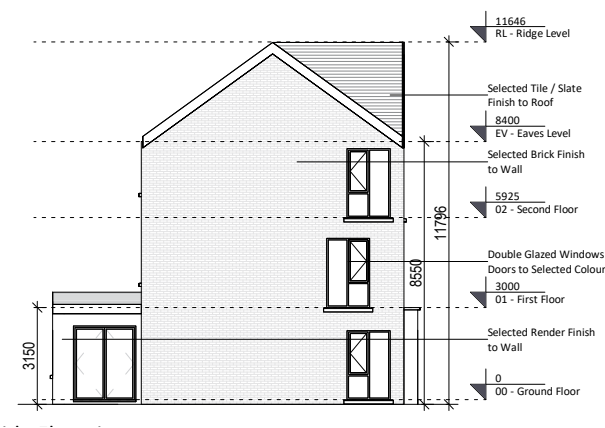
Please refer to O’Mahony Pike drawings for further information.



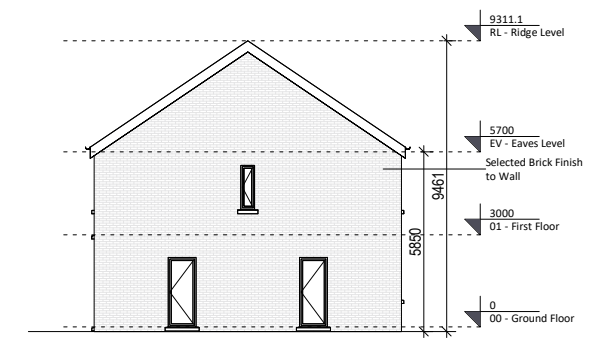
H4B Housetype - side elevation



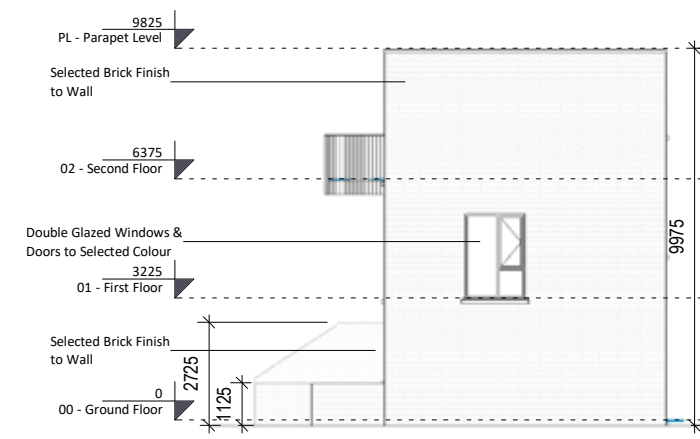
H4C Housetype - side elevation



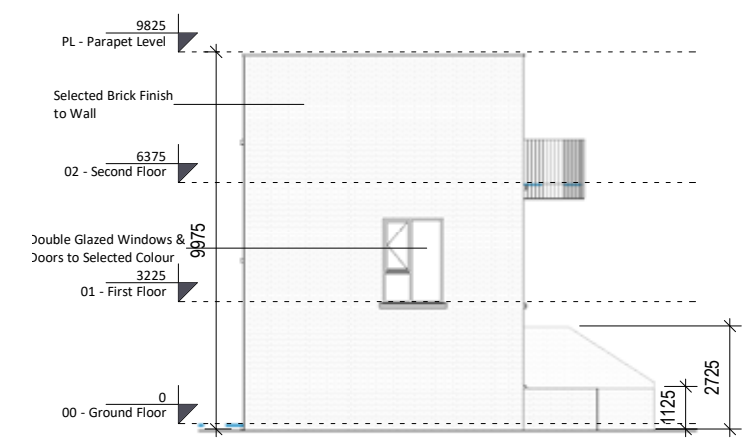
H4A Housetype - side elevation



H3C Housetype - side elevation



D1 Duplex - side elevation (right)



D1 Duplex - side elevation (left)

DESIGN & LAYOUT, ITEM VII

Design & Layout, Item VII:
“The apartment blocks and dwelling house designs (including materiality) should have cognisance of the surrounding developments including the residential development permitted under SHDW/004/21 (ABP 312318) and amended under LRD0034/S3 to the south and west. An appropriate mixture of materiality should be considered.”

The subject scheme has been considered in the context of the permitted scheme to its south and west, Planning Ref. ABP-312318-21, as amended by LRD0034/S3.

The architectural treatment of the proposed buildings is strongly related to that of the permitted neighbouring scheme. The apartment buildings have very similar massing, finishes and balcony & window types. The houses have similar, pitched roof forms, and a similar palette of generous contemporary window types.

The diagram on this page shows the relationship of material allocation between the permitted and proposed schemes. As with the permitted scheme, buff brick is the predominant material on the public streetscapes, with render used on secondary elevations. A darker, reddish/brown brock is proposed on Block D - this will be a similar brock to the one which has been used at the entrance to the adjoining scheme, and reflects the importance of both the locations of Block D and the entrance houses off the Kellystown Loop Road.



Materials diagram

- Key
- Predominantly render elevation
 - Predominantly warm buff brick elevation
 - Predominantly dark buff brick elevation
 - Predominantly light buff brick elevation

DESIGN & LAYOUT, ITEM VII

Design & Layout, Item VII:

“The applicant should extend the red line boundary into Riverwood Square at the north-east corner of the site.”

We note the Planning Authorities concerns regarding connectivity with Riverwood Square, an existing residential community to the east of the subject scheme.

We have extended the red line in two areas, to provide both cycle and pedestrian connectivity to the existing streetscape in Riverwood Square. These connections were discussed on site, and agreed in principle, with representatives of the Planning Authority.



Proposed Site Plan, showing the red line extending to provide two pedestrian/cycle connections to Riverwood Square.