



DESIGN STATEMENT

24TH OF AUGUST 2026

DEVELOPMENT AT ELMFIELD, NINTH LOCK ROAD, CLONDALKIN

FOR THORNMEADOW DEVELOPMENTS LIMITED

o'mahony pike

DESIGN TEAM:

Applicant:	Thornmeadow Developments Ltd.
Architect:	O'Mahony Pike Architects
Planning Consultant:	Downey Planning
Structural & Civil Engineer:	GKCE
M&E Services Engineer:	Lawler Consulting
Landscape Architect:	Austen Landscape Architecture
Daylight & Sunlight Consultant:	Digital Dimensions
Waste Management Consultant:	AWN Consulting
Wind & Microclimate Consultant:	RWDI

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o'mahony pike

architecture | urban design



www.omahonypike.com
info@omp.ie

Tel: +353 1 202 7400

Dublin

The Chapel
Mount Saint Anne's
Milltown, Dublin 6
D06 XN52 Ireland
Tel: +353 1 202 7400

Cork

One South Mall
Cork City
Co. Cork
T12 CCN3 Ireland
Tel: +353 21 427 2775

Directors: Vincent Hanratty Dip.Arch.Tech., RIAI (Arch.Tech) | Michael Hussey Dip.Arch., B.Arch.Sc., MRIAI | Conor Kinsella B.Sc.Arch., B.Arch., MRIAI | Derbhile McDonagh Dip.Arch., B.Arch.Sc., M.Sc. Real Estate MRIAI | Derek Murphy B.A.(Hons), Dip.Arch., BEAM Pro, HKIA(Assoc), MRIAI, RIBA | Orlaith O'Callaghan Dip.Arch., B.Arch.Sc. | Alex Schoenmakers Dip.Arch.Tech., RIAI (Arch.Tech)

O'Mahony Pike Architects Ltd. Registered in Ireland | Reg. No. 187129 VAT Reg. No. IE6587129J

CONTENTS

01. INTRODUCTION	5
1.1 Site Context & Analysis	
1.2 Transport Links	
1.3 Zoning Analysis	
1.4 Site Analysis	
1.5 Clondalkin LPF	
02. DESIGN RESPONSE	15
2.1 Proposed Site Strategy	
2.2 Organising Principles	
03. SDCC PLAN APPROACH - IMPLEMENTATION	21
3.1 Context	
3.2 Healthy Placemaking	
3.3 Connected Neighbourhoods	
3.4 Thriving Economy	
3.5 Inclusive and Accessible	
3.6 Public Realm	
3.7 Built Form and Mix	
3.8 Design and Materials	
04. DESIGN RESPONSE TO LRD OPINION	35
05. SCHEDULES / REPORTS	47
5.1 Schedule of Accommodation	
5.2 DoECLG 12 Criteria Assessment	

01 | INTRODUCTION

1.0 INTRODUCTION

This Design Statement is prepared by O'Mahony Pike Architects on behalf of Thornmeadow Developments Ltd. to support a Large-Scale Residential Development (LRD) planning application to South Dublin County Council.

This statement demonstrates how the design response addresses the site's unique characteristics, satisfies national compact urban growth mandates, and integrates with the local planning framework to deliver a high-quality, residential component within Clondalkin Town.

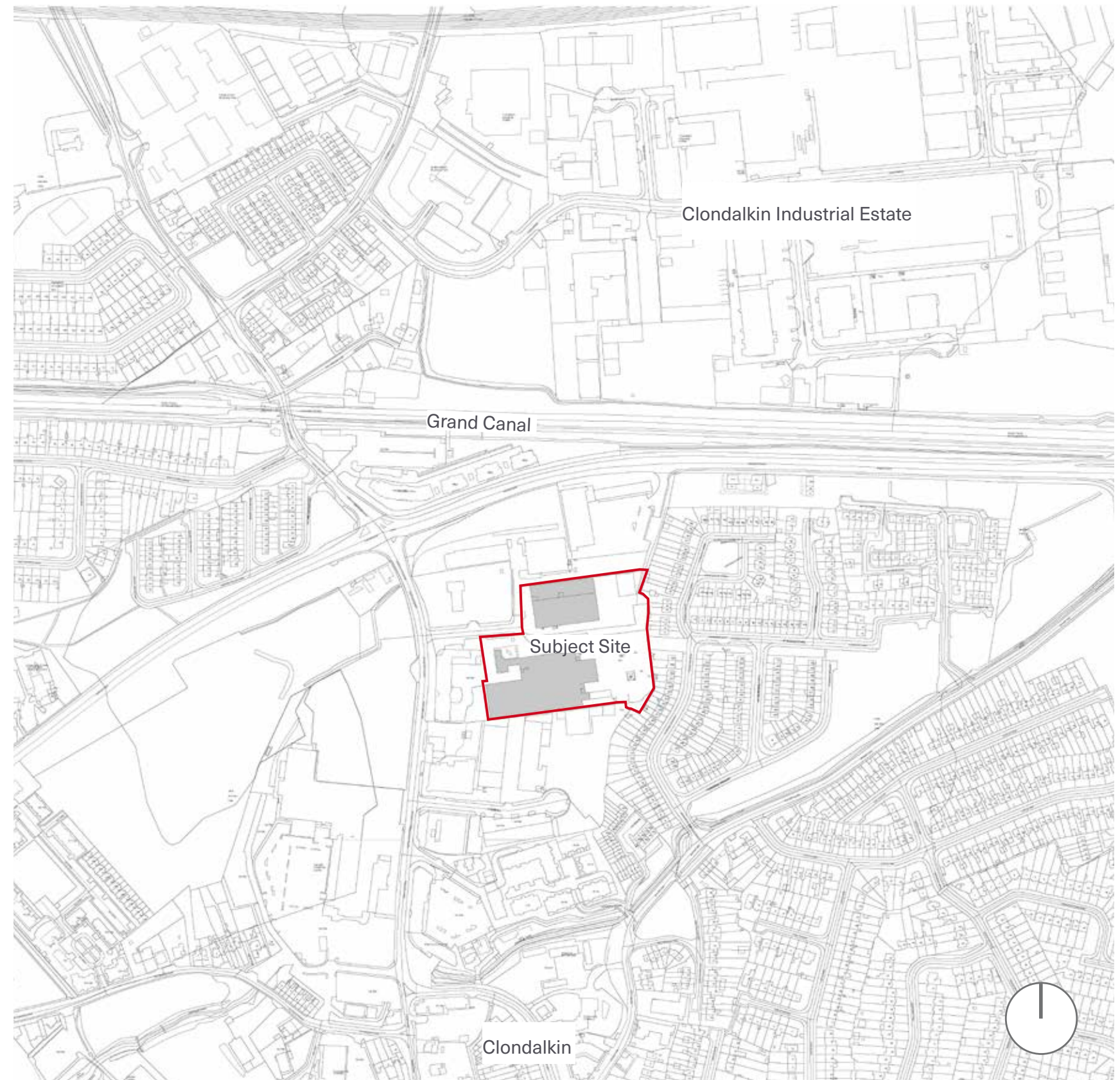
The proposed Large-Scale Residential Development (LRD) consists of the demolition of 3no. existing industrial structures (10,368 sq.m GIA) and the construction of a high-quality, transport-led residential scheme comprising 408 no. apartments and duplex units.

The residential mix is distributed across blocks ranging in height from 2 to 9 storeys and includes a 350 sq.m commercial crèche (designed for 31 children) with a 119 sq.m secure external play area, a continuous 46-metre wide strategic Green Link with integrated active travel cycle infrastructure, 752no. bicycle parking spaces, 202no. car parking spaces.

NOTE:

The boundary titled "subject site" throughout this document indicates the landholding where development is proposed. The precise application boundary which includes connections to services is illustrated on the Site Location Map associated with this application, drawing no:

25018-OMP-ZZ-ZZ-DR-A-1000-Site Location Map



1.1 SITE CONTEXT & ANALYSIS

The subject site is an underutilized brownfield asset currently accommodating 3no. low-density commercial and industrial buildings totaling 10,368 sq.m, which are proposed to be demolished to facilitate urban regeneration.

Infrastructure & Connectivity:

The subject site is serviced by Oakfield Road, a cul-de-sac located east of the Ninth Lock Road, a primary regional corridor connecting Clondalkin to the south with the Grand Canal to the north. Strategically located within an amenity-rich catchment, the site sits within walkable proximity to Clondalkin Village, The Mill Shopping Centre (anchored by Dunnes Stores), Lidl, and the Grand Canal Way, positioned 250 meters to the north.

Urban Fabric & Permeability Constraints:

While the locality benefits from high-frequency public transport links via several Dublin Bus corridors, historical development patterns have resulted in isolated pockets of residential neighborhoods. The existing urban fabric offers poor physical permeability and restricted active travel options, segregating the lands from wider strategic networks.

Legend

1.) Subject Site

2.) Grand Canal Green Way



Key Plan



View 01



View 02

1.2 TRANSPORT LINKS

The development is positioned within immediate walking distance of high-frequency public transport options and regional commuter corridors:

1. High-Frequency Bus Corridors

3no. high frequency bus corridors are located within 3min walking distance of the subject site; Ninth Lock Road Bus Corridor, Clondalkin Bus Corridor (North & South) and the New Nangar Road Bus Corridor:

2. Active Mobility & Leisure Infrastructure

Grand Canal Way: Located 250 meters north of the subject site featuring continuous pedestrian and cycleways for sustainable commuting and recreation.

Regional Transits: The M50 motorway network and the primary Dublin-Cork Rail Line run within a 1km radius of the development, establishing connection points for wider regional transit.

3. 15-Minute Neighbourhood Integration

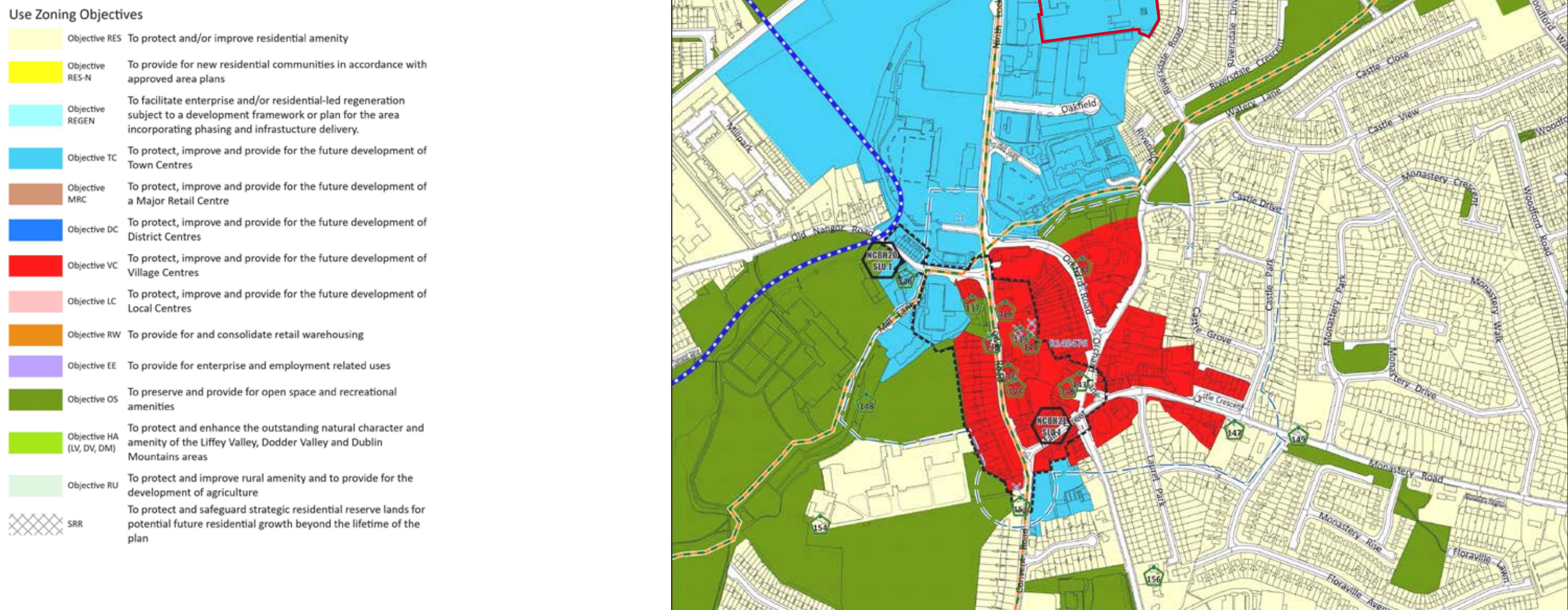
The transport connections are further supported by a rich network of neighborhood infrastructure situated within a tight 500-meter walking radius including retail at The Mill Shopping Centre (anchored by Dunnes Stores) and a standalone Lidl supermarket along with educational and recreational facilities within the locality.



	New Nangar Road Bus Corridor			Clondalkin Bus Corridor North	
	Ninth Lock Road Bus Corridor	  		Clondalkin Bus Corridor South	 
				Dublin-Cork Rail Line	

1.3 ZONING ANALYSIS

The subject lands are zoned “Objective TC” with the objective to “To protect, improve and provide for the future development of Town Centres” Residential and open space are ‘permitted in principle’ uses on land zoned Objective TC. The proposed development is therefore consistent with the land use zoning objective pertaining to the lands.



1.4 SITE ANALYSIS

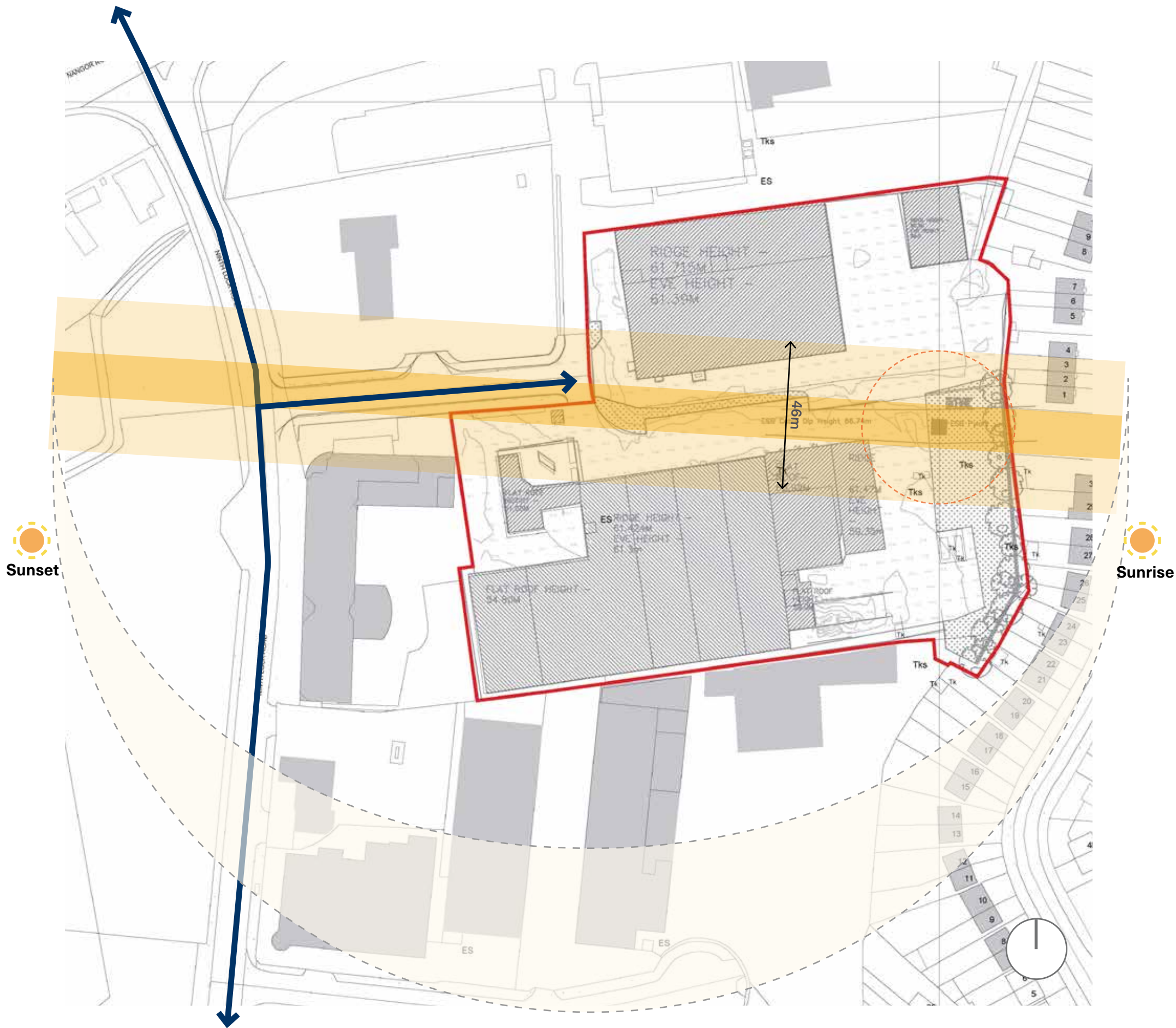
Site Constraints as Design Drivers:

The site layout is heavily dictated by existing infrastructure constraints, specifically the presence of a high-voltage overhead electricity line and an associated pylon within the boundary. The masterplan turns this technical constraint into a primary design asset by maintaining a 46-metre structural separation corridor between facing building envelopes along the infrastructure axis.

The Active Travel Response:

This expansive 46-metre mandatory clearance zone is structurally inverted to provide strategic Green Link and a dedicated, segregated Bike Lane. This design directly unlocks a vital “missing link” within the evolving public realm, creating permeability and movement opportunities for the adjacent lands and the future of the emerging Town Centre zoned lands.

- Legend
- 1.) Built Fabric
 - 2.) Vehicular Connection
 - 3.) Overhead Power Lines (46m setback indicated)
 - 4.) 23m exclusion zone around Pylon
 - 5.) Sun Path
 - 6.) Subject Site



1.5 CLONDALKIN LOCAL PLANNING FRAMEWORK

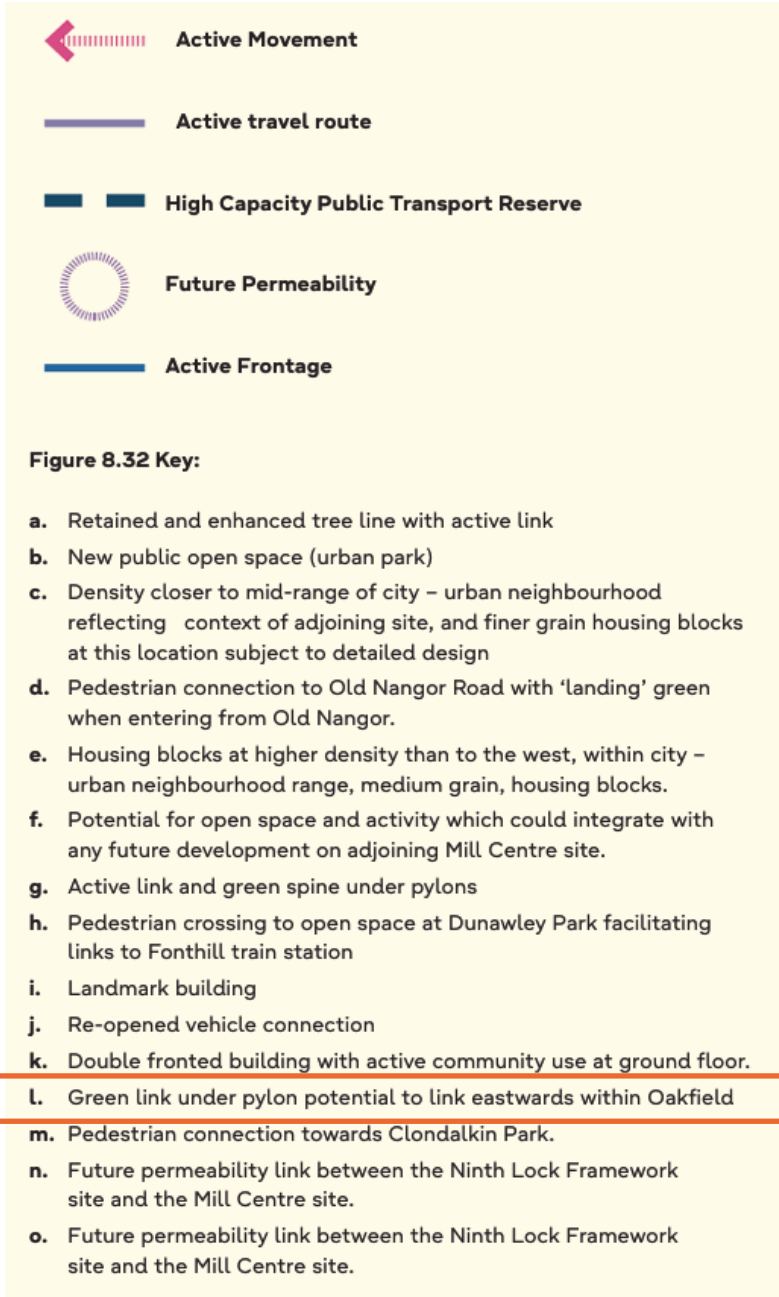
Chapter 8: Urban Design Strategy of the Clondalkin Local Planning Framework (Adopted in March 2026) sets out a number of key urban design principles for the enhancement of the wider village area. Within this analysis 3no. “Key Movement Spines” are identified.

The subject site sits within the second of these routes titled “Corkagh to Canal”. The lands could serve as a strategic cog within the urban framework of Clondalkin by providing greater permeability and connectivity while encouraging active travel in the form of cycle / pedestrian connections in line with the movement patterns suggested within the Framework thus providing a more cohesive residential neighbourhood.

This is opportunity further illustrated within the “Ninth Lock Road Framework Indicative Layout” on the adjoining page which highlights the potential green link provided by the pylon corridor that traverses the site.



Indicative Site Location



“Ninth Lock Road Framework Indicative Layout” - Extracted from SDCC Clondalkin LPF

Indicative Site Location

02 | DESIGN RESPONSE

2.1 PROPOSED SITE STRATEGY

The proposed site layout is designed to maximize density without compromising on residential quality. As the following pages will illustrate this has been informed by key urban design principles.

Land Efficiency & Density:

The project achieves a sustainable, high-density scheme of 185no. units per hectare (UpH) on an underutilized brownfield site within the greater Clondalkin area.

Amenity-Driven Spatial Arrangement:

The strategy of courtyard blocks preserves the privacy of existing external neighbors while ensuring that 44% of the scheme's apartments are Dual Aspect, which create animated facades and provide passive surveillance to all public and communal areas.

Active Travel & Infrastructure Integration:

The site strategy prioritizes connectivity by aligning pedestrian and cycle networks with broader desire lines to the surrounding neighbourhood. Ground floor plates are configured to integrate internal services (plant rooms, substations, bin storage, and internal bike storage) within the building footprints, eliminating external clutter and freeing up the landscape for high-quality public space.



The proposed development creates a high-density, landscape-led residential neighbourhood that integrates into the evolving fabric of Clondalkin. The masterplan shifts away from monotonous block arrangements, utilizing perimeter layouts that balance strong urban edges with high-quality, secure communal sanctuaries.

A core driver of the updated site layout is the integration of a strategic Green Link which features a segregated Bicycle Lane, which offers a significant movement opportunity and enhanced permeability for both the development and the surrounding lands.

The site layout is organized to establish a clear architectural hierarchy:

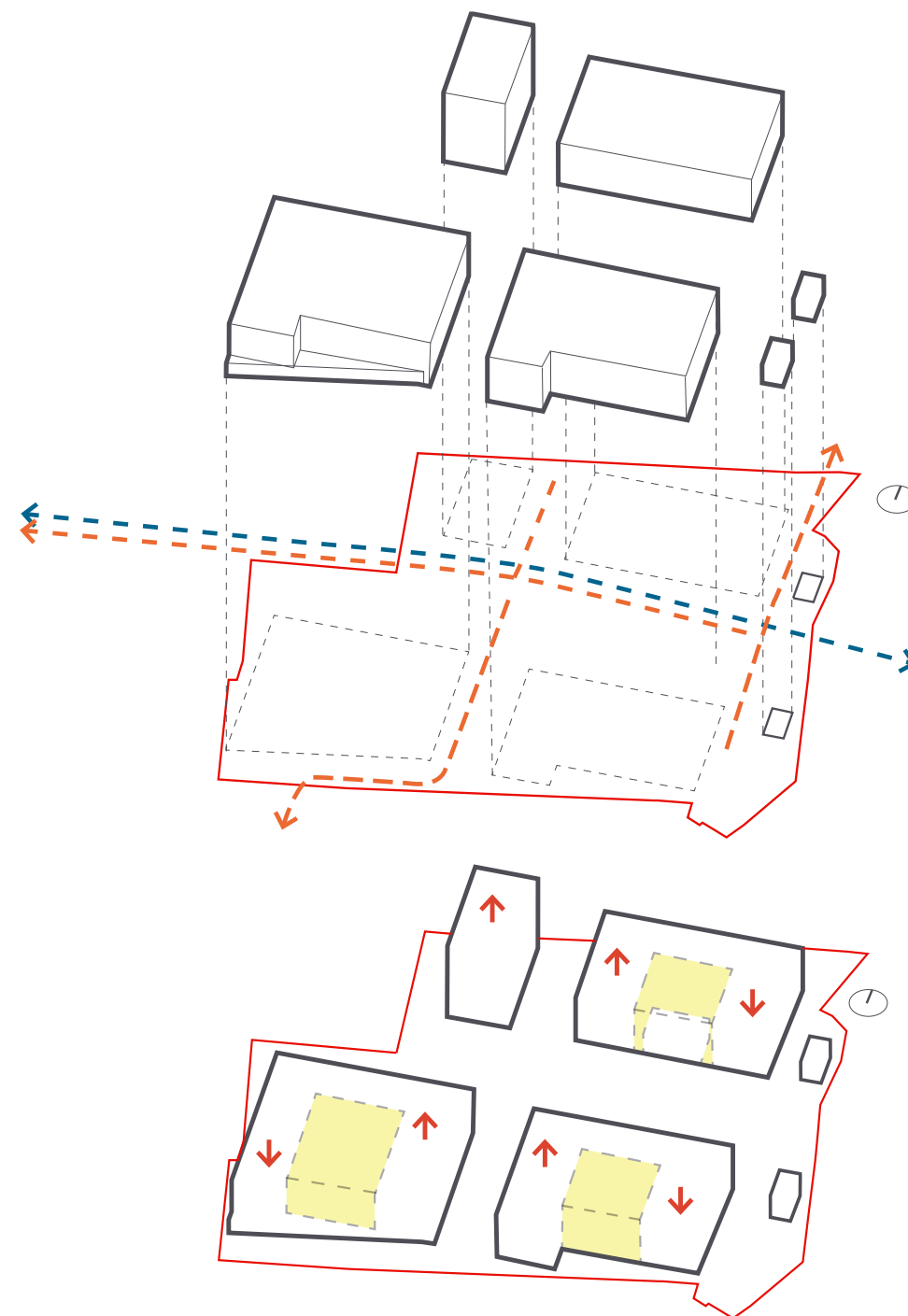
The Urban Threshold:

Positioning the tallest building volume (Block 01) along the Ninth Lock Road corridor defines a clear civic presence and acts as a visual gateway marker, while grounding the scheme along the edge of the infrastructure corridor.

The Courtyard Sanctuaries:

Medium-rise U-shaped blocks (Blocks 02, 03, and 04) frame the 46-metre separation gap, enclosing expansive, wind-sheltered communal courtyards that prioritize residential amenity and a sense of shared community.

The Human-Scale Interface: Low-rise, own-door duplex typologies (Blocks 02C, 05, and 06) are strategically placed along sensitive boundaries, standing clear of the infrastructure exclusion zones to interface softly with existing lower-density neighborhoods.



2.2 ORGANISING PRINCIPLES



GREEN NETWORK

At the heart of the proposal is a large Central Public Open Space (3,468 sqm), which equates to 16% of the total site area. In addition to this there are several communal amenity spaces proposed totalling 3,100 sqm. These areas combined with the POS bring the total open space to 30% of the subject site.

The proposed development exceeds the public open space requirement.

- Subject Site
- Public Open Space
- Communal Open Space
- Green Links
- Movement Opportunity

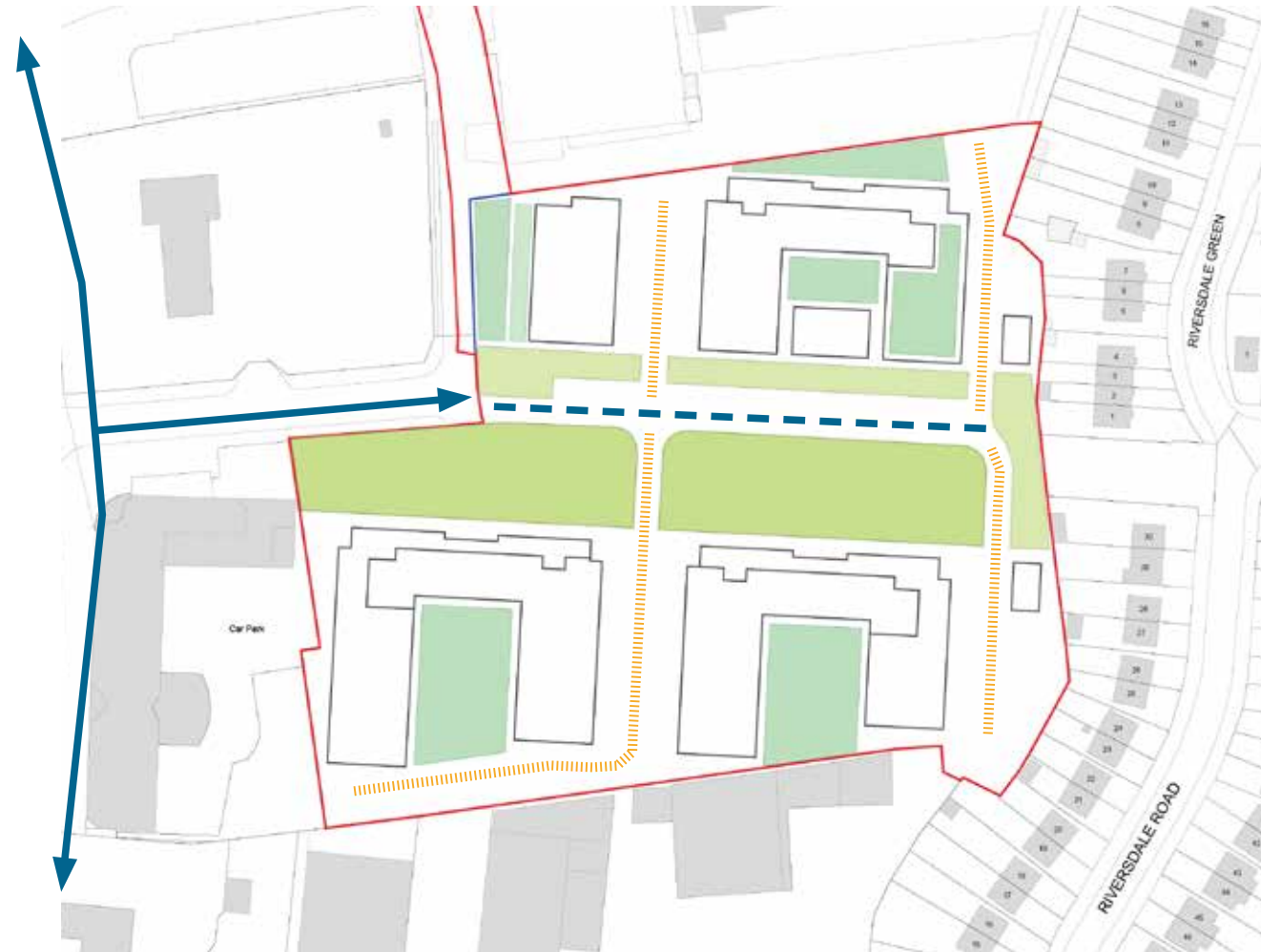


EDGES & PASSIVE SURVEILLANCE

The strategic placement of buildings and street edges provides the framework for a secure and enjoyable public realm.

The passive surveillance of streets, open space and pedestrian routes has been considered throughout and is achieved through a variety of unit types with active frontages and side entrances.

- Subject Site
- Public Open Space
- Active Frontage to Open Space
- Active Frontage to Local Streets



ROAD HIERARCHY

There is a structured hierarchy of roads serving the development ranging from regional routes to shared surface residential streets.

- Site Boundary
- Public Open Space
- Primary Route
- Internal Streets
- Shared Surfaces



BLOCK LAYOUT / URBAN GRAIN

Having due regard for the existing context the proposal consists of 4 primary blocks and makes use of courtyards and orientation to maximise permeability and passive surveillance.

A central square is proposed and overlooked by a key vertical element to deliver a sense of place within the emerging Town Centre fabric.

- Site Boundary
- Public Open Space
- Block Layout
- ✱ Nodal Building
- Key Intersection / Village Green
- Existing Urban Fabric
- Potential Future Development

03 | SDCC PLAN APPROACH - IMPLEMENTATION

3.0 QDP2 OBJECTIVE 01

Chapter 05 of the *South Dublin County Council Development Plan 2022-2028* sets out the local authority’s vision for Quality Design and Placemaking. An overarching objective of this vision is to create Successful and Sustainable Neighbourhoods. To achieve this a number specific objectives have been prepared, among these is QDP2 Objective 01 which requires that:

“To ensure that applications for new development are accompanied by a statement from a suitably qualified person detailing how ‘The Plan Approach’ has been taken into consideration and incorporated into the design of the development including the materials and finishes proposed and demonstrating how the overarching principles for the achievement of successful and sustainable neighbourhoods have been integrated as part of the design proposal.”

The “*Plan Approach*” is based on 8 key principles for the delivery of sustainable neighbourhoods. The following pages illustrate how the proposed LRD incorporates these principles within its design and seeks to contribute to the emerging neighbourhood north of Clondalkin’s historic village.



3.1 CONTEXT

Consider existing natural, cultural and built heritage features and green infrastructure elements as well as social, economic and environmental factors that impact on an area.

The proposed scheme including the urban form, the architectural expression, landscape design and infrastructural proposals has been rooted in detailed contextual analysis and are proposed to incorporate the key principles of SDCC's vision for this area having due regard for National and Local Guidance Documents and relevant Development Standards.

NATURAL

As outlined within the *Landscape Design Rationale* prepared by Austen Landscape Architects which accompanies this application, the landscape design as been infomed by a number of key drivers including Arborists' and Ecology reports. The existing brown field site is largely carpeted in concrete with little biodiversity or ecological benefit and sits at the end of a cul de sac.

The proposed design seeks to provide a landscape-led development and enhance the biodeviersity while achieving a substantially improved score on the *Green Space Factor* as required.



CGI Bird's Eye view of proposed scheme looking Southwest

CULTURAL AND BUILT HERITAGE

The proposed materiality has been informed by the built heritage of Clondalkin including structures within and the emerging townscape and the three local Architectural Conservation Areas. A refined palette is proposed incorporating select brick and render facades which allude the the architectural heritage of the area while delivering a modern residential development at an appropriate scale given the town centre location and proximity to surrounding transport links.



Carnegie Library - Monastery Road



Alms Houses Terrace



Clondalkin Round Tower & Mill Cottages

GREEN INFRASTRUCTURE

As outlined within the Site Strategy a new green link connecting the Ninth Lock Rd, the proposed scheme and the established neighbourhoods East of the subject site is a fundamental organising principle of the proposed design. This utilizes the existing setback from the ESB overhead cables to provide a large public open space and greater connectivity as outlined within the Clondalkin Local Planning Framework.

ECONOMIC AND ENVIROMENTAL

The site location benefits from proximity to local services, retail and employment zones. The subject site is an optimal location for both a large residential component and a key missing link in the form of pedestrian and cycle permeability which will enhance the wider community.

The proposed site strategy has been prepared with due regard for the enviroment, making use of the orienation to maximise daylight to all units, ensure communal and public open spaces benefit from solar gain while protecting these spaces from prevailing winds through the positioning of buildings. As part of the application a flood analysis has been carried out by *McCloy Consulting*. Their analysis demonstrates that the proposed scheme will provide a significant improvement with regard to flood mitigation for the subject site and the surrounding lands.



CGI looking east across open space toward Blocks 01 & 02

3.2 HEALTHY PLACEMAKING

Promote good urban design, which seeks to create public spaces that are vibrant, distinctive, safe and accessible and which promote and facilitate social interaction.

The proposed scheme has been designed in accordance with the key principles of urban design and seeks to create public spaces that are vibrant, distinctive, safe and accessible and which promote and facilitate social interaction.

In addition to the 8 Principles outlined within the SDCC “Plan Approach”, the Clondalkin Local Planning Framework and the core objectives of South Dublin County Council, the proposed development has been assessed with regard to the 12 criteria assessment as set out in the DoECLG urban design manual.

As outlined within Section 01 of this report Good Urban Design has been forefront throughout the design process.



Schematic Bird's Eye view looking South

-  Public Open Space
-  Communal Open Space
-  Segregated Bike Lane
-  Movement Opportunity

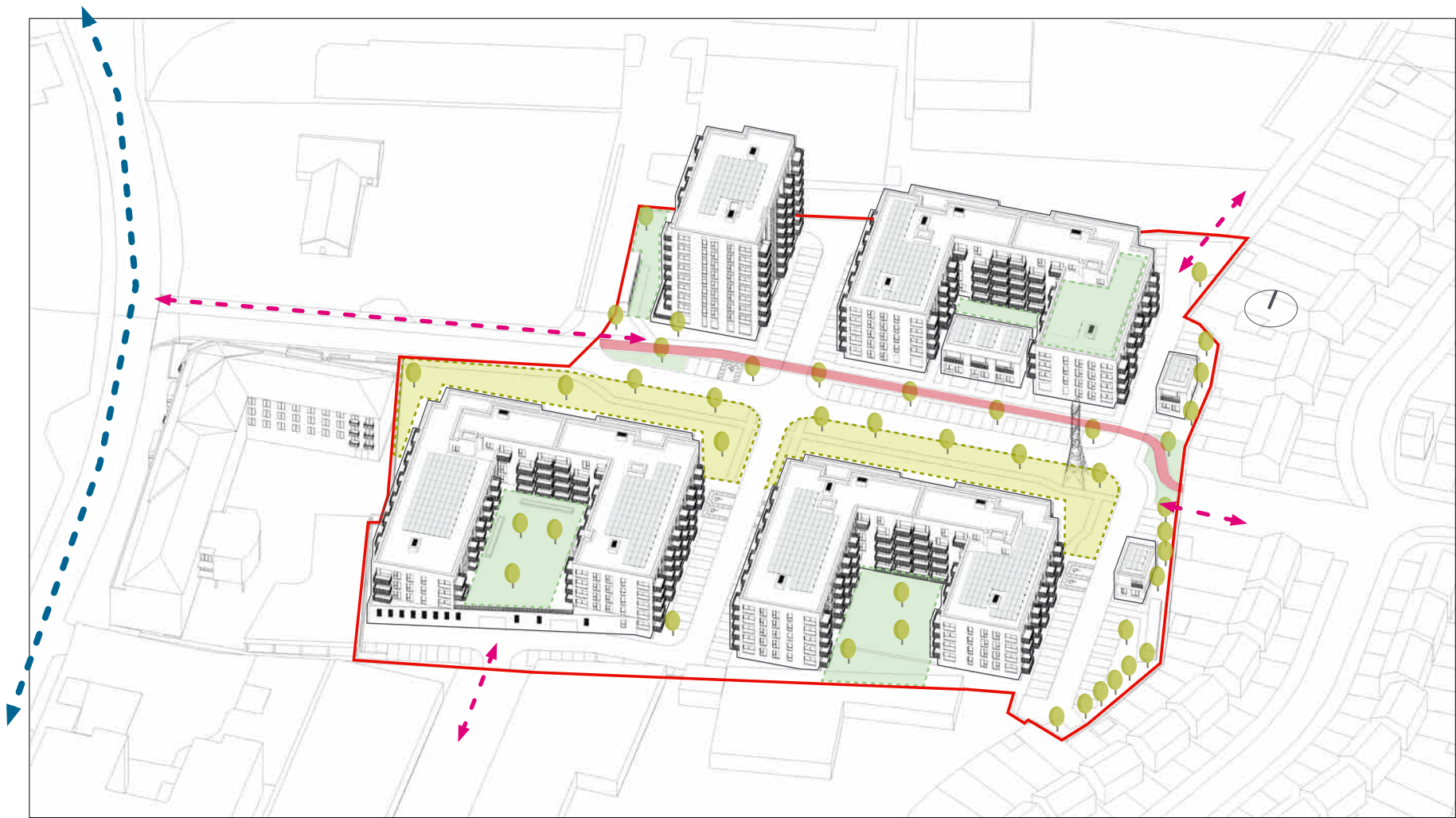
3.3 CONNECTED NEIGHBOURHOODS

Promote public transport and other transport facilities that mitigate dependence on cars, promote safe walking and cycling, while assisting with internal movements within neighbourhoods.

The development is positioned within immediate walking distance of high-frequency public transport options and regional commuter corridors.

The design seeks to expand on these opportunities and promote pedestrian and cycle activity through the introduction of a dedicated East/West green corridor that will connect Ninth Lock Road to the established neighbourhood of Riversdale to the East. In addition to this the proposed development seeks to provide (through considered planting and road design) for future movement opportunities North and South which align with SDCC's vision for the lands.

A parking ratio of 0.55 car spaces per unit has been proposed following advice received at the Stage 02 LRD meeting. This ratio takes account of public transport options and the Town Centre location which seeks to encourage less car usage. This is further informed by the Traffic and Transport Assessment carried out by GKCE Engineers which accompanies this application.



Schematic Bird's Eye view looking North

-  Public Open Space
-  Communal Open Space
-  Segregated Bike Lane
-  Movement Opportunity
-  Public Transport corridor (Ninth Lock Rd.)

3.4 THRIVING ECONOMY

Ease of access to and availability of good jobs and a good quality of life for the community at large.

The proposed scheme has been designed in accordance with the key principles of urban design which have identified the subject site's proximity to local services, commercial zones and employment zones. As noted the proposed scheme provides a missing link within the urban fabric of Clondalkin and seeks to knit the various economic uses with the established residential neighbourhoods North and East of the village core.

The proposed scheme has the potential to improve the quality of life for those in and surrounding the subject site by delivering sustainable forms of connectivity and strategically placed public open spaces that will improve the quality of life for the future residents of these lands and the surrounding communities by reducing reliance on cars, providing greater permeability and more spaces for recreation.



CGI looking west along the proposed cyclepath toward Ninth Lock Road

3.5 INCLUSIVE AND ACCESSIBLE

High quality services, community and infrastructure and open spaces accessible to all.

The proposed development includes a range of public and community services including large open spaces for recreation, a dedicated childcare facility and a key green link in addition to increased permeability for the wider community that is enhanced through the use of shared surface areas within the proposed streets.

In addition to this activation at Ground level is key to the use and success of the open spaces. Units featuring own-door access are dotted around the scheme, communal cores are strategically placed to function as nodal points which encourage social interaction while communal facilities inc. bicycle and bin storage are located to ensure regular footfall in key zones and thus increase passive surveillance.

- Public Open Space
- Communal Open Space
- Segregated Bike Lane (Green Link)
- Childcare Facility (Ground Level Block 01)
- Units featuring own-door / dual access
- Communal Access Cores



Extract of Ground Floor Diagram

3.6 PUBLIC REALM

A real sense of place, positive purpose and local distinctiveness, where buildings are not only attractive but also safe and useful with lots of green and open spaces for people to spend time, relax and play.

The proposed scheme has been designed in accordance with the key principles of urban design which seeks to deliver not only buildings but the framework for a healthy community.

This features distinctive buildings which echo the materiality of the wider Clondalkin area, generous public open space (16% of the net site area) and communal amenity spaces that exceed the required quantum as set out within National Guidelines.

The safety and security of residents and visiting users of the open spaces has been considered throughout and has informed the positioning of residential blocks, openings on facades, communal facilities and the placement of play spaces, cycle facilities and car parking.

A safe, secure, and enjoyable public realm is created by the supervision of new routes and spaces by strategically placed residential blocks. All areas of the public realm are overlooked by surrounding homes.



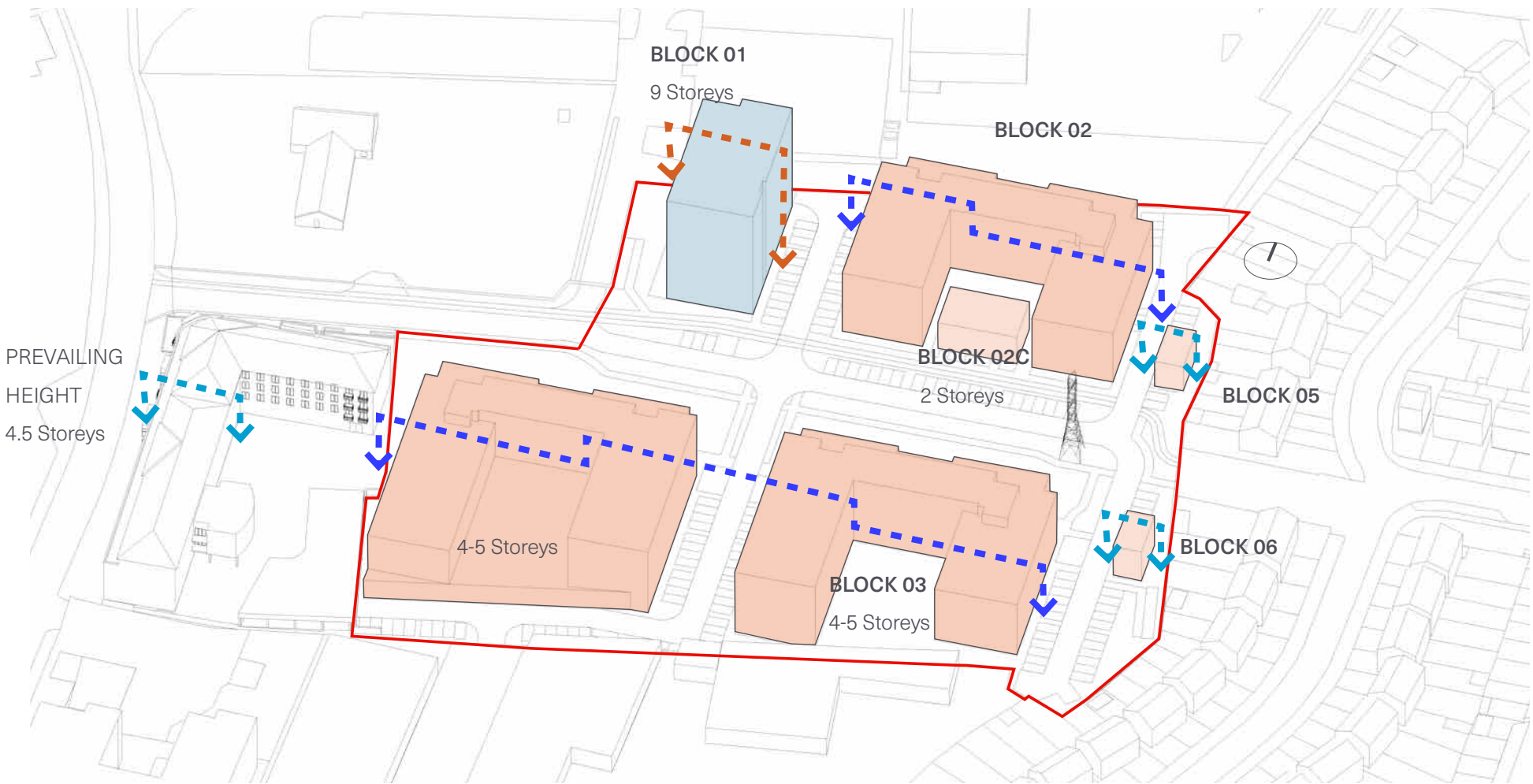
CGI looking west across open space toward Block 01

3.7 BUILT FORM AND MIX

Promotes a mix of uses with appropriate increases in density and building heights in the right locations maximising the existing transport network and existing infrastructure.

The building height strategy is calibrated to balance national density mandates with the scale of the Clondalkin neighborhood. Block 01 serves as the primary vertical marker along Ninth Lock Road, ranging from to 9 storeys. This height complies with Section 3.0 of Appendix 10 (SDCC Building Height Guide) under District/Neighbourhood Scale metrics, enhancing urban legibility within the emerging Town Centre zoned lands and anchoring the ground-floor creche.

The scheme then transitions down to 4–5 storey courtyard configurations (Blocks 02, 03, 04), terminating in 2-storey own-door duplex structures (Blocks 02C, 05, 06) with a modest parapet level of 61.190 along the sensitive low-density boundaries to prevent any adverse overshadowing or overlooking.



The scheme seeks to build upon the existing scale, massing and uses along Ninth Lock Road by respecting the prevailing heights and increasing it where appropriate. The Large Residential component is proposed to knit the established neighbourhoods to the East with the emerging commercial and residential character of Ninth Lock Road.



Bird's Eye CGI view of proposed scheme looking Northeast from Ninth Lock Road

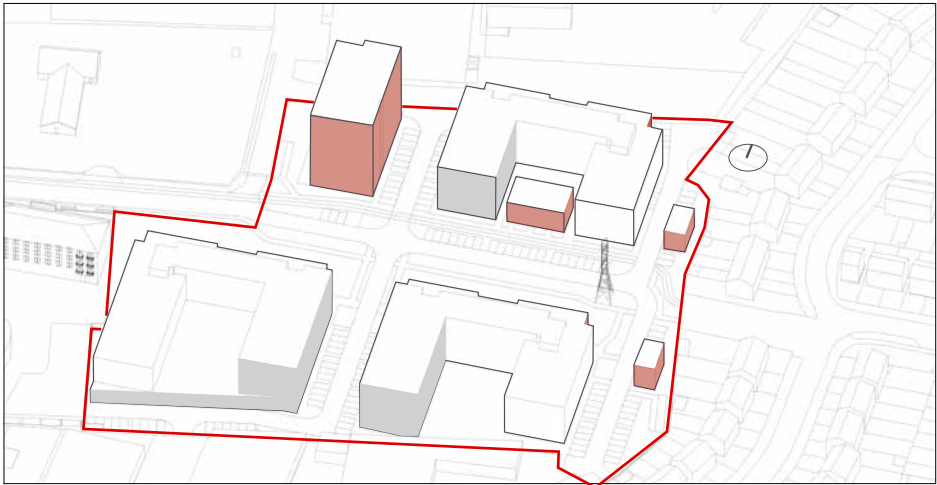
3.8 DESIGN AND MATERIALS

High quality design, materials and finishes and good quality landscaping with robust maintenance protocols for all large residential, commercial and employment developments.

The building envelopes feature a robust, low-maintenance palette of red facing brick, grey facing brick, and selected off-white render. Red brickwork is deployed strategically at key corners, active frontages, and primary entrances to visually ground the scheme while the grey brick and neutral render, reminiscent of historic local terraces is deployed to provide a robust backdrop which integrates with the landscape design to direct movement through the open spaces.

The material palette is carefully considered and seeks to link the development to the surrounding urban fabric of Clondalkin which features numerous examples of facades that combine a rustic grey stone with engineered red brick features..

A consistent structural module knits the building typologies together, creating a facade rhythm, projecting metal balconies and glazed corner Juliette configurations animate the facades and provide passive surveillance throughout.



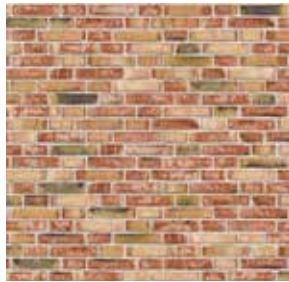
Finishing materials distribution

Red Brick

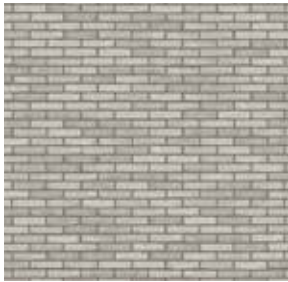
Grey Brick

Self-Coloured White Render

Reference images:



Red Brick



Grey Brick



Self-Coloured White
Render



Metal Railing Balconies



Juliette Balconies

04 | DESIGN RESPONSE TO LRD OPINION

4.0 OVERVIEW

A series of amendments have been made to the proposal since Stage 02. The following pages outline the design response to recommendations as outlined within *Section 4: Conclusion & Recommendations* of the LRD Opinion Report.

- 1.) Site Boundary extended to include service connections following coordination with SDCC
- 2.) Two-Way Cycle path now proposed North of the Central Avenue
- 3.) Perpendicular Parking reduced along Central Avenue (now featured on Northern side only to provide an increased open space South of this street)
- 4.) Undercroft Parking proposed at Ground Level in Block 04 (13no. GF units removed)
- 5.) 8no. townhouses units removed along Eastern Boundary to provide a deeper landscaped buffer to existing houses at Riversdale
- 6.) Additional Floor proposed to Block 01 and additional units proposed at Level 04 within Blocks 02-04. Net loss of 7no. units. Total units now proposed = 408no.
- 7.) Car parking allocation increased to 205no. (0.5 spaces per unit). This has been increased from 0.40 spaces per unit at pre-planning stage



Item 01

In terms of urban design and pedestrian safety and comfort, and the allowance of space for users and uses other than car parking, the quantity and arrangement of car parking in the scheme is excessive, and this is considered to constitute a constraint on residential density;

Response to Item 01

At Stage 02 a sitewide parking ratio of 0.45 spaces per unit was proposed for the development. While the recommendation within Section 04 of the LRD Opinion requests a lower parking ratio, further detail is provided within *Appendix 7 – Roads Department* where the advice suggests a higher proportion of parking is necessary:

“The applicant has proposed 161 No. car parking spaces. This would give an overall parking ratio for the site of 0.45. This would be satisfactory.

SDCC Roads would desire a parking ratio of 0.65. This is due to public transport links not fully delivered at present and are in a transition period. Roads would recommend a five-year review of the parking rates with a view to reducing the car parking provision and increasing cycle facilities where appropriate to align with better future transport mode share.

A large portion of the parking is located along the east-west link street of the site. This street is also to be designated as a future cycle route. SDCC Roads would not be in favour of this street having a “car dominated” appearance. SDCC Roads would suggest this parking were relocated away from this street.”

As such the Design team have sought to achieve a more balanced approach to both the quantum of parking and its arrangement. The revised proposal now features 0.5 parking spaces per dwelling (202no. space in total) of which 33% are located within a podium carpark at the ground level of Block 04. In addition to this the perpendicular parking along the southside of the central avenue has been removed entirely and replaced with a landscaped buffer to the public open spaces. This redesign was issued to the Local Authority for consideration.

These moves are intended to provide a safer, more inclusive environment for all users and to reduce the dominance of carparking on the streetscape. The two-way cycle path proposed is segregated from the central avenue and defined by a clear change in materiality, road markings and defensive planting as outlined within the landscape design by Austen Landscape Architecture which accompanies this application. Further information regarding the parking quantum and design can be found within the TTA prepared by GKCE Engineers to support this application.

Item 02

In relation to residential density, the net site area (which indicates the appropriate density under the Residential Development and Compact Settlement Guidelines 2024) should exclude the area in which development is restricted due to presence of overhead cables. This may indicate that a reduction in residential density is appropriate.

Response to Item 02

In accordance with the guidance for Residential Development and Compact Settlement Guidelines 2024 lands required for infrastructural connections to services beyond the subject site and lands where development is restricted due to the presence of overhead cables within the subject site have been excluded from density calculations.

This results in a Net Site Area of 2.2 Hectares and a residential density of 185 Units per Hectare which is deemed acceptable under the S.28 Guidelines; *DoHLGH Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities*.

-  Application Boundary - 2.66 H
-  Net Site Area - 2.20 H
-  Lands Excluded - 0.46 H



Item 03

The site's red line boundary should be extended to take in the access road to the west, to better configure the junction at the site access, and to provide for improvements to the public realm west of the site.

Response to Item 03

Following further coordination with the Local Authority and adjoining landholders, letters of consent could not be obtained for this section of road. The Oakfield Cul de Sac is not taken in charge. The redline has therefor been amended to make service connections North to the Nangor Rd. while street and cyclepath upgrades are limited to lands within the applicant's control.

Item 04

A more generous provision should be provided for the main east-west pedestrian and cyclist route through the site, facilitating a link to the east with a safe, comfortable and open character.

Response to Item 04

The off-street cyclepath has been carefully integrated into the landscape design and is a core element of the proposed scheme. This feature has been designed in accordance with DMURs and the NTA cycle design guidance. Street planting and visitor cycle parking are located along this green corridor while it is overlooked by own-door units and balconies which ensure passive security. While the cycle path is 3m wide it sits within an 8m landscaped corridor that will ensure a safe and enjoyable space for all users.



Item 05

Landscape and Visual Impact Assessment should be submitted including photomontages and CGIs which show the entire scheme and accurately depict the proposals.

Response to Item 05

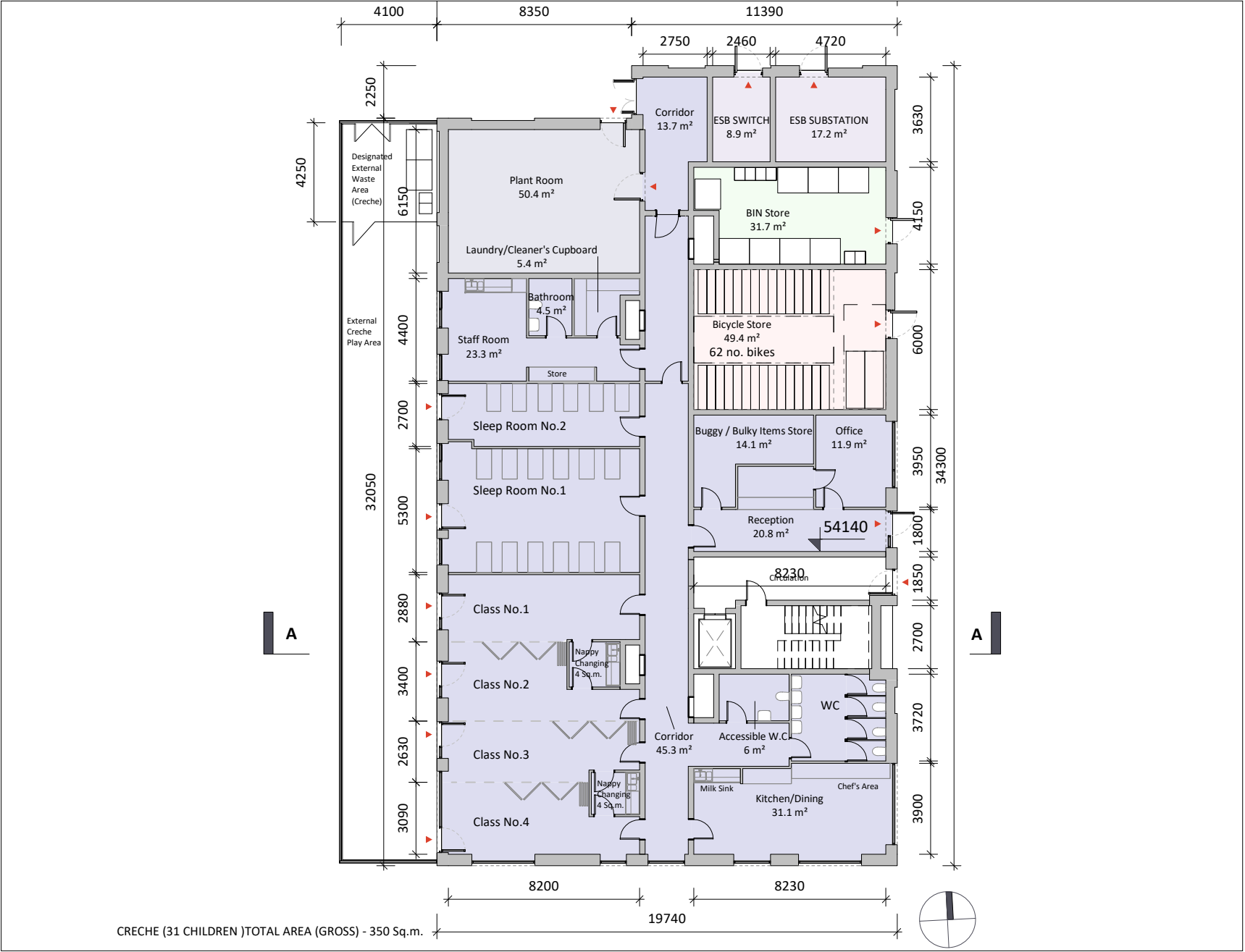
A Landscape and Visual Impact Assessment has been carried by Digital Dimensions and is included within the planning submission.

Item 06

A revised Social Infrastructure Audit providing details on current capacity/no. of spaces available within the 18no. existing creche facilities within a 2km radius of the proposed development site. A creche to serve the childcare need of the proposed development of 43no. spaces should be provided and evidence of thorough consultation with the South Dublin Childcare Committee submitted along with floor plans and the proposed design, usability and boundary treatments of the open space for the creche.

Response to Item 06

A revised Social Infrastructure Audit has been carried out as part of this application. Based on the findings of this audit and further consultations with the SDCC Childcare Committee the childcare facility has been amended to cater for 31no. children and the internal configuration has been designed to meet the specific requirements suggested by the childcare officer. Boundary treatments for the creche play areas can be found within the landscape drawings prepared by Austen Landscape Architects.



CRECHE SCHEDULE

ROOM NAME	AREA (sq.m.)	CHILD TYPE	AREA PER CHILD (sq.m.)	TOTAL CHILDREN	STAFF RATIO	No. OF STAFF
CLASS No.1	22.8 Sq.m.	0 - 1 YEARS	3.5 Sq.m.	6	1 TO 3	2
CLASS No.2	21.16 Sq.m.	1 - 2 YEARS	2.8 Sq.m.	7	1 TO 5	2
CLASS No.3	21.15 Sq.m.	2 - 3 YEARS	2.35 Sq.m.	9	1 TO 5	2
CLASS No.4	21.15 Sq.m.	3 - 6 YEARS	2.35 Sq.m.	9 (11 SEASONAL)	1 TO 11	1
SLEEP ROOM No.1	43 Sq.m.	TODDLER	3.52 Sq.m.	12 COTS	-	
SLEEP ROOM No.2	22 Sq.m.	BABY	3.52 Sq.m.	6 COTS	-	
TOTAL:	-	-	-	31	-	7

Cycle Parking 31 no. Children and 7 no. Staff: Long Term: 1no. and Short Term: 3no.
Car Parking Parking: 1 per 8 children / 1 per staff member

Item 07

Inactive facades and material treatment of facades should be reconsidered as per the recommendations in this report. Revised floor plans and updated CGIs showing same should be submitted.

Response to Item 07

Following the Stage 02 meeting the scheme has undergone a thorough redesign. Facades have been amended to reflect a robust material strategy as outlined within Section 3.8 of this report.

Amendments have been made to the position of opes, new opes have been added to corner units and further articulation of the facade materials has been undertaken to create a distinctive architectural approach that is rooted in contextual analysis. These moves provide greater passive surveillance to all public areas and more animated facades.

The use of two brick types and varied brick bonds establishes a clear architectural rhythm across the proposed scheme. At the heart of the development, the four primary blocks overlook the central intersection and open space. Brick is expressed at prominent corners to reinforce this sense of enclosure and civic presence.

Within the internal courtyards and between the brick volumes, neutral render introduces a lighter, brighter and more domestic character for residents. This considered material variation provides visual interest and establishes a clear architectural language, distinguishing the more public edges and civic spaces from the quieter, private residential areas.

These changes are illustrated within the architectural drawing pack, the body of this report and within the CGI and Photomontage booklet prepared by Digital Dimensions to support the LRD Application.



Item 08

Revised, clear and coherent Housing Quality Assessment and Schedule of Accommodation are required. These should demonstrate full compliance with the relevant guidelines. The applicant should satisfy themselves that they are complying with the most relevant Apartment guidelines at the time of making an application.

Response to Item 08

A comprehensive set of shedules including a Housing Quality Assessment and Schedule of Accommodation have been prepared to demonstrate compliance with the relevant guidelines including;

- DoHLGH Planning Design Standards for Apartments Guidelines for Planning Authorities, 2025 which provides the framework for the HQA
- DoHLGH Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities which is the basis for site statistics within the SoA

These documents have been provided within the architectural pack, numbers: 25018-OMP-XX-XX-SA-A-6002_Housing Quality Assessment & 25018-OMP-XX-XX-SA-A-6001_Schedule of Accommodation. A copy of the SoA is included within this document for ease of reference.

The HQA should be read in conjunction with unit type drawings: 25018-OMP-ZZ-ZZ-DR-A-1001, 25018-OMP-HT01-ZZ-DR-A-1011 & 25018-OMP-HT01-ZZ-DR-A-1012

Item 09

Updated sunlight and daylight assessment is required to account for any design changes. The applicant should provide reasonable justification for the 2no. areas of proposed open space that do not meet the Sun on Ground daylight requirements.

Response to Item 09

An updated sunlight and daylight assessment has been carried out by *Digital Dimensions* as part of this application which captures the revised design. The open space strategy has been revised since Stage 02 due in part to the relocation of parking away from the central avenue. In addition to this a new communal amenity space has been provided in the form of a roof terrace atop Block 2B bringing the total communal amenity area to 3,100sqm. The open space strategy is further outlined within Digital Dimensions commentary which takes account for the site constraints, the large public open space and communal amenity provision which exceeds the required area provision;

“This are a variety of public and communal open spaces provided in this development. There is a large central area of public open space. It’s position is constrained by route of electrical supply cables and pylons. The north side of the central access road provides a cycle route and pedestrian connection to the existing neighbouring housing estate. The area weighted average to these areas meets the recommendations of the BRE guidelines BR209:2022. While there are some areas, which in themselves do not have high levels of sunlight, each block has an area of communal open space with high levels of sunlight. Overall, the proposed development meets the recommendations for sunlight in the BRE guidelines BR209:2022.”

Item 10

Revised Architectural Design Statement to show how the 8 key principles underpinning ‘The Plan Approach’ has been taken into consideration within the proposed design, and reconsider the design as necessary to incorporate any revisions required to meet this approach.

Response to Item 10

Chapter 03 of this report illustrates how the 8 key principles underpinning “The Plan Approach” have been considered within the proposed design. A number of amendments have been made to the scheme in response to this and the feedback received as part of the LRD Opinion following the S.32B meeting.

Item 11

The applicant should detail compliance with the relevant policies and objectives of the Clondalkin Local Planning Framework as well as include details of how the scheme will integrate and reflect the historic Clondalkin Village.

Response to Item 11

The proposed development has been designed in accordance with the Clondalkin Local Planning Framework and takes inspiration from the materiality and layout of Clondalkin Village. Details of how the scheme complies with the relevant policies and objectives of the LPF can be found within the Planning Report and the Statement of Consistency prepared by Downey Planning to support this application.

Item 12

The applicant should provide calculations and breakdown of the public open space within the proposed site area, displaying compliance with Table 12.11 and COS5 Objective 4,5 and 6 of the South Dublin Development Plan 2022-2028.

Item 13

The applicant should ensure compliance with the relevant standards for communal amenity space overall, and block by block.

Response to Items 12 & 13

The adjoining Diagram illustrates how the Public and Communal Open Spaces are distributed and calculated within the site:

- 1.) POS - 1,748 sqm
- 2.) POS - 1,720 sqm
- 3,648 (16% of Net Site Area)**
- 3.) COS - 360 sqm
- 4.) COS - 355 sqm
- 5.) COS - 265 sqm
- 6.) COS - 475 sqm
- 7.) COS - 765 sqm
- 08.) COS - 690 sqm
- 09.) COS - 190 sqm
- 3,100 sqm**

The scheme is comprised of 24no. Studios, 230no. 1 Beds, 149no. 2Beds (3p) & 5no. 3 Bed (5p) units. The DoHLGH Planning Design Standards for Apartments Guidelines for Planning Authorities, 2025 requires 1,979 sqm in total when applied for this quantum and mix.

The proposed scheme exceeds this requirement and features adequate communal amenity per block this is also detailed within the SoA.



Item 14

The proposed development shall have to deliver an adequate quantum of public open space as per County Development Plan policy, and in calculating this quantum the applicant must be clear in excluding those areas that have already been counted towards provision on other sites, i.e. that double-counting is not taking place. The applicant should demonstrate compliance with all relevant standards in the County Development Plan, including the relevant special local objectives, the on-site requirements in Table 8.1 of the Plan, and the requirement to deliver 2.4 ha. of public open space per 1,000 of population, on or off-site as per the requirements of the County Development Plan.

Response to Item 14

The proposed development has been designed to deliver 16% publicly accessible open space which exceeds the minimum requirement for a site of this nature as per the SDCC Development Plan and per the requirements of the S.28 DoHLGH Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities.

In addition to the public open space a strategic green link is proposed to connect the Ninth Lock Road, the subject site and residential developments to the immediate east via active travel which is in line with the Clondalkin Local Planning Framework and SDCC’s broader vision for this area. Further information on this proposal can be found on page 12-13 of this report.

Details of compliance with the relevant standards in the County Development including the relevant special local objectives can be found within the *Statement of Compliance* which has been prepared by *Downey Planning & Architecture* as part of this application.

Item 15

Green Space Factor - The applicant shall submit a GSF calculation detailing how they have achieved the appropriate minimum Green Space Factor (GSF) scoring established by their land use zoning. This is to be accompanied by a green infrastructure map detailing all existing and proposed green infrastructure features on site and the surrounding area.

Item 16

Details of play spaces - The playspace shall adhere to the guidelines set out in SDCC’s Play Policy. 1 LAP and 2 LEAPS are required for 415 residential units

Item 17

Response to recommendations of Roads, Parks, Water Services, and Uisce Éireann.

Response to Items 15 - 17

A Green Space Factor has been submitted as part of this application. Details of this calculation, associated documents and details of the proposed play spaces can be found within the Landscape Design pack as prepared by *Austen Landscape Architecture*.

Responses to the recommendations of Roads, Parks, Water Services and Uisce Éireann can be found within the Civils, Landscape Architecture and Planning packs that accompany this submission.

05 | SCHEDULES / REPORTS

5.1 SCHEDULE OF ACCOMMODATION

Sitewide Summary																
Total Red Line Area:	2.66 Ha															
Total Ownership Boundary Area:	2.3 Ha															
Net Site Area:	2.2 Ha															
Total Ground Floor Area:	8061 sq.m.															
Total Gross Floor Area:	31853.0 sq.m.															
Plot Ratio: (Gross Site Area)	1.19 (31853 sq.m. / 26600 sq.m.)															
Plot Ratio: (Net Site Area)	1.44 (31853 sq.m. / 22000 sq.m.)															
Site Coverage: (Gross Site Area)	30.30%															
Site Coverage: (Net Site Area)	36.60%															
Apartments Dual Aspect Ratio:	44%															
Density (Net Site Area)	185/UpH															
	Proposed:	Required:														
Communal Open Space Area:	3100		1979													
Public Open Space Area:	3468	(16%)	10-15% Site Area													
Demolition Area	10368															
Site Totals 408 Units																
Blocks	Studio	1 Bed	2 Bed (3p)	Duplex (3b5p)	Total Units	Bedrooms	Bedspaces	Dual Aspect	Dual+ %	NIA	Efficiency	Resi GIA	Non-Resi GIA	Total GIA	Resi Acillary (incl. in Resi GIA)	
10	24	230	149	5	408	543	980	180	44%	22698.2	71.3%	29726.5	2126.5	31853	1194.7	
Block 02C (B02C)																
Level	Studio	1 Bed	2 Bed (3p)	Duplex (3b5p)	Total Units	Bedrooms	Bedspaces	Dual Aspect	Dual+ %	NIA	Efficiency	Resi GIA	Non-Resi GIA	Total GIA	Resi Ancillary (incl. in Resi GIA)	
00				3	3	9	15	3	100%	291.8	97.30%	167.3		167.3		
01												132.7		132.7		
Totals:				3	3	9	15	3	100%	291.8	97.3%	300	N/A	300	N/A	
Block 05 (B05)																
Level	Studio	1 Bed	2 Bed (3p)	Duplex (3b5p)	Total Units	Bedrooms	Bedspaces	Dual Aspect	Dual+ %	NIA	Efficiency	Resi GIA	Non-Resi GIA	Total GIA		
00				1	1	3	5	1	100%	97.3	99.90%	54.3		54.3		
01												43.1		43.1		
Totals:				1	1	3	5	1	100%	97.3	99%	97.4	N/A	97.4	N/A	
Block 06 (B06)																
Level	Studio	1 Bed	2 Bed (3p)	Duplex (3b5p)	Total Units	Bedrooms	Bedspaces	Dual Aspect	Dual+ %	NIA	Efficiency	Resi GIA	Non-Resi GIA	Total GIA		
00				1	1	3	5	1	100%	97.3	99.90%	54.2		54.2		
01												43		43		
Totals:				1	1	3	5	1	100%	97.3	99%	97.2	N/A	97.2	N/A	
Block 01 64 Units																
Level	Studio	1 Bed	2 Bed (3p)	Duplex (3b5p)	Total Units	Bedrooms	Bedspaces	Dual Aspect	Dual+ %	NIA	Efficiency	Resi GIA	Non-Resi GIA	Total GIA	Resi Ancillary (incl. in Resi GIA)	
00												201.8	388.5	590.3	164.6	
01		4	4		8	12	20	4	50%	494.7	81.9%	603.7		603.7		
02		4	4		8	12	20	4	50%	494.7	81.9%	603.7		603.7		
03		4	4		8	12	20	4	50%	494.7	81.9%	603.7		603.7		
04		4	4		8	12	20	4	50%	494.7	81.9%	603.7		603.7		
05		4	4		8	12	20	4	50%	494.7	82%	603.6		603.6		
06		4	4		8	12	20	4	50%	494.7	81.9%	603.7		603.7		
07		4	4		8	12	20	4	50%	494.7	81.9%	603.7		603.7		
08		4	4		8	12	20	4	50%	494.7	81.9%	603.7		603.7		
Totals:		32	32		64	96	160	32	50%	3957.6	73%	5031.3	388.5	5419.8	164.6	
Block 02A 61 Units																
Level	Studio	1 Bed	2 Bed (3p)	Duplex (3b5p)	Total Units	Bedrooms	Bedspaces	Dual Aspect	Dual+ %	NIA	Efficiency	Resi GIA	Non-Resi GIA	Total GIA	Resi Ancillary (incl. in Resi GIA)	
00		5	4		9	13	22	3	33%	522	63%	828		828	137.1	
01	4	6	4		14	14	32	5	36%	691.5	82%	843.5		843.5		
02	4	6	4		14	14	32	5	36%	691.5	82%	843.5		843.5		
03	4	6	4		14	14	32	5	36%	691.5	82%	843.5		843.5		
04		7	3		10	13	23	5	50%	553.8	80.1%	691.5		691.5		
Totals:	12	30	19		61	68	141	23	38%	3150.3	77.8%	4050	N/A	4050	137.1	

Block 02B| 53 Units

Level	Studio	1 Bed	2 Bed (3p)	Duplex (3b5p)	Total Units	Bedrooms	Bedspaces	Dual Aspect	Dual+ %	NIA	Efficiency	Resi GIA	Non-Resi GIA	Total GIA	Resi Ancillary (incl. in Resi GIA)
00		5	4		9	13	22	3	33%	521.8	63.1%	827.1		827.1	137.2
01	4	6	4		14	14	32	5	36%	690.8	82%	842.3		842.3	
02	4	6	4		14	14	32	5	36%	690.8	82%	842.3		842.3	
03	4	6	4		14	14	32	5	36%	690.8	82%	842.3		842.3	
04		1	1		2	3	5	1	50%	122.6	60.3%	203.3		203.3	
Totals:	12	24	17		53	58	123	19	36%	2716.8	76.4%	3557.3	N/A	3557.3	137.2

Block 03A| 65 Units

Level	Studio	1 Bed	2 Bed (3p)	Duplex (3b5p)	Total Units	Bedrooms	Bedspaces	Dual Aspect	Dual+ %	NIA	Efficiency	Resi GIA	Non-Resi GIA	Total GIA	Resi Ancillary (incl. in Resi GIA)
00		8	3		11	14	25	3	27%	579.4	60.3%	960.2		960.2	169.8
01		8	6		14	20	34	7	50%	786.3	80.4%	977.8		977.8	
02		8	6		14	20	34	7	50%	786.4	80.4%	977.8		977.8	
03		8	6		14	20	34	7	50%	786.4	80.4%	977.8		977.8	
04		8	4		12	16	28	5	42%	669.2	78.7%	850.8		850.8	
Totals:		40	25		65	90	155	29	45%	3607.7	76%	4744.4	N/A	4744.4	169.8

Block 03B| 47 Units

Level	Studio	1 Bed	2 Bed (3p)	Duplex (3b5p)	Total Units	Bedrooms	Bedspaces	Dual Aspect	Dual+ %	NIA	Efficiency	Resi GIA	Non-Resi GIA	Total GIA	Resi Ancillary (incl. in Resi GIA)
00		6	3		9	12	21	3	33%	486.6	60.7%	802.1		802.1	147.6
01		7	5		12	17	29	7	58%	674.1	82%	822		822	
02		7	5		12	17	29	7	58%	674.1	82%	822		822	
03		7	5		12	17	29	7	58%	674.1	82%	822		822	
04		1	1		2	3	5	1	50%	125.7	60.9%	206.4		206.4	
Totals:		28	19		47	66	113	25	53%	2634.6	75.8%	3474.5	N/A	3474.5	147.6

Block 04A| 53 Units

Level	Studio	1 Bed	2 Bed (3p)	Duplex (3b5p)	Total Units	Bedrooms	Bedspaces	Dual Aspect	Dual+ %	NIA	Efficiency	Resi GIA	Non-Resi GIA	Total GIA	Resi Ancillary (incl. in Resi GIA)
00		2	1		3	4	7			165.9	10.2%	642	988.4	1630.4	290.4
01		11	5		16	21	37	6	38%	863.5	79.8%	1082.1		1082.1	
02		10	6		16	22	38	7	44%	876.9	80.7%	1086.9		1086.9	
03		10	6		16	22	38	7	44%	876.9	80.7%	1086.9		1086.9	
04		1	1		2	3	5	1	50%	124.5	60.9%	204.5		204.5	
Totals:		34	19		53	72	125	21	40%	2907.7	57.1%	4102.4	988.4	5090.8	290.4

Block 04B| 60 Units

Level	Studio	1 Bed	2 Bed (3p)	Duplex (3b5p)	Total Units	Bedrooms	Bedspaces	Dual Aspect	Dual+ %	NIA	Efficiency	Resi GIA	Non-Resi GIA	Total GIA	Resi Ancillary (incl. in Resi GIA)
00		5	1		6	7	13	1	17%	303.4	22.5%	597.7	749.6	1347.3	148
01		10	4		14	18	32	6	43%	752.3	79.5%	946.8		946.8	
02		9	5		14	19	33	7	50%	765.8	80.4%	952		952	
03		9	5		14	19	33	7	50%	765.8	80.5%	950.8		950.8	
04		9	3		12	15	27	5	42%	649.8	78.8%	824.7		824.7	
Totals:		42	18		60	78	138	26	43%	3237.1	64.5%	4272	749.6	5021.6	148

Block 01		Creche					
Level		NIA	Efficiency	Non-Resi GIA	Total GIA		
0		350	100.00%	350	350		
Totals:		350	100.00%	350	350		
Podium Car Park							
Block 4		Car Spaces	Motorbike Spaces	NIA	Efficiency	Non-Resi GIA	Total GIA
0		62	2	1770	100.00%	1770	1770
Totals:		62	2	1770	100.00%	1770	1770
Car Parking Schedule							
No. Spaces							
External Car Parking Spaces		140					
icnl. 18no. EV Car Parking Spaces							
icnl. 7no. Accessible Car Parking Spaces							
Podium (Block 04) Car Parking Spaces		62					
icnl. 6no. EV Car Parking Spaces							
icnl.2 no. Accessible Car Parking Spaces							
Total Parking Spaces:		202					
Motorbike Parking Schedule							
Total Motorbike Parking Spaces (Podium Block 04) :		2					
Bicycle Parking							
Long Term(1 per bedroom):							
Storage Location	Double Stacker	Cargo Bike	Sheffield Stand	Area (Gross) m2:			
External Bike Store No.1	60			31			
External Bike Store No.2	60			31			
Block 01	60	2					
Block 02A	64	1					
Block 02B	64	1					
Block 03A	60	1					
Block 03B	56	1					
Block 04A	52	5					
Block 04B	58	3					
incl. 1x Creche Term Stay Space							
Total:	534	14					
Total Long Stay Bike Parking Spaces:		548					
Short Term (1 per 2 apartments):							
Short Term Bike Parking Spaces Provided			204				
icnl. 3x Creche Short Term Space							
Total (Long Term and Short Term) Bike Parking Spaces:		752					

5.2 DOECLG URBAN DESIGN MANUAL

This design has been developed with regard to South Dublin County Council’s objectives, the Clondalkin Local Planning Framework as well as the 12 criteria assessment as set out in the DoECLG urban design manual:

1. CONTEXT:

How does the development respond to its surroundings?

2. CONNECTIONS:

How well connected is the new development/ neighbourhood?

3. INCLUSIVITY:

How easily can all people use and access the development?

4. VARIETY:

Does the development promote a good mix of uses and/or typologies?

5. EFFICIENCY:

How does the development make use of resources, including land?

6. DISTINCTIVENESS:

How does the proposal create a sense of place?

7. LAYOUT:

How does the proposal create people friendly streets and places?

8. PUBLIC REALM:

How safe, secure and enjoyable are the public areas?

9. ADAPTABILITY:

How will the development cope with change?

10. PRIVACY AND AMENITY:

How does the scheme provide a decent standard of amenity?

11. PARKING:

How will parking be made secure and attractive?

12. DETAILED DESIGN:

How well thought through is the building landscape design?

12 CRITERIA IMPLEMENTATION ASSESSMENT

01. CONTEXT:

How does the development respond to its surroundings?

The design approach is informed by a number of opportunities and constraints including existing patterns of development, materiality, local movement patterns and SDCC’s vision for the surrounding area.

The existing character of the site has been retained where possible and the design seeks to improve upon the existing urban context by knitting together key parts of the local context to deliver a more cohesive neighbourhood.

02. CONNECTIONS:

How well connected is the new development/ neighbourhood?

The site layout represents a landscape-led, ‘ground up’ organisation of development. It is structured by a clear hierarchy of primary and secondary street networks designed with reference to DMURS.

Connections to local amenities and the wider context have been considered with regard to pedestrian, cyclist and vehicular networks as shown in the organizing principles.

03. INCLUSIVITY:

How easily can all people use and access the development?

The secondary street and green networks prioritise access for all, with the public realm based on a concept of pedestrian and cycle connectivity. This can be seen in the treatment of thresholds and access routes throughout.

These design intentions are echoed in the Landscape Report and in the treatment of surfaces to public, semi private and private zones.

04. VARIETY:

Does the development promote a good mix of uses and/or typologies ?

This development includes studios, variations of 1 & 2 bed apartments and 2no. types of walk-up duplexes apartments. Detailed drawings of these typologies can be found in the Architectural Drawing Pack and the associated Housing Quality Assessment.

05. EFFICIENCY:

How does the development make use of resources, including land?

The proposed development is located on an undeveloped, *Town Centre* zoned site within walking distance of Clondalkin Village. The proposal makes efficient use of the land resource by applying an appropriate residential density of 185 dwellings per hectare. 15% publicly accessible open space is proposed which achieves the statutory guidelines.

The layout and orientation of the scheme are proposed to have due regard for aspect and views while ensuring that dwellings and open space receive sufficient natural light year round. A detailed Daylight, Sunlight and Overshadowing Study has been carried out by *Digital Dimensions* to accompany this application.

06. DISTINCTIVENESS:

How does the proposal create a sense of place?

The proposed layout will create a sense of place through the creation of new spaces while respecting the existing fabric of the site and its adjoining developments.

The proposed development will have a distinctive sense of place owing to the considerations outlined in the Design Response section of this document.

07. LAYOUT

How does the proposal create people friendly streets and places?

The routes within the site and beyond follow desire lines through the public open spaces and connect the key local amenities such as nearby amenities and commercial centres and residential neighbourhoods via improved secondary networks centred on pedestrian and cycle use.

Public open spaces, shared surfaces and designated pedestrian links are proposed to create a thoroughly inclusive public realm.

08. PUBLIC REALM:

How safe, secure and enjoyable are the public areas?

A safe, secure, and enjoyable public realm is created by the supervision of new routes and spaces by strategically placed residential blocks. All areas of the public realm are overlooked by surrounding homes. The detailing of thresholds between these public spaces and the private outdoor areas to all units have been considered and are further detailed in the Landscape Report prepared by Austen Landscape Architects.

Play areas are proposed at strategic locations within the open spaces and are overlooked by nearby homes. The scheme includes multiple typologies that offer passive surveillance through the use of active elevations and communal uses at ground floor level.

09. ADAPTABILITY:

How will the development cope with change?

All of the proposed dwellings meet or exceed the standards for residential unit design. The development provides a mix of 1 and 2 bed units that can be reconfigured to adapt to the changing life cycles and personal needs of residents.

Units have been configured to provide flexibility for the future residents, giving them the ability to adapt to future life events and changing circumstances.

10. PRIVACY AND AMENITY:

How does the scheme provide a decent standard of amenity?

All residential units include a private amenity which meets or exceeds the requirements of the local / national standards including: DHPLG Section 28 Sustainable Urban Housing: Design Standards for New Apartments, DEHLG Quality Housing for Sustainable Communities and the SDCC Development Plan 2022-2028.

The development provides for adequate separation distances between blocks while the thresholds between private and public spaces have been carefully considered and developed.

In addition to the required open space which this development achieves, a wider green network is proposed to promote the use of cycle and pedestrian activity and improve the natural amenity of the wider area. All open spaces are overlooked by nearby homes and provide safe amenity for users.

11. PARKING:

How will parking be made secure and attractive?

Bicycles:

Designated cycle parking spaces are to be provided for all apartments and duplexes. The quantum of spaces is outlined within the Schedule of Accommodation. Long stay parking is provided within secure stores within all blocks and in several standalone bicycle parking structures. Short stay (visitor) spaces are provided via *Sheffield Stands* that are strategically placed throughout the scheme and coordinated with the landscape design.

Cars:

A total of 202 no. car parking spaces are provided including accessible spaces. Selected car spaces proposed are Electric vehicle charging spaces as required, these are further outlined within the TTA prepared by *GKCE Engineers*.

12. DETAILED DESIGN:

How well thought through is the building landscape design?

The proposed design has been subject to extensive collaboration between the design team and is based on consultations with the Local Planning Authority. The architectural design rationale is explained in this document prepared by O'Mahony Pike Architects. The landscape design is set out in the Landscape Report prepared by *Austen Landscape Architects*.