



## DESIGN STATEMENT

JUNE 2026

WOODBROOK : DART GATEWAY  
FOR AEVAL UNLIMITED COMPANY

 mahony pike

**Project:** Woodbrook : Dart Gateway  
**Location:** Woodbrook  
**Client:** Aeval Unlimited Company  
**Doc. Title:** Design Statement  
**Doc. No.:** 1618G-OMP-XX-XX-PP-A-9006

**Proj. No.:** 1618G  
**Proj. Lead:** SD  
**Created by:** MN  
**Doc. Purpose:** For Planning  
**Revision:** C01, A3

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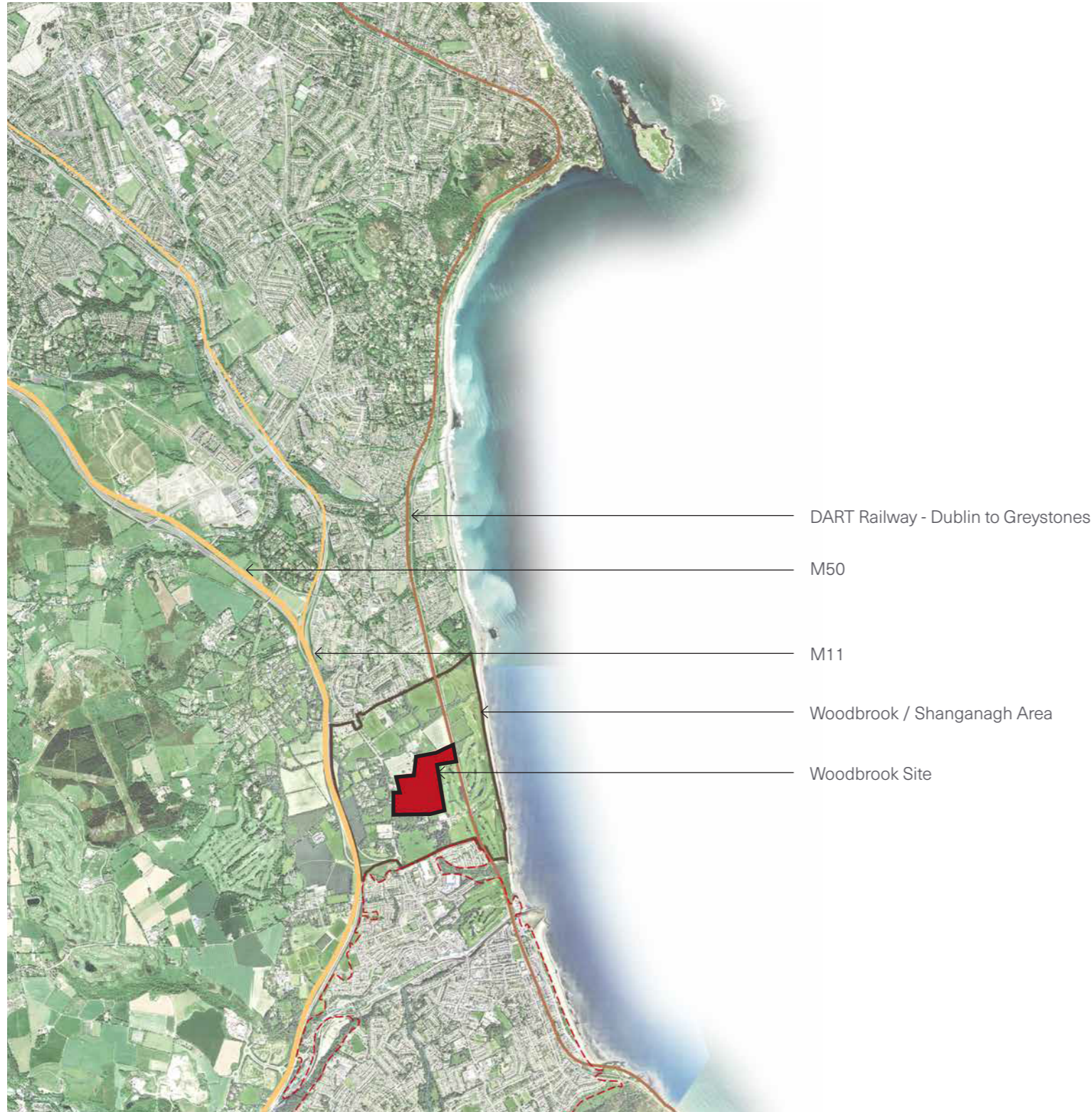
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# CONTENTS

<b>01   INTRODUCTION</b>	<b>4</b>
LOCATION	5
PHASE 1 SHD PERMISSION	6
PERMITTED PHASE 1 SHD SITE PLAN	7
PERMITTED PHASE 2 LRD: SITE PLAN	8
PERMITTED PHASE 2 LRD: BIODIVERSITY	9
AERIAL VIEW: PHASES 1& 2	10
SITE DESCRIPTION	11
AERIAL VIEW: SUBJECT SITE	12
<b>02   DESIGN PROPOSAL</b>	<b>15</b>
DART GATEWAY: MASTERPLAN	16
HEIGHT	17
DENSITY	18
DENSITY	19
PUBLIC OPEN SPACE	20
PROPOSED SITE LAYOUT	21
BIODIVERSITY	22
PARKING ALLOCATION	23
PEDESTRIAN MOVEMENT	24
COMMUNAL OPEN SPACE	25
OWNERSHIP	26
BICYCLE PARKING	27
WASTE MANAGEMENT	28
<b>03   RESIDENTIAL DESIGN</b>	<b>29</b>
RESIDENTIAL STANDARDS	30
UNIT TYPOLOGIES	31
BLOCK P: TYPICAL LEVEL	32
BLOCK Q: TYPICAL LEVEL	33
UNIVERSAL DESIGN UNITS	34
OWN DOOR UNITS	35
MATERIALITY	36
SCHEDULE OF ACCOMMODATION	40

# 01 | INTRODUCTION

# LOCATION



Woodbrook: Location Diagram

Woodbrook Lands are located in South County Dublin, between Shankhill and Bray, close to the county boundary with Wicklow. The site falls within the planning jurisdiction of Dun Laoghaire Rathdown County Council, forming a significant part of the lands covered by the Woodbrook-Shanganagh Local Area Plan 2017-2023, which has now been extended to October 2027.

Woodbrook is located at the foothills of the Wicklow mountains, and enjoys impressive views south to Bray Head, the Sugarloaf and the wider Wicklow Mountain Uplands, west to Carrickgollogan and north to Killiney Hill. The Irish Sea lies to the east of the site, with only Woodbrook Golf Club separating the development from the coast.

The Woodbrook lands have good access to Dublin via the nearby M11 and M50 Motorways, and as part of the infrastructure proposals within the Woodbrook-Shanganagh Local Area Plan, a new DART station was recently completed and is now serving the area.

The northern edge of the site abuts Shanganagh Cemetery and Shanganagh Park, which will become a regional amenity, in accordance with the Woodbrook-Shanganagh Local Area Plan 2017-2023 and the major park Masterplan proposal prepared by DLR for Shanganagh Park. The eastern edge of the site adjoins Woodbrook Golf Club and the DART line. Mature trees form the boundary with the golf club, from which the sea is a further 500m away. At ground level, the site enjoys views of the “borrowed landscape” of the golf course, and at upper levels, these views extend to include the sea and mountains.

The southern edge of the overall Woodbrook site adjoins the grounds of two significant historic houses, Corke Lodge and Woodbrook House, both of which are protected structures. The protected structures are located a significant distance from the site boundary, with a mature tree belt acting as a buffer between them. A portion of the southern boundary of the Woodbrook site is adjacent to a surface car park serving auction showrooms and as an overflow to Woodbrook Golf Club.

# PHASE 1 SHD PERMISSION



CGI View of Woodbrook Avenue, Woodbrook Phase 1, (ABP-305844-19)

In February 2020, Aeval received a grant of permission for Phase 1 of Woodbrook, through the SHD planning system (ABP-305844-19).

The planning application (ABP-305844-19) set out a masterplan for the entire Woodbrook lands, indicating a capacity of c. 1400 units, with the Phase 1 grant of planning permission including the following:

- 685no. residential units (207 houses, 430no. apartments and 48no. duplexes), ranging from 2 to 8 storeys in height: \* Overall number of units later reduced to 682 through compliance due to enlargement of the crèche;
- Provision of a Crèche;
- Provision of the entirety of the Woodbrook Distributor Road (Woodbrook Avenue), which will ultimately connect to the future Woodbrook DART Station;
- Provision of vehicular access from the Old Dublin Road;
- Provision of public open spaces, including two linear parks which act as north/south green links, connecting the proposed development to Shanganagh Public Park;
- Two new replacement golf holes on lands to the east of the rail line;
- Temporary car park to serve the future Woodbrook DART Station.

The planning application (ABP-305844-19) was designed to take cognisance of both national and local planning policy documents, including the National Planning Framework, Sustainable Urban Housing: Design Standards for Apartments, Urban Development and Building Height Guidelines for Planning Authorities, the Design Manual for Urban Roads and Streets, Woodbrook-Shanganagh Local Area Plan 2017-2023, and DLRCC Development Plan.

The Masterplan and Phase 1 Planning Application were led by Aeval, with designs developed by O'Mahony Pike Architects, Brady Shipman Martin, Atkins Consulting Engineers with Stephen Little and Associates as the planning consultant. The same consultant team designed the Phase 2 Planning Permission (LRD24A/0382), and has also been appointed to design this final phase of Woodbrook, known as the DART Gateway.

# PERMITTED PHASE 1 SHD SITE PLAN

The permitted site layout for Phase 1 (ABP-305844-19) includes a mixture of houses, apartments and duplexes, in buildings that vary in scale from 2 to 8 storeys.

The SHD Permission includes several roads and open spaces which extend beyond the immediate environs of the Phase 1 buildings, in order to provide appropriate connectivity between the Phase 1 buildings, Shanganagh Park & the DART station. At the time of the SHD Permission, those parts of the open spaces that were more distant from the immediate environs of the Phase 1 buildings were not designed in detail, on the understanding that their inclusion at the time of the SHD permission was to establish their use as public open space, and to provide key connections. The detailed design of these spaces was generally advanced as part of the subsequent Phase 2 permission, LRD24A/0382.



Woodbrook Phase 1: Construction Photograph



Site Plan for permitted Woodbrook Phase 1, (ABP-305844-19)

# PERMITTED PHASE 2 LRD: SITE PLAN

In December 2024, Aeval received a Notification of Decision to Grant Permission for Woodbrook Phase 2, also known as the Woodbrook Northern Housing Area, LRD24A/0382/WEB. The permitted development consists of 479 units, in a mix of terraced and semi-detached houses, duplexes and apartments, and a Neighbourhood Centre.

The LRD Planning Permission works within the Masterplan that was established by SHD ABP-305844-19, with public open spaces and the road network having largely been established by that Phase 1 SHD Permission. The LRD Planning Permission includes some minor amendments to roads and landscape within the Phase 1 Permission, in order to achieve a satisfactory physical interface between the two phases of development.

The LRD Planning Permission provides 105 no. houses & 374 duplexes & apartments at a net density of 91 units/ha.



CGI of permitted Neighbourhood Centre, Woodbrook Phase 2, LRD24A/0382



Site Plan for permitted Woodbrook Phase 2, LRD24A/0382

# PERMITTED PHASE 2 LRD: BIODIVERSITY

We note that as part of the LRD process, DLRCC issued a Request for Further Information in respect of the current LRD Planning Application for Woodbrook Phase 2.

The RFI requested that some changes be made to the LRD proposals in order to address biodiversity concerns. Aeval subsequently modified the design so that proposed building footprints and associated pathways & patio areas are all outside the 40m diameter exclusion zone around the entrances to the chambers/tunnels within the biodiversity area, and the levels of the proposed building aligned more closely with the existing topography, i.e. the concerns that were raised in the LRD Request for Further Information were fully addressed.

We note that the design parameters that were established as part of the LRD Further Information Process, with respect to biodiversity, have established useful setback areas & a levels strategy within this part of Woodbrook, and that those setback areas & the levels strategy have been fully maintained and respected as part of the current DART Gateway proposals, i.e. the biodiversity area is afforded the same protections in these proposals as it is in the permitted LRD scheme.



Permitted Site Layout , Phase 2 LRD (Response to Further Information Request)

# AERIAL VIEW: PHASES 1 & 2



# SITE DESCRIPTION

The subject site is that part of the Woodbrook Lands that adjoin the DART Station, and is known as the DART Gateway, outlined in the drawing on this page in red.

The western part of the subject site contains a permitted Public Open Space, as per LRD24A/0382, which contains a biodiversity area. We note that the area and design of this Public Open Space has been established by LRD24A/0382, and that it is proposed that there will be no significant changes to this area under these current proposals.

To the west of the permitted Public Open Space, the permitted development comprises houses and patio duplexes, which vary in scale from 1-3 storeys. Permitted Blocks A, B and C are located to the south-west of the subject site, varying in scale from 2 to 8 storeys.

The subject site is bound to its north by Shanganagh Park & Cemetery. There is a line of existing trees along this shared boundary. The subject site is bound to its east by the DART line and Woodbrook DART Station, which is now operational. The eastern part of the subject site contains an urban plaza, some car parking and a turning area, which were permitted under SHD ABP-305844-19.

The subject site is bound to its south by Woodbrook Golf Course. The subject site is gently sloping, with a low point of c. 22.8m OD in its south-west corner, and a high point of c. 24.5m in its north-east corner, although it should be noted that some of its minor undulations are remnants of the golf holes that used to be in this area, and are not part of the natural site topography.

The blue line indicates lands that are within the ownership of DLRCC. The balance of the site is within Aeval's ownership.



# AERIAL VIEW: SUBJECT SITE







# 02 | DESIGN PROPOSAL

# DART GATEWAY: MASTERPLAN

The subject scheme proposes two courtyard blocks adjacent to the DART station in Woodbrook. The proposed building would be the final residential phase of the Woodbrook scheme, and would deliver 359 no. units, bringing the total unit provision within Woodbrook to 1408 units:

Phase 1 (SHD ABP-305844-19):	717
Phase 2 (LRD24A/0382):	332
Phase 3 (Competitive Dialogue):	359
<b>Total:</b>	<b>1408</b>

The proposed courtyard blocks are separated by a street, the centre line of which aligns with the ownership boundary between DLRCC & Aeval.

Block P, which is adjacent to the biodiversity area, follows the building line and the levels strategy that was established by LRD24A/0382, i.e. the 40m exclusion zone around the biodiversity area is respected.

The heights of the buildings vary between 2 and 8 storeys, with the 2 storey elements being located on the southern side of the courtyards, so as to maximise the penetration of sunlight into the communal spaces, and the 8 storey elements looking eastwards over Woodbrook Golf Course, towards the Irish Sea.

The permitted public plaza beside the DART station and the bus & taxi turning area are retained. A public open space along the northern boundary of the subject site facilitates the retention of the existing trees.



Proposed site layout for DART Gateway, with permitted Phase 1 & 2 layouts

# HEIGHT

The design team has reviewed the Building Height Strategy for the County as set out in Appendix 5 of the Development Plan, which references the Section 28 Urban Development and Building Height Guidelines for Local Authorities, which is the document on which the height strategy for both the permitted phase of Woodbrook and the subject proposals are based. Policy Objective PHP42 of the DLRCC Development Plan is as stated below:

**It is a Policy Objective to:**

- **Encourage high quality design of all new development.**
- **Ensure new development complies with the Building Height Strategy for the County as set out in Appendix 5 (consistent with NPO 13 of the NPF).**

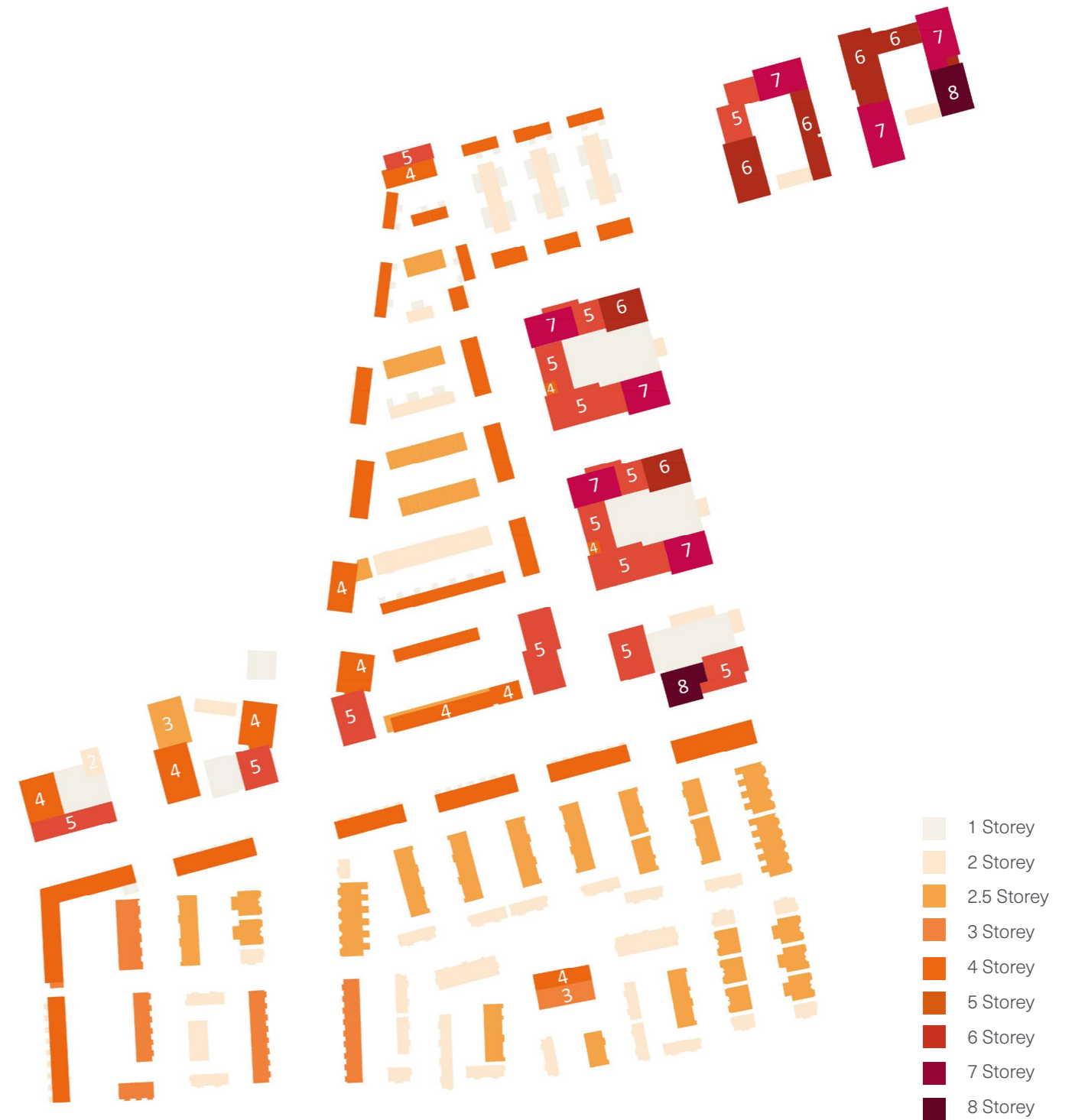
The height strategy for the subject proposal has been considered at the scale of the settlement, the neighbourhoods and the buildings, in accordance with Section 3.2 of the Section 28 Guidelines. The proposed height strategy also aligns with the height principles established by ABP-305844-19 & LRD24A/0382, which established heights of 5-8 storeys along significant open spaces, such as the Golf Course, and heights varying between 3 and 8 storeys along Woodbrook Avenue.

SPPR1 of the Section 28 Guidelines refers to the link between good public transport accessibility and building height and density. Woodbrook, being located beside a DART station and Bus Connects, should therefore be considered an optimum location for increased building heights. Furthermore, the Woodbrook lands adjacent to the DART station are an ideal location for increased height, being surrounded on all 4 sides by significant open space - Woodbrook Golf Club to the south and east, Shanganagh Cemetery & Park to the north, and Public Open Space to the west.

Proposed Blocks P and Q align in height with the permitted Blocks A, B and C, which define the Park Edge, with heights of 5-8 storeys. This increase in the scale of building is appropriate as one moves closer to the DART Station, and the variation in the heights of the forms within the blocks provides visual variety in the scheme.

The proposed 8 storey components of Block Q address the DART Station & the wider views over the Golf Course & the Irish Sea, providing a gateway feature at the eastern side of Woodbrook that aligns in height with the permitted 8 storey landmark form of Block A, which acts as a gateway feature when approaching Woodbrook from its western side.

The 2 storey components of Blocks P and Q relate well to the height of the permitted three storey houses that are characteristic of Woodbrook Avenue, animating the street with own-door duplex units, while also allowing for good sunlight penetration into the communal courtyards of Blocks P and Q.



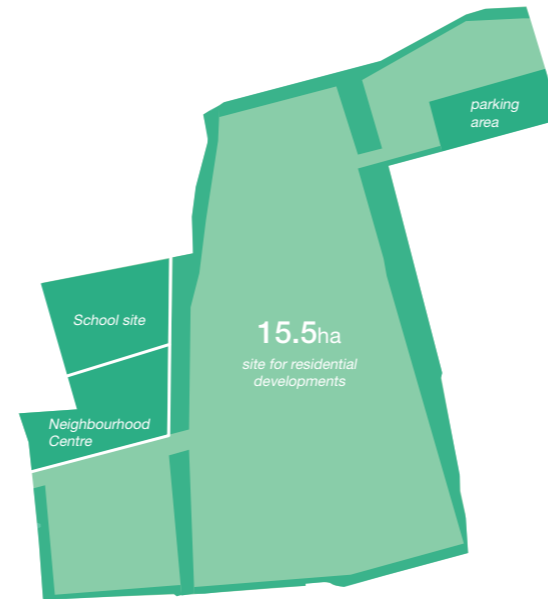
Height Diagram, Woodbrook Masterplan

# DENSITY

We note that the density of the Woodbrook Development has been considered in the context of the Woodbrook/Shanganagh LAP requirements, as well as other applicable guidance, such as the Sustainable Residential Development and Compact Settlement Guidelines.

As the proposed scheme is one phase of the Woodbrook Development, we contend that it is appropriate that its density be assessed as part of the overall Woodbrook Development, rather than as a stand-alone scheme.

Woodbrook/Shanganagh LAP Requirements



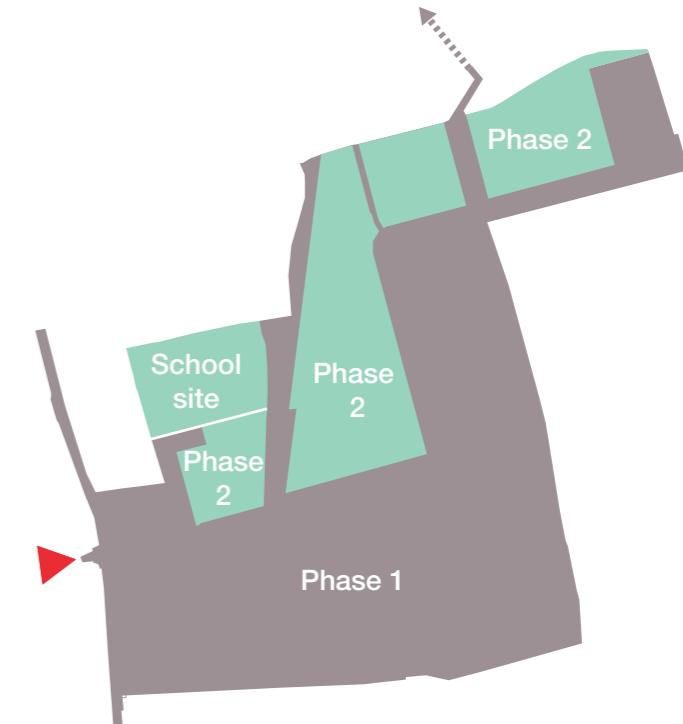
The LAP calls for between 1000 and 1320 units at Woodbrook.

**15.5 ha**  
total buildable residential area

**1000-1320**  
homes to be delivered in total

**60 dph**  
minimum density

Woodbrook Phase 1 Planning Application (ABP-305844-19)



The Woodbrook Masterplan submitted as part of ABP-305844-19 indicated between 1402 - 1488 units at Woodbrook.

**Phase 1:**  
685 units  
30% houses  
70% apartments/duplexes  
Net Site Area: 8.8ha  
Density: 78 units/ha,

**Phase 2:**  
(with temporary car park, 6.3ha)  
717 units  
7% houses  
93% apartments/duplexes  
Density: 114 units/ha

**Phase 2:**  
(without temporary car park, 6.8ha)  
803 units  
7% houses  
93% apartments/duplexes  
Density: 118 units/ha

**Overall:**  
(with temporary car park)  
1402 units  
19% houses  
81% apartments/duplexes  
Net Site Area: 15.1 ha  
Density: 93 units/ha

**Overall:**  
(without temporary car park)  
1488 units  
17% houses  
83% apartments/duplexes  
Net Site Area: 15.6 ha  
Density: 96 units/ha

# DENSITY

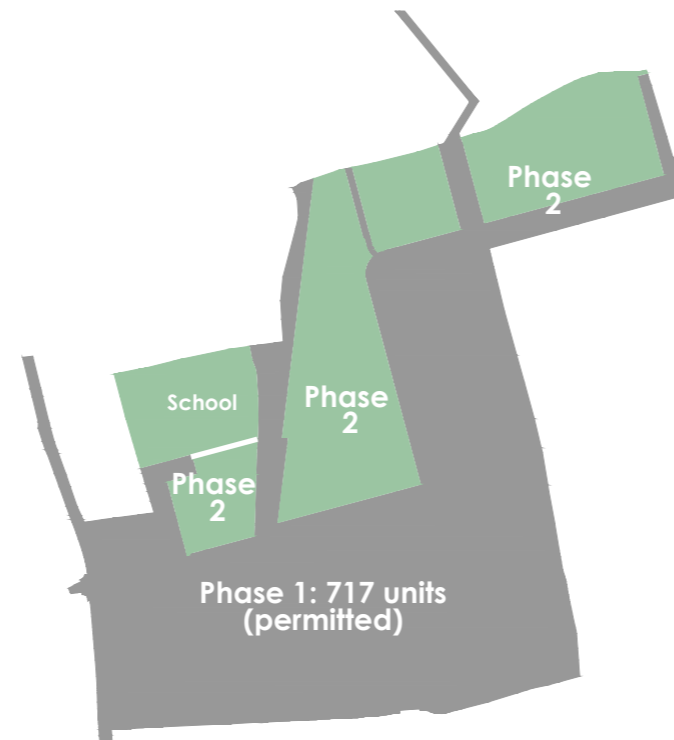
We note that although the subject site is outside the Dublin City and Suburbs boundary (as per Census 2022) of the Metropolitan Area Strategic Plan (MASP) of the Regional Spatial and Economic Strategy for the Eastern and Midland Region, that the application site is extremely well connected to Dublin, being in immediate proximity to the newly opened Woodbrook DART Station, and also on a Bus Connects Corridor.

Should the Woodbrook Development be considered as a City - Suburban/Urban Extension at an accessible suburban/urban location, i.e. being within 1000 metres of an existing or planned high capacity public transport node, or within 500 metres of a BusConnects stop, then a density range of up to 150 dph shall be open for consideration.

The overall net density for Woodbrook, at 91dph, falls comfortably within this range. The wider Woodbrook development also provides a sustainable mix of unit types and sizes, with the subject scheme focussing on the provision of smaller units, being in immediate proximity of a DART station.

It is the firm view of the design team that the density and unit mix of the subject scheme is appropriate, resulting in a scheme that provides a sustainable unit mix, an appropriate gradation of height in response to locational attributes, and sits comfortably within the density ranges that are referenced in the relevant statutory guidance, comprising Woodbrook LAP, DLR County Development Plan, and national planning policy guidance.

Phase 2 Northern Housing Area Planning Application, LRD24A/0382/WEB



The Woodbrook Masterplan submitted as part of LRD24A/0382/WEB, indicated between 1251 - 1371 units at Woodbrook.

**Phase 1:**

717 units  
30% houses  
70% apartments/duplexes  
Net Site Area: 8.8ha  
Density: 81.5 units/ha

**Phase 2:**

(with temporary car park, 6.3 ha)  
569 units\*  
18.5% houses  
81.5% apartments/duplexes  
Density: 90.3 units/ha

**Phase 2:**

(without temporary car park, 6.8 ha)  
689 units\*  
15.2% houses  
84.8% apartments/duplexes  
Density: 101.3 units/ha

**Overall:**

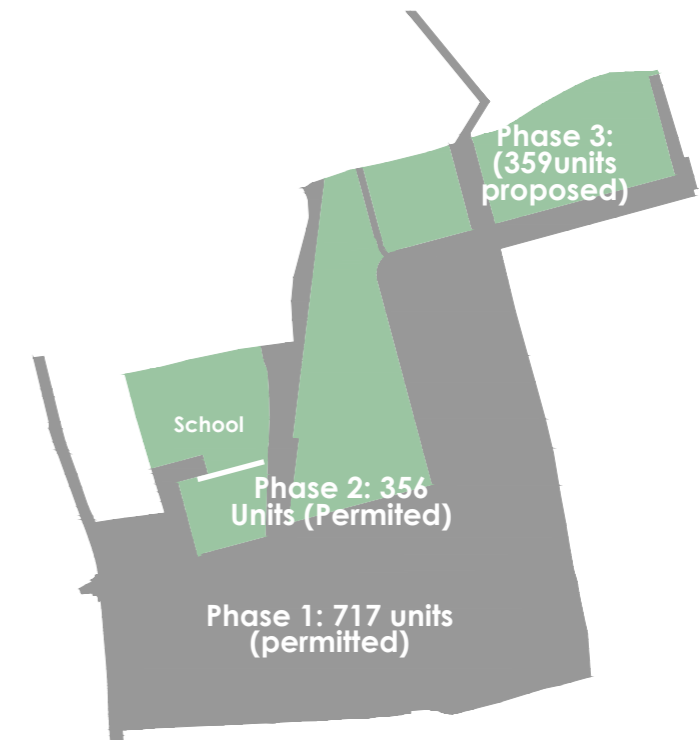
(with temporary car park)  
1251 units  
25% houses  
75% apartments/duplexes  
Net Site Area: 15.1ha  
Density: 82.8 units/ha

**Overall:**

(without temporary car park)  
1371 units  
22.8% houses  
77.2% apartments/duplexes  
Net Site Area: 15.6ha  
Density: 87.9 units/ha

\*We note that the Phase 2 figures of 569 units & 689 units referred to above include development on the DART Gateway lands that are in the ownership of DLRCC, and assume building heights of 5-7 storeys in that area.

Current Application for Phase 3 (Blocks P & Q)



The updated Woodbrook Masterplan, to be submitted as part of the subject application, indicates 1432 units at Woodbrook with a density of 91dph, which aligns with the targets established by the LAP and Compact Settlements Guidelines.

**Phase 1:**

717 units  
30% houses  
70% apartments/duplexes  
Net Site Area: 8.8ha  
Density: 81.5 units/ha

**Phase 2:**

356 units  
18.5% houses  
81.5% apartments/duplexes  
Net Site Area: 5.0ha  
Density: 71.5 units/ha

**Phase 3:**

359 units  
0% houses  
100% apartments/duplexes  
Net Site Area: 2.5ha  
Density: 144 units/ha

**Overall:**

1432 units  
23.4% houses  
76.6% apartments/duplexes  
Net Site Area: 16.3ha  
Density: 91.2 units/ha

# PUBLIC OPEN SPACE

- Public Open Space: The location and quantum of the public open space in both the wider Woodbrook Development and within the subject site has been determined by the masterplan in SHD Reg. Ref. ABP-305844-19, which was guided by the principles set out in the Woodbrook – Shanganagh LAP. The total provision of public open space exceeds the target of 3.3ha set out in the LAP.

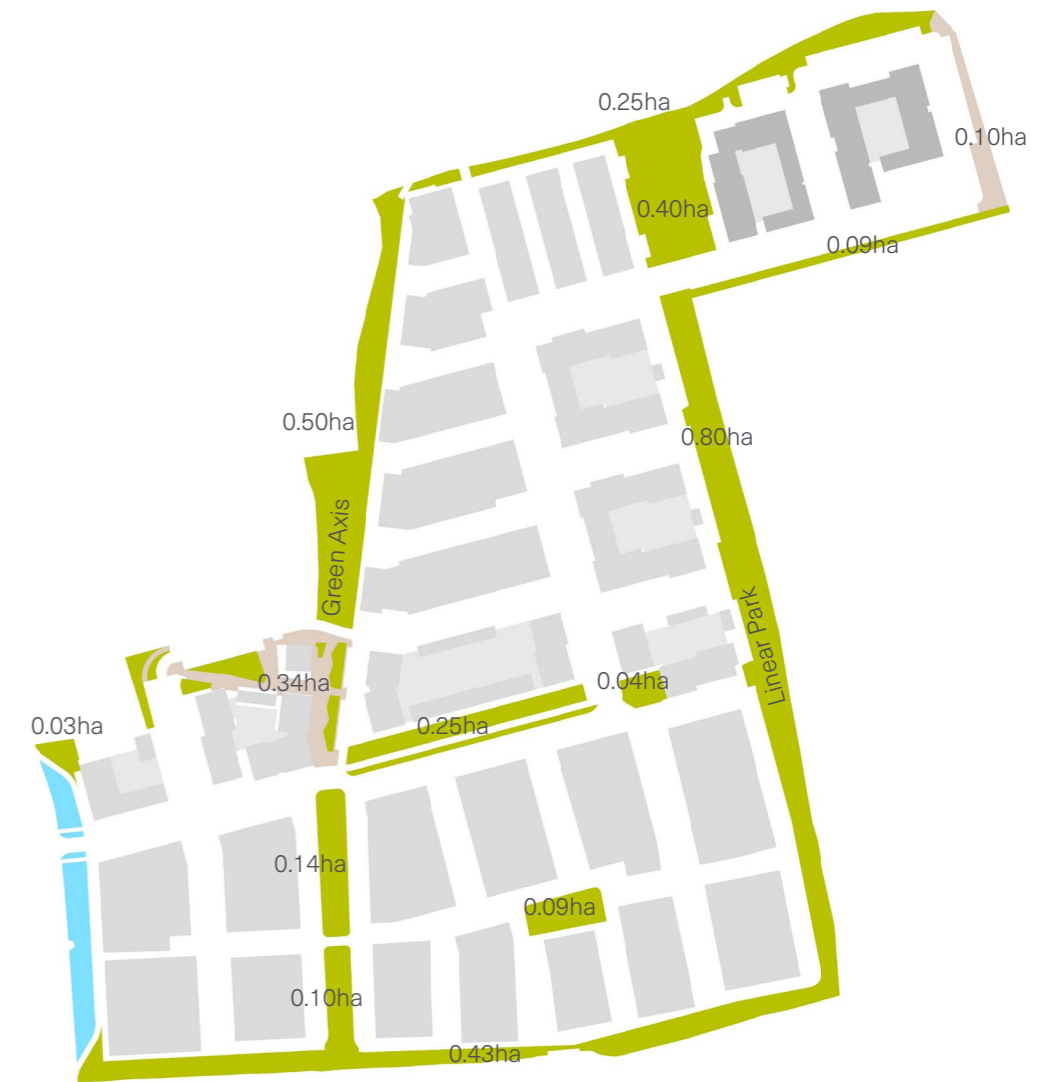
- KEY:**
- LAP Boundary
  - New urban block
  - Proposed open area
  - Station car park
  - ▶ Site Entrance



Urban Block Diagram from Woodbrook LAP, showing indicative block structure and open spaces



Urban Block Diagram, updated to show indicative block structure and open spaces for DART Gateway within Woodbrook Masterplan.



Proposed Quantum of Public Open Space for subject application, should the permitted public open space on the Old Dublin Road be removed by Bus Connects

Green Axis:	c. 1.08ha
Linear Park:	c. 1.20ha
Tree Belts/Boundary Buffers/Other:	c. 1.28ha
<b>Total Open Space Provision:</b>	<b>c. 3.56ha</b>

# PROPOSED SITE LAYOUT



Proposed DART Gateway Site Layout

# BIODIVERSITY

As part of the planning process on LRD24A/0382, there was a Request for Further Information, and one of the items that was raised was the setback & levels around the biodiversity area in the western part of the subject site.

As a result of the RFI, the design team carried out further investigations within the biodiversity area, and subsequently made significant design changes to the LRD proposals, particularly the design of Block P and its associated landscaping. These changes included:

- Repositioning of Block P (as part of LRD24A/0382) further east of the biodiversity zone than was originally proposed, ensuring that the revised building footprint and its associated pathways & patio areas were all outside the 40m diameter exclusion zone around the entrances to the chambers/tunnels within the biodiversity area.
- Changes to the levels of Block P (as part of LRD24A/0382) so as to better align with the existing levels in the vicinity of the biodiversity area, and to avoid any requirement for retaining structures.

We note that the current proposals include a revised version of Block P. Although the version of Block P that is proposed as part of this application is different to the version of Block P that was permitted under LRD24A/0382, the Block P building line and levels strategy that were permitted under LRD24A/0382 have been fully respected as part of the current proposals, ensuring that the current Block P footprint and its associated pathways & patio areas are all outside the 40m diameter exclusion zone around the entrances to the chambers/tunnels within the biodiversity area, and that no retaining structures are required in that area.



Aerial View of Biodiversity Area

# PARKING ALLOCATION

Car parking is provided at surface, on the streets surrounding the buildings. No basement or podium parking is provided, so as to avoid the high costs associated with these types of parking.

The car parking spaces on the perimeter of Block P are assigned to Block P, with a parking ratio of c. 0.25 spaces/unit, and the car parking spaces on the perimeter of Block Q are assigned to Block Q, with a car parking ratio of c. 0.38 spaces/unit.

ESB parking spaces are also provided. 5% of parking is provided as disabled spaces.



# PEDESTRIAN MOVEMENT

Woodbrook Avenue is the primary route for pedestrians, cyclists and motorised vehicles to travel to Woodbrook DART Station. Dedicated cycle and pedestrian paths are provided on both sides of Woodbrook Avenue. The construction of the avenue is largely complete.

The Linear Park, on the eastern side of Woodbrook, is a public open space along the shared boundary between the development and Woodbrook Golf Course, that connects the development with Shanganagh Park. The biodiversity area forms part of the northern-most piece of the Linear Park.

The bio-diversity area to the west of proposed Block P is a sensitive zone, which effectively prevents pedestrian movement from east to west along the northern edge of Woodbrook. Pedestrians can however move in an east-west direction along Woodbrook Avenue and along the southern edge of Shanganagh Park & Cemetery, with several proposed and permitted north-south pedestrian links connecting the Avenue with the Park & Cemetery, providing the pedestrian with options, and ensuring a high level of permeability throughout the scheme.



Pedestrian Movement Diagram

- Permitted Cycle and Pedestrian Paths
- Proposed Pedestrian Path
- Biodiversity Area

# COMMUNAL OPEN SPACE

Communal open space is provided for Blocks P and Q, in compliance with the Apartment Design Guidelines.

In Block P, all communal open space is provided in the ground floor courtyard, i.e. Level 00. In Block Q, a communal courtyard is provided at ground floor, and a roof terrace is provided at Level 06.

The southern edge of both courtyards is defined by a two storey element, allowing good sunlight penetration into the spaces. Sunlight & daylight analysis of the communal open spaces has been carried out, and the results have been positive.

Please refer to the landscape architect's drawings and documentation for further detail.



Communal Open Space Diagram

- Level 00 Communal Open Space
- Roof Terrace

# OWNERSHIP

The subject site comprises lands owned by DLRCC and Aeval. The area of lands owned by DLRCC, 10063 sq.m., or 2.49 acres are shown here with a blue outline. The DLRCC owned lands comprise 38.3% of the gross site area, with the balance of the lands being owned by Aeval.

The street that runs between Blocks P and Q is centred on the ownership line.



Ownership Diagram

- DLRCC Ownership
- Application Boundary

# BICYCLE PARKING

The bicycle parking strategy for Blocks P and Q provides 1 no. residential sheffield stand space for each apartment/ duplex, in line with the DLRCC Development Plan. The overall provision of residential bicycle parking is as per the 2023 Apartment Guidelines, i.e. 1 no. space per bedroom, with the difference in quantum between the DRLCC standard and the 2023 Apartment Guidelines being made up by a combination of stacked bicycle stands and semi-vertical bicycle stands. Please see the detailed table in the schedule of accommodation for further detail.

568no. residential bicycle spaces are provided for Blocks P and Q. The majority of these spaces are provided in internal bicycle stores that are within the building footprints, with 99 spaces being provided in an external, covered bicycle store that is located to the north of Blocks P and Q.

All visitor bicycle parking is provided in sheffield stands, and these spaces are separate to the residents spaces referred to the preceding paragraphs. Most visitor bicycle parking is provided on-street, at convenient locations, such as adjacent to entrances.



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



Bicycle Parking Diagram

- Resident's Bicycle Store (External building)
- Resident's Bicycle Store within Level 00 of Blocks P & Q

# WASTE MANAGEMENT

A waste management strategy has been integrated into the design proposals.

Both Blocks P and Q are provided with two residential bin stores at Level 00 (ground floor), and external waste management areas are provided on the street near the bin stores, where bins can be left before and after collections. All residents in each apartment block will have convenient access to the bin stores, and at bin collection times the management company will arrange for the bins to be moved to the external waste management areas for collection.



Waste Management Diagram

- External Waste Management Area
- Residential Bin Store

# 03 | RESIDENTIAL DESIGN

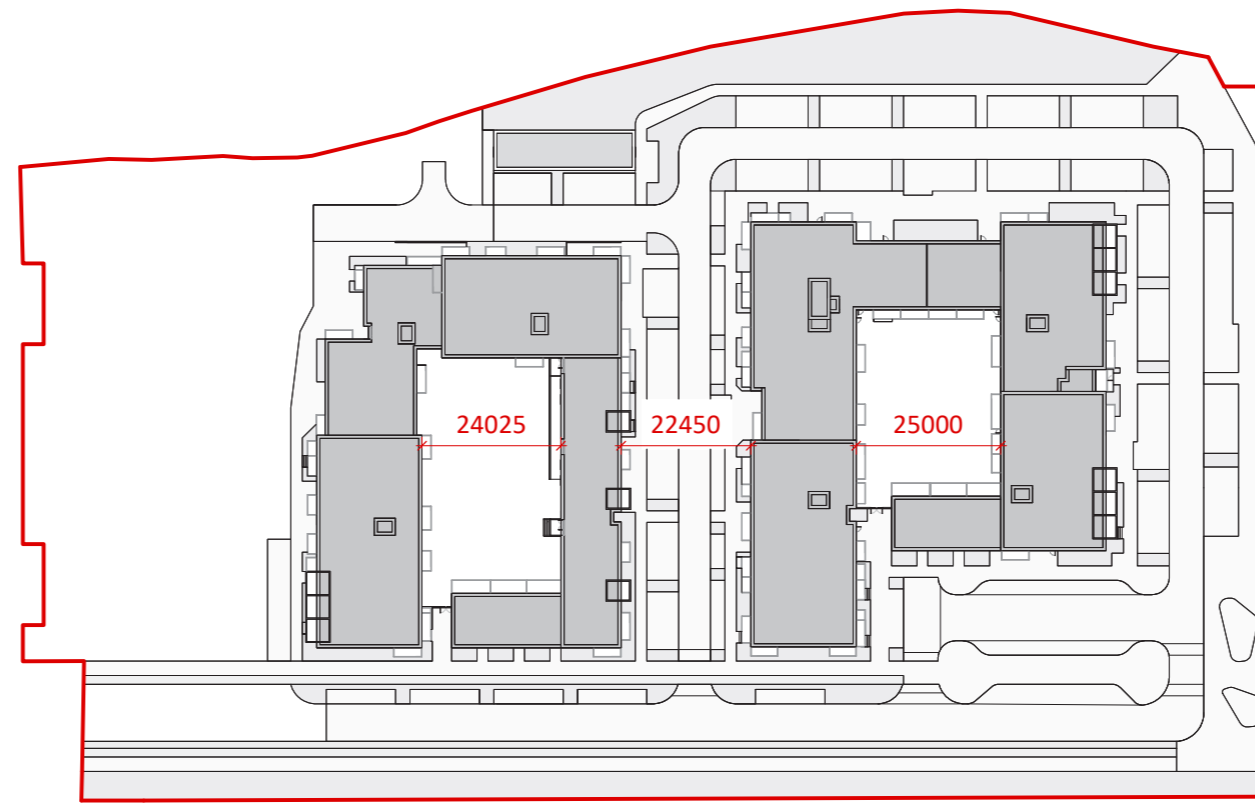
# RESIDENTIAL STANDARDS

We note that the brief for the subject scheme, from the outset of the project, was to focus on the maximum provision of 1 bedroom and 2 bedroom units, with a small number of 3 bedroom units, in order to address the housing needs as identified by the DLRCC competitive dialogue team, in line with the provision of Section 12.3.3.1 Residential Size and Mix of the DLRCC Development Plan 2022 – 2028, which states that “Council Part 8 or Part 10 residential schemes, may propose a different mix having regard to the specific needs of the Council Housing Department”. All unit sizes in the proposed scheme are in compliance with SPPR2 of the Planning Design Standards for Apartments 2025.

We note that the Design Standards for Apartments 2025 reduced the requirement for the majority of units to exceed the minimum sizes set out in SPPR2 by 10% to 25% of all units, in an effort to increase the economic viability of apartment schemes. It is our understanding that DLRCC intends to amend the Development Plan under Variation No.1 in order to align with provisions set out in Design Standards for Apartments 2025.

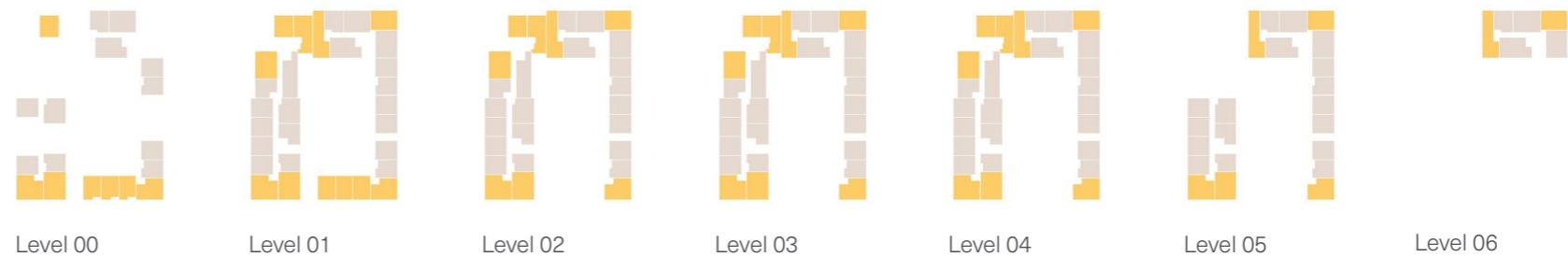
In the proposed scheme, 31% of the units exceed the minimum sizes set out in SPPR2 by 10%, which is comfortably in excess of the 25% standard. We note that if the design team is required to increase the % of units that exceed the minimum sizes to a majority of units, that this will require an additional 650m<sup>2</sup> of floor space, and considerable time for redesign.

We note that 32% of the units within the proposed scheme are dual aspect, which is in excess of the minimum standard of 25%.

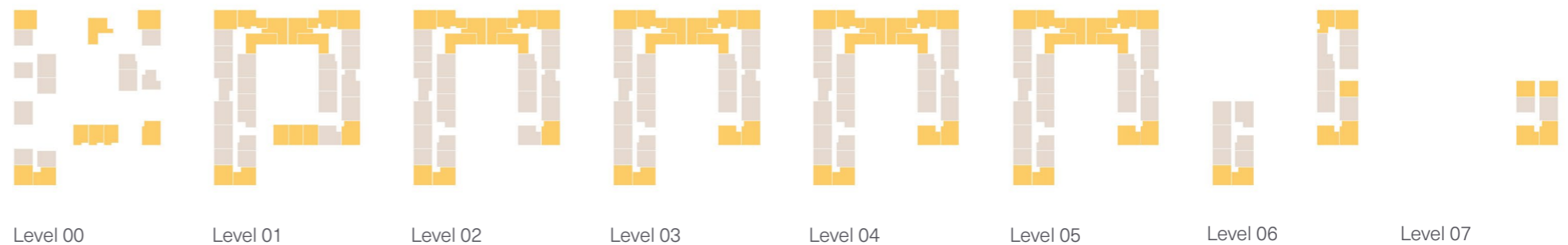


We note that the subject scheme is in compliance with SPPR1 of the Sustainable & Compact Settlement Guidelines, as all separation distances, across both courtyards and streets, are well in excess of 16 metres.

Proposed site plan with separation distances shown



Block P Dual Aspect Diagrams



Block Q Dual Aspect Diagrams

# UNIT TYPOLOGIES

All unit typologies are designed to meet the Design Standards for New Apartments 2025.

Following discussions to date with DLRC, Blocks P and Q have been designed in response to feedback, including:

- 2 bedroom apartment types have been organised so that both bedrooms and the bathroom are accessed off the same corridor, so that the occupant of the second bedroom does not have to cross the living space in order to access the bathroom;
- An increased number of 2bed/3 person units has been introduced, particularly in Block Q;
- The mechanical extract system has been replaced with passive AOV shafts of c. 1.5 sq.m. in each core

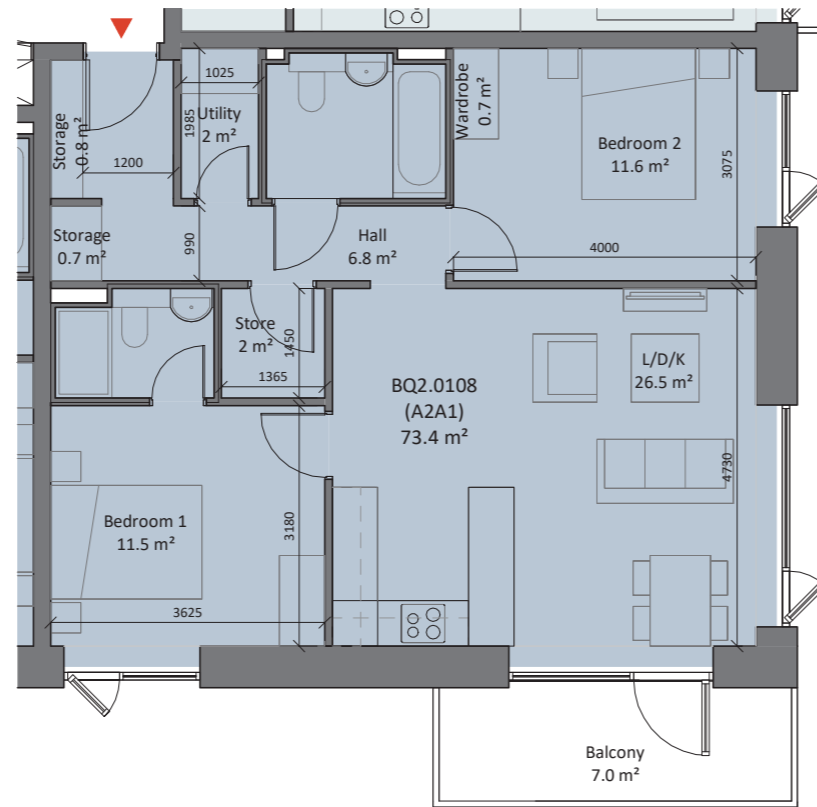
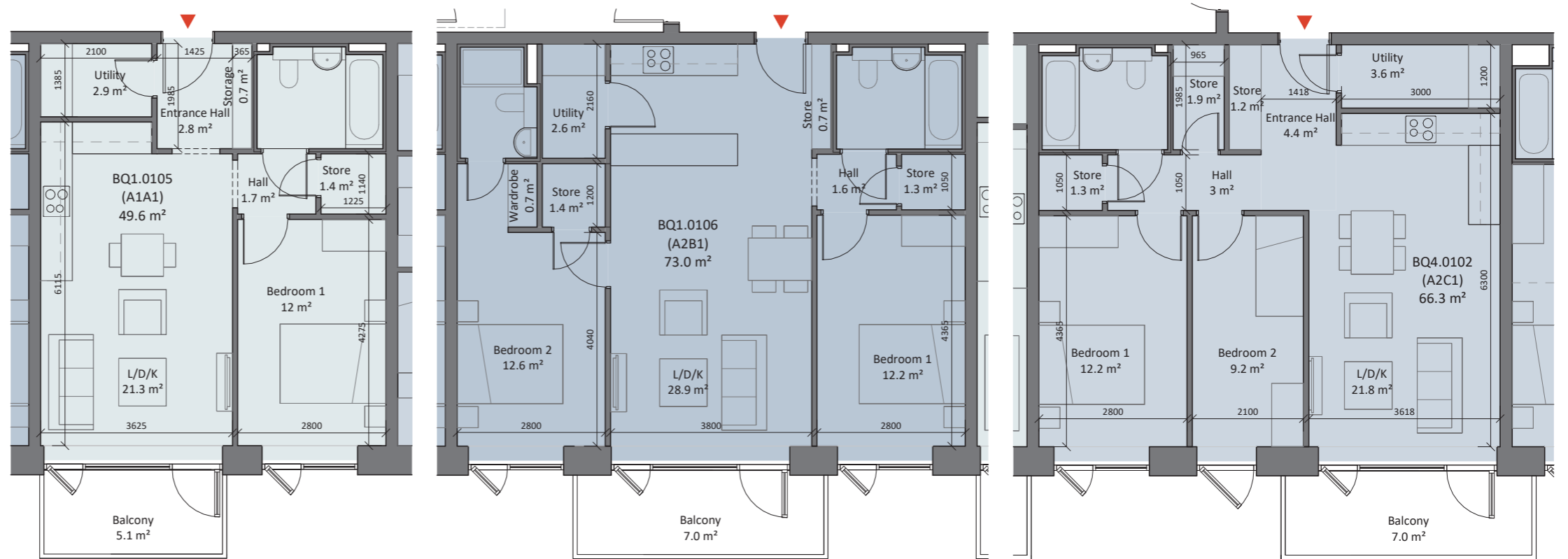
The unit mix across the 2 blocks is as follows:

## Block P

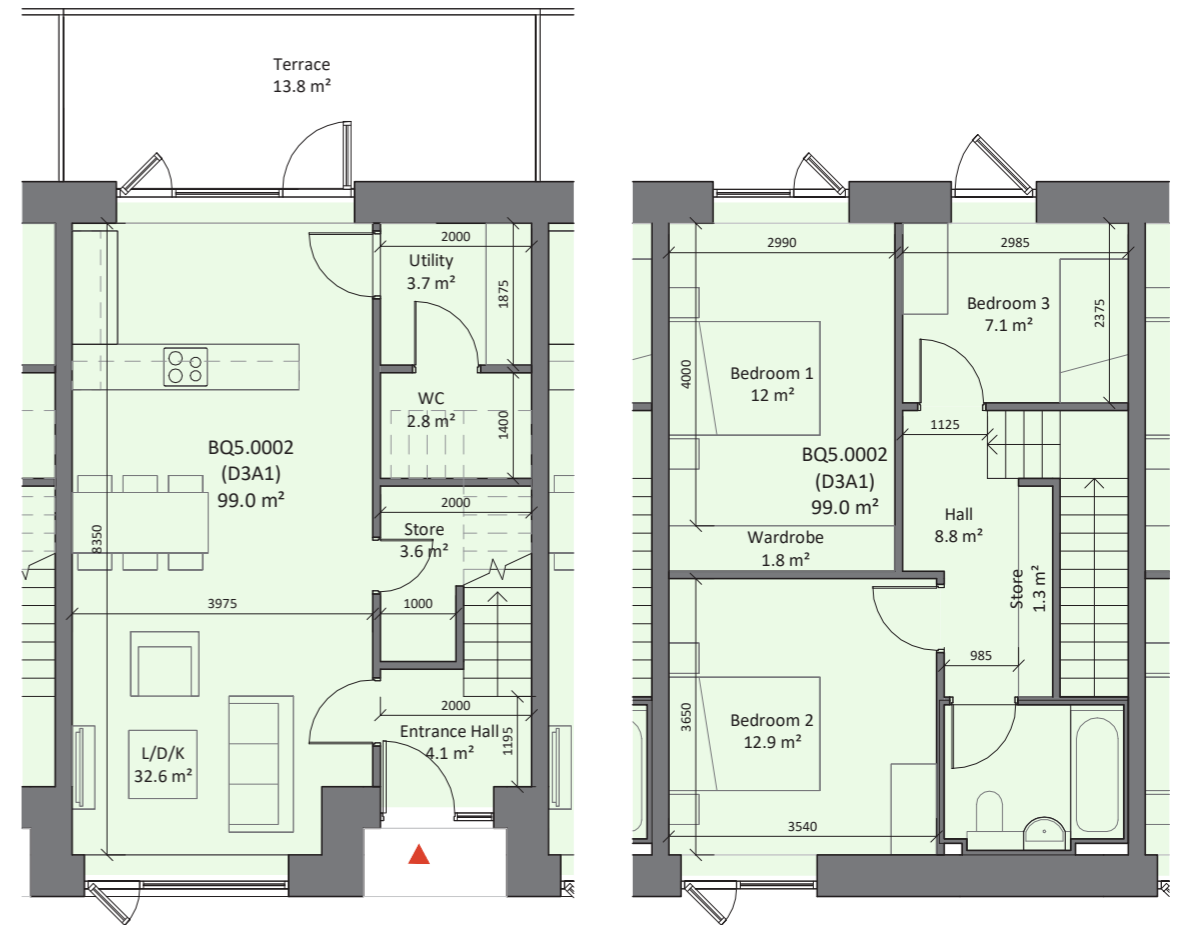
- 83no. 1-Bed
- 18no. 2-Bed (3p)
- 46no. 2-Bed (4p)
- 4no. 3-Bed (4P)
- 3no. 3-Bed (5P) Duplexes

## Block Q

- 77no. 1-Bed
- 34no. 2-Bed (3p)
- 91no. 2-Bed (4p)
- 3no. 3-Bed (5P) Duplexes



Typical Apartment Typologies



# BLOCK P: TYPICAL LEVEL



# BLOCK Q: TYPICAL LEVEL



# UNIVERSAL DESIGN UNITS

A total of 21 no. UD units have been provided across both blocks and all floors. Units on the ground floor have secondary own door access from the street, and UD units on upper floors are located a short distance from lift lobbies. The UD units comprise a mixture of 1bed/2 person, 2 bed/3 person, and 2bed/4 person units.



Floor plans of typical UD units

Block P	
1 Bed	6
Block Q	
1 Bed	8
2 Bed 3 person	6
2 Bed 4 person	1
<b>Grand total</b>	<b>21</b>

Schedule of UD units

# OWN DOOR UNITS

Building entrances are recessed by 900mm, in line with Universal Design Guidelines for Homes in Ireland. We note that the scheme has a simple, legible, street pattern, with prominent entrances to shared entrances. Please refer to the Transport Consultants documentation for further information on wayfinding.

The duplex units on the southern edges of Blocks P and Q are own door access units. In addition to these, we have provided ground floor apartments with a secondary street access, so that the residents of those units can access their apartment from either the street or the internal corridor of their building.

Own door units are distinct from others in the following ways:

- Defensible Space: The patio space for all ground floor units is surrounded by a planted area, of minimum 900mm depth, which is suitable for hedge & shrub planting. Details on this space to be provided by the Landscape Architect.
- Elevation: The railing detail around the ground floor patio area is different from the standard railing design of the balconies overhead - the vertical rails are further apart, creating a lighter boundary treatment. A gate is provided within the railings, and signage and a post box have been added, which display the unit number.
- Unit signage and an uplighter have been added on the building facade.
- Ground floor doors: We have retained glazed doors to the ground floor units, rather than using solid doors as suggested by the DLR comments, so as to maximise sunlight & daylight in ground floor units.



# MATERIALITY

It is proposed that Blocks P and Q would use a similar palette of materials and balcony types as in permitted Blocks A, B and C.

The diagram shows the primary material of each facade of Blocks P and Q. Brick facades are generally used on to primary public open spaces including the Avenue, with rendered facades being used within secondary spaces, and on some public streetscapes in order to provide contrast. Varying the brick type on different facades creates visual interest as well as a sense of placemaking for different building features.



Materials Diagram



Reference Image: Permitted Blocks A, B & C, Woodbrook

- brick type A
- brick type B
- render



Brick Type A



Brick Type B



Artist's impression, view from Woodbrook Avenue, South West



Artist's impression, view from North East



Artist's impression, view from Woodbrook Avenue, South East

# SCHEDULE OF ACCOMMODATION

SITE	
Gross Site Area (Red Line Area)	26284 sq.m.
Area of Woodbrook Avenue within the Red Line Area	4370 sq.m.
Area of 20m diameter buffer zone around biodiversity area	1256 sq.m.
Net Site Area	25028 sq.m.
Public Open Space within Gross Site Area	7731 sq.m.
Public Open Space % of Gross Site Area	29.4%
Public Open Space within Net Site Area	6475 sq.m.
Public Open Space % of Net Site Area	25.9%
Proposed No. of units	359 units
Gross Density	136.6 units/ha
Net Density	143.4 units/ha
Area of Gross Site Area within DLRC Ownership (Lot 2)	10063 sq.m.
Area of Gross Site Area within Aeval Ownership	16221 sq.m.
% of Gross Site Area within DLRC Ownership (Lot 2)	38.3%
% of Gross Site Area within Aeval Ownership	61.7%

APARTMENTS	1 BED/2P APT	2 BED/3P APT	2 BED/4P APT	3 BED/5P DUPLEX	3 BED/4P APT	Total	Dual Aspect	%
<b>BLOCK P</b>								
Level 00	9	2	4	3		18	7	38.9%
Level 01	15	3	8		1	27	8	29.6%
Level 02	15	3	8		1	27	8	29.6%
Level 03	15	3	8		1	27	8	29.6%
Level 04	15	3	8		1	27	8	29.6%
Level 05	13	3	6			22	5	22.7%
Level 06	1	1	4			6	2	33.3%
<b>TOTAL</b>	<b>83</b>	<b>18</b>	<b>46</b>	<b>3</b>	<b>4</b>	<b>154</b>	<b>46</b>	<b>29.9%</b>

APARTMENTS	1 BED/2P APT	2 BED/3P APT	2 BED/4P APT	3 BED/5P DUPLEX	3 BED/4P APT	Total	Dual Aspect	%
<b>BLOCK Q</b>								
Level 00	8	3	6	3		20	9	45.0%
Level 01	12	5	15			32	10	31.3%
Level 02	12	5	15			32	9	28.1%
Level 03	12	5	15			32	10	31.3%
Level 04	12	5	15			32	10	31.3%
Level 05	12	5	15			32	10	31.3%
Level 06	6	5	8			19	7	36.8%
Level 07	3	1	2			6	4	66.7%
<b>TOTAL</b>	<b>77</b>	<b>34</b>	<b>91</b>	<b>3</b>		<b>205</b>	<b>69</b>	<b>33.7%</b>

TOTAL APTS	1 BED/2P APT	2 BED/3P APT	2 BED/4P APT	3 BED/5P DUPLEX	3 BED/4P APT	Total	Dual Aspect	%
	160	52	137	6	4	359	115	32.0%
	44.6%	14.5%	38.2%	1.7%	1.1%			

BICYCLE PARKING RESIDENTIAL UNITS	No. Residential Units	No. of Bedrooms	Residential Bicycle Parking Requirement (Apt Guidelines)	Residential Bicycle Parking Proposed	Visitor Bicycle Parking Requirement (Apt Guidelines)*	Visitor Bicycle Parking Proposed (External Sheffield Stands)	Total Residential and Visitor Bicycle Parking Requirement (Apt Guidelines)	Total Bicycle Parking Provision	Motor bicycle Parking Proposed
Block P	154	232	232	232	77	72	309	304	6
Block Q	205	336	336	336	103	108	439	444	
<b>TOTALS</b>	<b>359</b>	<b>568</b>	<b>568</b>	<b>568</b>	<b>180</b>	<b>180</b>	<b>748</b>	<b>748</b>	<b>6</b>

RESIDENTIAL BICYCLE PARKING TYPE APARTMENTS & DUPLEXES	No. Sheffield Stand Spaces in Internal Bicycle Stores	No. Vertical Spaces in Internal Bicycle Stores	No. Stacked Spaces in Internal Bicycle Stores	No. Cargo Spaces in Internal Bicycle Stores	No. External Bicycle Lockers (Vertical)	No. External Bicycle Store Spaces (Sheffield Stand)	No. External Bicycle Store Spaces (Stacked)	No. External Bicycle Store Spaces (Vertical)	Total
Block P	132		60	12		28			232
Block Q	152	38	54	17	4	52			336
<b>TOTALS</b>	<b>284</b>	<b>38</b>	<b>114</b>	<b>29</b>	<b>4</b>	<b>80</b>			<b>568</b>
	50.0%	6.7%	20.1%	5.1%	0.7%	14.1%			100.0%

CAR PARKING	NO. OF RESIDENTIAL UNITS	SURFACE	UNDERCROFT	TOTAL RESIDENTIAL	RESIDENTIAL PARKING RATIO
Unallocated Residential	111			111	
Unallocated Residential (Accessible)	359	5		5	0.31
ESB		2		2	
<b>Totals</b>	<b>359</b>	<b>118</b>		<b>116</b>	<b>0.32</b>

COMMUNAL SPACE	No. Residential Units	Communal Open Space Requirement Apartment Guidelines	Communal Open Space Proposed (Level 00)	Communal Open Space Proposed (Level 05)	Communal Open Space Proposed Total
Block P	154	900	900		900
Block Q	205	1253	730	690	1420
<b>TOTALS</b>	<b>359</b>	<b>2153</b>	<b>1630</b>	<b>690</b>	<b>2320</b>

DEVELOPMENT AREAS	GIA	NIA (Res)	NIA (Community Resource)	NIA (Services)	NIA (Commercial)	Efficiency
<b>BLOCK P</b>						
Level 00	2127.5	1148.9		632.3		83.7%
Level 01	2152.1	1576.1				73.2%
Level 02	1994.3	1576.1				79.0%
Level 03	1994.3	1576.1				79.0%
Level 04	1994.3	1576.1				79.0%
Level 05	1572.9	1258.8				80.0%
Level 06	496.5	403.3				81.2%
<b>TOTAL</b>	<b>12331.9</b>	<b>9115.4</b>		<b>632.3</b>		<b>79.0%</b>

BLOCK Q (2025 APARTMENT STANDARDS)	GIA	NIA (Res)	NIA (Community Resource)	NIA (Services)	NIA (Commercial)	Efficiency
Level 00	2582	1312.5		769		80.6%
Level 01	2611.9	2148.7				82.3%
Level 02	2453.5	2004.7				81.7%
Level 03	2453.5	2004.7				81.7%
Level 04	2453.5	2004.7				81.7%
Level 05	2453.5	2004.7				81.7%
Level 06	1513.3	1217.3				80.4%
Level 07	454	362.4				79.8%
<b>TOTAL</b>	<b>16975.2</b>	<b>13059.7</b>		<b>769</b>		<b>81.5%</b>

TOTAL	GIA	NIA (Res)	NIA (Community Resource)	NIA (Services)	NIA (Commercial)	Efficiency
	29307.1	22175.1		1401.3		80.4%