

Part 8 Planning Application Report

Proposed Residential
Development at lands
in the Townlands of
Cork Little,
Woodbrook -
Shanganagh, Shankill,
Co. Dublin

For Dun Laoghaire
Rathdown County
Council

JUNE 2026

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TABLE OF CONTENTS

| | | |
|----------|---|-----------|
| 1 | INTRODUCTION | 1 |
| 1.1 | APPLICATION TEAM | 1 |
| 2 | SITE DESCRIPTION & CONTEXT | 2 |
| 2.1 | PUBLIC TRANSPORT ACCESSIBILITY | 3 |
| 3 | PLANNING HISTORY | 4 |
| 3.1 | THE SUBJECT SITE | 4 |
| 3.2 | ADJACENT SITES | 4 |
| 3.2.1 | An Bord Pleanála Ref. ABP-305844-19 (Consented SHD – Woodbrook Phase 1) | 4 |
| 3.2.2 | DLRCC Reg. Ref. LRD24A/0382/WEB (Woodbrook Phase 2) | 6 |
| 3.2.3 | DLRCC Reg. Ref. LRD24A/0482/WEB (Amendment to Phase 1) | 8 |
| 3.2.4 | ABP Ref. ABP-317742-23 (BusConnects – Bray to City Centre) | 9 |
| 3.2.5 | DLRCC Reg. Ref. D20A/0744 (Woodbrook DART Station) | 9 |
| 4 | PROPOSED DEVELOPMENT | 10 |
| 4.1 | DESIGN AND BLOCK LAYOUT | 10 |
| 4.2 | KEY SITE STATISTICS OF THE WOODBROOK MASTERPLAN LANDS | 10 |
| 4.3 | UNIT MIX | 10 |
| 4.4 | RESIDENTIAL DENSITY | 11 |
| 4.5 | BUILDING HEIGHT | 11 |
| 4.6 | PARKING | 12 |
| 4.7 | BALCONIES | 13 |
| 4.8 | TRANSPORTATION | 13 |
| 4.9 | ROAD LAYOUT & ACCESS | 13 |
| 4.10 | LANDSCAPE | 13 |
| 4.11 | SUNLIGHT / DAYLIGHT ASSESSMENT | 14 |
| 4.12 | PUBLIC LIGHTING | 14 |
| 4.13 | WATER SERVICES | 14 |
| 4.13.1 | Wastewater | 15 |
| 4.13.2 | Surface Water | 15 |
| 4.13.3 | Water Supply | 15 |
| 4.13.4 | Flood Risk | 15 |
| 4.14 | BUILDING LIFE CYCLE REPORT | 15 |
| 4.15 | OPERATIONAL WASTE MANAGEMENT PLAN | 16 |
| 4.16 | CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN (CEMP) | 16 |
| 4.17 | ARCHAEOLOGY | 16 |
| 4.18 | PART V | 16 |
| 5 | STRATEGIC PLANNING CONTEXT – STATEMENT OF CONSISTENCY | 16 |
| 6 | STATUTORY PLANNING CONTEXT – STATEMENT OF CONSISTENCY | 17 |
| 6.1 | DÚN LAOGHAIRE RATHDOWN COUNTY DEVELOPMENT PLAN 2022 – 2028 | 17 |
| 6.1.1 | Core Strategy | 17 |
| 6.1.2 | Land Use Zoning | 19 |
| 6.1.2.1 | Specific Local Objectives | 21 |
| 6.1.2.2 | Map Based Objective | 21 |
| 6.1.3 | Residential Density | 21 |
| 6.1.4 | Building Height | 24 |
| 6.1.5 | Residential Unit Mix | 24 |
| 6.1.6 | Communal Open Space | 25 |
| 6.2 | WOODBROOK – SHANGANAGH LOCAL AREA PLAN 2017 – 2023, AS EXTENDED | 25 |
| 6.2.1 | LAP Phasing Requirements | 31 |
| 7 | ENVIRONMENTAL STUDIES | 33 |

| | | |
|----------|---|-----------|
| 7.1 | APPROPRIATE ASSESSMENT..... | 33 |
| 7.2 | ENVIRONMENTAL IMPACT ASSESSMENT SCREENING REPORT..... | 33 |
| 8 | CONCLUSION..... | 34 |
| 9 | APPENDIX A: STRATEGIC PLANNING POLICY- STATEMENT OF CONSISTENCY..... | 36 |

1 INTRODUCTION

We, Stephen Little & Associates, Chartered Town Planners & Development Consultants, 26 / 27 Upper Pembroke Street, Dublin 2, are instructed by Aeval Unlimited Company, Overend House, Dundrum Town Centre, Sandford Road, Dundrum, D16 A4W6 on behalf of Dun Laoghaire Rathdown County Council (the Applicant) to prepare this Planning Application Report to accompany this planning application for a Part 8 Residential Development.

Broadly, the proposal seeks permission for an 359 no. units delivered in 2no. Blocks. Block P consisting of 154 no. units and Block Q consisting of 205no. units. The proposed development forms part of the wider Woodbrook Masterplan lands permitted under (ABP Ref. ABP-305844-19 and Reg. LRD24A/0382/WEB).

This Planning Application Report in our opinion, sets out how the proposed scheme complies with the proper planning and development of the area in the context of the relevant strategic and local planning policy, as primarily expressed in: -

- Delivering Homes, Building Communities 2025-2030.
- National Planning Framework, Ireland 2040.
- Eastern & Midlands Regional Spatial & Economic Strategy and Dublin Metropolitan Area Spatial Plan.
- Sustainable and Compact Settlements Guidelines for Planning Authorities (2024).
- Design Standards for Apartments guidelines for Planning Authorities (2025).
- Dún Laoghaire-Rathdown County Development Plan 2022 – 2028.
- Woodbrook – Shanganagh Local Area Plan 2017 – 2023, as Extended.
- Other relevant national and regional planning strategies, objectives and planning design guidelines for achieving sustainable urban residential development in the Dublin area.

This Report, prepared by Stephen Little & Associates Chartered Town Planners & Development Consultants, should be read in conjunction with the Planning Application plans and particulars submitted with this Application.

A list of the various accompanying Application material is outlined in the enclosures list at the end of this Report.

1.1 Application Team

The following lists the design team consultants involved in the preparation of the planning design subject of this application, together with the other consultants who have provided supplementary reports in support of the development being proposed and have been led by OMP Architects as the principal designers on the project:

- Stephen Little & Associates, Chartered Planners and Development Consultants.
- O'Mahony Pike Architects.
- Atkin Realis Consulting Engineers.
- Brady Shipman Martin Built Environment Consultants.
- ModelWorks Ltd.
- The Tree File Limited.
- Sabre Electrical Services Ltd.
- Enviroguide Consulting.
- Jensen Hughs
- AWN Consulting
- Delap & Waller

2 SITE DESCRIPTION & CONTEXT

The application site is located in an area identified for development under the Woodbrook – Shanganagh LAP (2017 – 2023), as Extended (“the LAP”).

This residential site is located within the planning jurisdiction of Dun Laoghaire Rathdown County Council between Shankill and Bray. The Dublin – Rosslare railway line is located on the eastern edge of the site and includes the recently opened Woodbrook DART station while R119 Dublin Road corridor provides the main vehicular connection from the Woodbrook masterplan lands and to the adjoining transport strategic road network via the M11. The Dublin Road is an important bus corridor providing bus services within the subregional area. The overall Woodbrook lands measuring c. 21Ha are located c. 1.5km south of Shankill Village centre and c 1.5km north of Bray town centre.

Part of the original SHD permission involved the laying of a foul rising main through Shanganagh Public Park. This rising main and associated on-site foul pumping station serve the developments by the Applicant at Woodbrook, and also the development by the Local Authority/LDA at Shanganagh, to the north; both of which are covered by the same LAP.

The site is gently undulating, with more significant changes in levels in isolated locations. The site boundaries also contain mature tree lines and hedgerow. The site slopes generally downwards from north to south. An existing field ditch, which is predominantly dry, runs adjacent to the boundary with Shanganagh Cemetery south towards the southern boundary. A crematorium has recently been approved on lands to the north of Woodbrook, within the Shanganagh Cemetery lands.



Figure 1: Application site in green with wider outlined in green (Source: Bing Maps, with overlays by SLA). Please refer to the enclosed Site Location Plan prepared by O’Mahony Pike Architects for the definitive red line boundary of the subject site.

2.1 Public Transport Accessibility

The following bus routes serve the area: -

| Route No. | Destinations | Available From (Nearest Stop) |
|-----------|---|--------------------------------------|
| 45A | Kilmacanogue – Dún Laoghaire Station via Shankill | Dublin Road (4203, 4202, 4127, 4128) |
| 45B | Kilmacanogue – Dún Laoghaire Station via Shankill | Dublin Road (4203, 4202, 4127, 4128) |
| E1 | Ballywaltrim - Northwood | Dublin Road (4203, 4202, 4127, 4128) |
| L14 | Southern Cross - Cherrywood | Dublin Road (4203, 4202, 4127, 4128) |

Table 1: Bus routes serving the proposed development.

The current bus routes provide convenient access from the Old Dublin Road (R119) to Dublin City Centre and provide access to the wider DART network via Bray or Dun Laoghaire.

Woodbrook DART Station

Woodbrook DART Station has been operational since August 2025. This station is within a 3 minutes walking distance from the furthest part of the application site.

BusConnects

BusConnects is the National Transport Authority’s (NTA) programme to greatly improve bus and sustainable transport services. The aim of BusConnects is to deliver an enhanced bus system that is better for the city, its people, and the environment. This project will increase the destinations that are available to travel to via bus, increase frequencies, and provide an easier bus system to understand. Thus, serving the area’s growing population. The routes are in operation, reliability will be enhanced as part of proposed and approved works along the local road network, strengthening the application sites access to high quality public transport.

| Route No. | Destinations | Available From (Expected Stops) |
|------------------------|-------------------------------------|---------------------------------|
| Local & Orbital Routes | | |
| L11 | Kilmacanogue – Bray – Dún Laoghaire | Old Dublin Road (R119) |
| L14 | Dundrum – Blackrock | |
| City Centre Routes | | |
| E1 | City Centre – Bray | Old Dublin Road (R119) |

Table 2: Future BusConnects routes to serve the proposed development with supporting infrastructure.

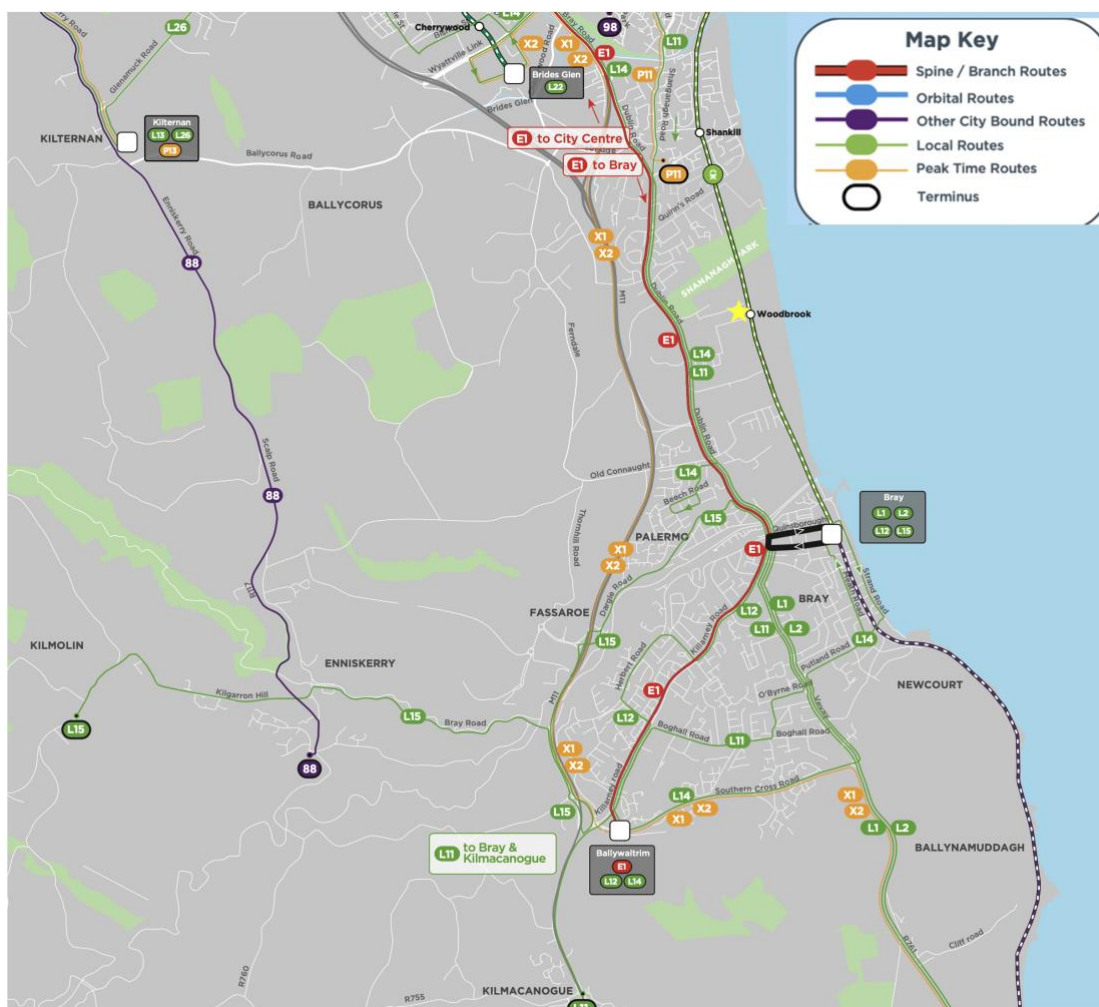


Figure 2: Extract from BusConnects proposals with application site indicated by yellow star (Overlay by SLA). (Source: BusConnects.ie)

3 PLANNING HISTORY

3.1 The Subject Site

The site was previously utilised for agricultural purposes, as tillage land. The lands are generally to the west of the Woodbrook DART Station, south of the Shanganagh cemetery, to the east and north-west of the first and second phases of the overall Woodbrook Masterplan developments in line with the LAP.

3.2 Adjacent Sites

The relevant planning permissions in this case relate to the already permitted developments adjacent to the subject site. Relevant details of these are set out below:

3.2.1 An Bord Pleanála Ref. ABP-305844-19 (Consented SHD – Woodbrook Phase 1)

On the 6 November 2019 Aeval Unlimited Company applied for planning permission for a Strategic Housing Development on a site of c. 21.9 Ha generally bounded by the Old Dublin Road (R119) and St. James’s (Crinken) Church to the west, Shanganagh Public Park and Shanganagh Cemetery to the north, Woodbrook Golf Course to the east and Corke Lodge and woodlands and Woodbrook Golf Clubhouse and car park to the south. The replacement golf hole lands are generally bounded by the existing railway line to the west, Shanganagh Public Park to the north and Woodbrook Golf Course to the east and

south. The proposed development is within the townlands of Cork Little and Shanganagh, Shankill, County Dublin.

The proposed development consists of a residential-led development comprising 685no. residential units and 1no. childcare facility in buildings ranging from two to eight storeys. The breakdown of residential accommodation is as follows: -

- 207no. own door detached, semi-detached, terraced and end of terrace houses, including: -
 - 134no. three-bed two-storey houses (House Type 01, 02, 03, 08, 10) – (House Type 01 are provided with optional ground floor extensions and/or attic conversions, House Type 03 are provided with optional ground floor extensions).
 - 48 no. four-bed two to three-storey houses (House Type 04, 05, 07) – (House Type 05 are provided with optional ground floor extensions).
 - 25no. five-bed three-storey houses (House Type 06).
 - 48no. duplexes (33no. own door), in three to four-storey buildings, including: -
 - Old Dublin Roadblocks accommodating 16no. two-bed duplex and 17no. three-bed duplex.
 - Park Edge Block accommodating 6no. two-bed duplex, 6no. three-bed duplex.
 - Block A accommodating 3no. duplexes (3no. two-beds).
- 430no. apartment units accommodated in 6no. 3 to 8 storey buildings, including: -
 - Block A accommodating 66no. apartments (14no. one-beds and 52no. two-beds) and Tenant Amenity area (circa. 93 square metres gross floor area).
 - Block B accommodating 151no. apartments (47no. one-beds and 104no. two-beds) and Tenant Amenity area (circa. 203 square metres gross floor area).
 - Block C accommodating 151no. apartments (47no. one-beds and 104no. two-beds) and Tenant Amenity area (circa. 203 square metres gross floor area).
 - Block D accommodating 36no. apartments (13no. one-beds, 18no. two-beds and 5no. three-beds).
 - Block E accommodating 21no. apartments (7no. one-beds, 13no. two-beds and 1no. three-bed).
 - Old Dublin Roadblock accommodating 5no. apartments (2no. one-beds and 3no. two-beds).
- Private rear gardens are provided for all houses.
- Private patio/terraces and balconies are provided for all duplex and apartment units at ground floor. Balconies are proposed on elevations to all upper level of duplex and apartment buildings.
- The proposed development includes 1no. childcare facility (circa. 429 square metres gross floor area).
- All associated and ancillary site development and infrastructural works (including plant), hard and soft landscaping and boundary treatment works (including temporary hoarding to undeveloped lands), including: -
 - Provision of Woodbrook Distributor Road/Woodbrook Avenue from Old Dublin Road (R119) to the future Woodbrook DART Station, including the provision of a temporary surface car park (164no. parking spaces including set down areas and ancillary bicycle parking and storage) adjacent to the future Woodbrook DART Station in the northeast of site on lands currently forming park of Woodbrook Golf Course.
 - New vehicular access provided from the Old Dublin Road (R119) opposite Woodbrook Downs entrance including new junction arrangements and associated road-re-alignment.

- Provision of emergency access to Shanganagh Cemetery access road.
- Provision of internal road network including pedestrian and cycle links.
- Provision of a series of linear parks and green links (Coastal Park and Corridor Park), including 2no. pedestrian/cycle links to Shanganagh Public Park to allow full north/south connection, supplemented by smaller pocket parks.
- Provision of SuDs infrastructure and connection to existing surface water culvert on Old Dublin Road (R119).
- Provision of wastewater infrastructure (pumping station including 2.4 metre fencing to perimeters, 24-hour emergency storage and rising foul main through Shanganagh Public Park to tie-in to existing services at St. Anne's Park Residential Estate) and extension of a connection to public watermain on Old Dublin Road (R119);
- 844no. car parking spaces.
- 1,305no. long and short-term bicycle parking spaces.
- Bin store and bicycle storage for all terraced houses, duplex / apartments and apartment blocks.
- 2no. ESB Unit Sub-stations.
- Provision of 2no. replacement golf holes in land to the east of the rail line (northeast of the future DART Station) and associated two metre paladin fences to western and northern perimeter.

Condition 2 of the grant of permission for the SHD proposal required design amendments to Block D to increase the size of the childcare facility. As a result the number of permitted units reduced for 685no. to 682no.

Permission for Woodbrook Phase 1 was granted on 25 February 2020 under ABP Ref. 305844-19 for a proposed development of 682no. residential units (comprising houses, duplexes and apartments) and 1no. creche facility in buildings ranging from 2-8 storeys. Development of Woodbrook Phase 1 commenced in 2021 and the southern extent of the site has been substantially progressed. The first occupations took place in November 2023.

3.2.2 DLRC Reg. Ref. LRD24A/0382/WEB (Woodbrook Phase 2)

On the 31 May 2024, Aeval Unlimited Company applied for planning permission for a Large-scale Residential Development consists of 479no. dwellings in a mixture of terraced and semi-detached houses, duplexes and apartments and a Neighbourhood Centre ranging in height from 1 – 7 storeys as follows: -

- 479no. dwellings in a mixture of terraced and semi-detached houses, duplexes and apartments and a Neighbourhood Centre, ranging in height from 1 – 7 storeys as follows: -
 - 320no. apartment units and 30no. duplex units are accommodated in 9no. buildings 2 – 7 storeys in height comprising: -
 - **Block F:** 26no. 1-bedroom apartments, 40no. 2-bedroom apartments accommodated in 1no. 3 to 5-storey apartment block and 3no. 2-bedroom duplex units accommodated in a 2-storey terrace (69no. units in total).
 - **Block H:** 3no. 1-bedroom apartments, 12no. 2-bedroom apartments and 17no. 3-bedroom apartments accommodated in 1no. 4 to 5-storey apartment block (32no. units in total).
 - **Block J:** 9no. 2-bedroom duplex units, 9no. 3-bedroom duplex units and 3no. 3-bed apartments accommodated in 1no. 4-storey apartment block (21no. units in total).

- **Block L:** 6no. 2-bedroom duplex units and 3no. 3-bed simplex units accommodated in 1no. 3-storey apartment block (9no. units in total). Block K: 6no. 1-bedroom apartments and 26no. 3-bedroom apartments accommodated in 1no. 5-storey apartment block (32no. units in total).
 - **Block M:** 7no. 1-bedroom apartments and 10no. 2-bedroom apartments accommodated in 1no. 3 to 4-storey apartment block (17no. units in total).
 - **Block N:** 7no. 1-bedroom apartments and 17no. 2-bedroom apartments accommodated in 1no. 4 to 5-storey apartment block (24no. units in total). Block P1: 16no. 1-bedroom apartments, 9no. 2-bedroom apartments and 19no. 3-bedroom apartments accommodated in 1no. 3-6 storey apartment block (44no. units in total).
 - **Block P2:** 45no. 1-bedroom apartments, 33no. 2-bedroom apartments and 24no. 3-bedroom apartments accommodated in 1no. 5 to 7-storey apartment block (102no. units in total); 24no. 3-bedroom courtyard duplex units accommodated in 3no. 2-storey terraces.
 - Private patios / terraces or balconies are provided for all duplexes and apartments. Dedicated communal open space areas are provided to serve each duplex and apartment block;
- 105no. 2-3-storey houses consisting of 63no. 3-bedroom houses and 42no. 4-bedroom houses. Private rear gardens / patios / terraces are provided for all houses;
- 3no. retail units (a total of c. 798 sq. m), 1no. café / restaurant unit (c. 205 sq. m) and a community resource area (c. 140 sq. m) are provided within the proposed mixed use Neighbourhood Centre (Blocks F and G). Block G is a single storey pavilion building comprising of the café / restaurant;
- All associated and ancillary site development, infrastructural, hard and soft landscaping and boundary treatment works, including: -
 - Significant new public realm at the Neighbourhood Centre including a diagonal pedestrian street between Blocks F & G aligned with St. James's Church (a Protected Structure) and an adjacent new pocket park or 'Village Green';
 - Pedestrian connection (ramp and steps) to the rear of St. James's (Crinken) Church property (a Protected Structure) and associated localised removal of existing common blockwork wall boundary and its replacement with new boundary treatment comprising railings and a controlled access gate;
 - 388no. car parking spaces (including 330no. allocated resident spaces, 30no. visitor spaces, 22no. retail spaces, 4no. ESB spaces and 2no. Go-Car spaces);
 - 977no. bicycle parking spaces (including 747no. allocated resident spaces, 182no. visitor spaces and 48no. non-residential spaces); 1
 - 9no. motorcycle parking spaces; Bins and bicycle stores;
 - Plant rooms provided at ground floor level and additional plant provided at roof level (including PV panels) of apartment blocks;
 - Provision of telecommunications infrastructure at roof level of Block P including shrouds, antennas and microwave link dishes (18no. antennas enclosed in 9no. shrouds and 6no. transmission dishes, together with all associated equipment);
 - A pedestrian / cyclist bridge in the northwest corner of the site to provide connection to Shanganagh Public Park.
 - Vehicular, cyclist and pedestrian access to serve the proposed development will continue to be provided from R119 (Old Dublin Road) via Woodbrook Avenue permitted under ABP Ref. ABP-305844-19 (Woodbrook Phase 1) with an enhanced network of pedestrian and cycle routes across the development.

- The above development also comprised amendments to permitted site development works at Woodbrook Phase 1 (ABP Ref. ABP-305844-19 refers), including: -
 - Revisions to the western 'Green Axis' linear park to create a new hard and soft landscaped civic plaza adjacent to the Neighbourhood Centre retail units, including significant paving, tree planting, provision of 'rain gardens' and amendments to permitted underground attenuation;
 - Revisions to the western 'Green Axis' linear park north of the Neighbourhood Centre to provide a new dedicated children's playground and adjacent kickabout space and other alterations including adjustment to the alignment and widening of the permitted combined pedestrian / cycle path, amendments to permitted underground attenuation and the partial culverting of an existing ditch;
 - Adjustments to road levels on Woodbrook Close and the minor adjustments to the car parking layout and pedestrian / cycle route and associated changes to landscaping layout including new pedestrian connection (ramp and steps) to the rear of St. James's (Cricken) Church property (a Protected Structure);
 - Adjustments along Woodbrook Avenue to cater for revised locations for internal road connections to facilitate the proposed development and connections to existing water services (wastewater, surface water and water supply);
 - Adjustments to the permitted underground attenuation adjacent to permitted Block A (landmark building).

All within a development area of 7.62 Ha which forms part of a wider application site of 27.12 Ha.

Permission for Woodbrook Phase 2 was granted on 23 January 2025 under DLRC Reg. Ref. LRD24A/0382/WEB for a proposed development of 479no. residential units (comprising terraced and semi-detached houses, duplexes, apartments and a Neighbourhood centre, ranging in height from 1-7 storeys. Reg. Ref LRD24A/0382/WEB consisted of amendments to the Phase 1 permitted residential development subject to 42no. conditions.

3.2.3 DLRC Reg. Ref. LRD24A/0482/WEB (Amendment to Phase 1)

On 4 July 2024, Castlethorn Management Services UC applied for amendments to the large courtyard apartment blocks (Blocks A, B & C) within the permitted Strategic Housing Development (under An Bord Pleanála Ref. ABP-305844-19) at its eastern edge involving: -

- **Block A:** An additional 9no. residential units (3no. 1-bed apartments, 2no. 2-bed apartments and 4no. 2-bed duplex units) at ground floor level; amendments to the layout of 3no. permitted duplex units; associated adjustments to elevations; omission of 3no. car parking spaces from the podium car park and increased bicycle parking provision. The additional units are facilitated by the omission of internal tenant amenity spaces at ground and first floor level and reconfiguration of bicycle parking and plant areas.
- **Block B & C:** An additional 13no. residential units (4no. 1-bed apartments, 6no. 2-bed apartments and 3no. 2-bed duplex units) at ground floor level in each block; amendments to the layout of 1no. permitted unit at ground floor level and 3no. permitted apartment units at first floor level; associated adjustments to elevations per block; omission of podium structure (including all undercroft car parking) with communal open space now proposed at grade and increased bicycle parking provision per block. The additional units are facilitated by the omission of internal tenant amenity spaces and the undercroft car park at ground floor level and through reconfiguration of increased bicycle parking and plant areas in each block.
- All ancillary and associated site development, infrastructure and landscape works including: -
 - reconfiguration and minor increase of on-street car parking and associated adjustments to landscaping;

- change from pre-cast concrete to aluminium/steel frame system to feature balconies on the eastern and western elevations of each block;
- adjustment to selected balconies onto the courtyards of each block; overall height reduction of Block A by 1225mm;
- overall height reduction of Block B & C by 1150mm;
- minor adjustments to drainage alignment and underground attenuation tank to the east of Block A;
- minor change to alignment of pavement to the east of Block A and addition of access paths from Blocks B and C east toward the linear park pedestrian / cycle path and additional crossing points on Woodbrook Avenue.

The proposed works take place within a development area of 2.52 Ha, which forms part of the wider Phase 1 site of 21.9 Ha. The scheme is as otherwise permitted under An Bord Pleanála Ref. ABP-305844-19 – Woodbrook Phase 1 and would increase by 35no. dwellings from 682no. dwellings to 717no. dwellings overall at Woodbrook Phase 1.

Minor amendments were proposed to the site development works of the consented scheme (An Bord Pleanála Ref. ABP-305844-19) as part of a concurrent planning application under DLRC Reg. Ref. LRD24A/0382/WEB. None of these works overlapped with the work proposed as part of the amendments to Block A, B and C of An Bord Pleanála Ref. ABP-305844-19.

A Final Grant of Permission for Woodbrook Phase 1 amendments was granted on 27 September 2024 under DLRC Reg. Ref. LRD24A/0482/WEB subject to 12no. conditions.

3.2.4 ABP Ref. ABP-317742-23 (BusConnects – Bray to City Centre)

The National Transport Authority (NTA) has applied under Section 51(2) of the Roads Act 1993 (as amended) to An Bord Pleanála for approval in relation to a proposed road development consisting of the construction of the Bray to City Centre Core Bus Corridor Scheme which has an overall length of approximately 18.5km, will commence at the junction of Leeson Street Lower and Earlsfort Terrace on St. Stephen's Green. The Proposed Scheme is routed along Leeson Street Lower and Upper, and Sussex Road. It continues along Morehampton Road and Donnybrook Road, through Donnybrook Village and on to the Stillorgan Road, serving the UCD Interchange via the Stillorgan Road Overbridge at Belfield. The route then continues on the Stillorgan Road (N11), which carries on to the Bray Road to Loughlinstown Roundabout. From Loughlinstown Roundabout it runs along the Dublin Road (R837) to St. Anne's Church and **then continues south through Shankill village along the R119. It then passes through Wilford Junction and along the Dublin Road until it terminates on Castle Street in Bray**, on the north side of the River Dargle crossing.

The Scheme was approved on 28 January 2025 subject to 23no. Conditions

3.2.5 DLRC Reg. Ref. D20A/0744 (Woodbrook DART Station)

Iarnród Eireann sought permission on 15 October 2020 for development consisting of a new DÁRT / Railway Station, to include two 174m platforms with 8m end ramps, platform shelters, seating, lighting, Overhead line equipment (OHLE), CCTV, ticket vending machines and validators, commercial advertising, driver operating monitors, public address, customer information signage, directional and station signage, including a totem pole, as well as a telecoms equipment room (TER) building and permanent way vehicular access route on the western (Up) side. The station platforms to be accessed via ramps and steps integrated into an in-situ concrete retaining wall structure. There will be a continuous paladin fence at the top of the embankment with sliding gates at the station entrance. Above the station will be a public realm structure comprising of two sets of staircases, ramps and a footbridge.

Following submission of Significant Further Information on 4 June 2021, permission was ultimately granted by DLRC on 5 August 2021.

The Woodbrook DART Station is operational as of August 2025 and is located opposite the site.

4 PROPOSED DEVELOPMENT

4.1 Design and Block Layout

The proposed development consists of a residential development of 359no. Units, comprising 353no. apartments and 6no. Duplexes accommodated in 2no. Blocks ,ranging in height of 2 to 8 storeys with the Duplexes located on the respective ground floors. The blocks comprise:-

- **Block P:** 154no units (consisting of 83no. 1-Bed, 18no. 2-Bed(3P), 46no. 2-Bed(4P), 4no. 3-Bed(4P) and 3no Duplexes (5P).
- **Block Q:** 205no units (consisting of 77no. 1-Bed, 34no. 2-Bed(3P), 91no. 2-Bed(4P) and 3no. 3-Bed(5P) Duplexes)

The development also includes public open space, communal open space serving the blocks; internal road networks; pedestrian and cycle facilities; car and bicycle parking spaces; ESB substations and all associated and ancillary site development and infrastructural works, hard and soft landscaping and boundary.

4.2 Key Site Statistics of the Woodbrook Masterplan Lands

| Key Site Statistics | Permitted SHD with Amendments | Permitted LRD | Proposed Part 8 – Dart Gateway Development | Overall Total |
|------------------------|-------------------------------|---------------|--|---------------|
| Total Number of Units | 717 | 332 | 359 | 1,408 |
| Gross Site Area (Ha) | 16.87 | 7.62 | 2.63 | 27.12 |
| Net Site Area (Ha) | 8.8 | 4.98 | 1.92 | 15.7 |
| Net Density (dph) | 81.5 | 66.7 | 187 | 89.7 |
| Public Open Space (Ha) | 3.4 | 1.56 | 0.68 | 5.64 |
| Part V | 81 | 101 | 89 | 271 |
| Plot Ratio | 0.47 | 0.71 | 1.11 | 0.60 |
| Site Coverage | 16.0% | 22% | 20% | 18% |

We note 123no. units which were previously part of Block P in the 479no. units permitted under the LRD, are now part of the proposed Woodbrook Gateway development.

4.3 Unit Mix

There are 359no. units being proposed in Blocks P & Q this case. The proposed housing mix of Apartments and Duplexes is as follows: -

| 1-Bed | 2-Bed (3 P) | 2-Bed(4 P) | 3-Bed(4 p) | 3 Bed (5 p)Duplex | Total |
|-------|-------------|------------|------------|-------------------|-------|
| 160 | 52 | 137 | 4 | 6 | 359 |
| 44.6% | 14.5% | 38.2% | 1.1% | 1.7% | 100% |

Details relating to residential standards are set out in the Schedule of Accommodation (SoA) and Housing Quality Assessment (HQA), prepared by O’Mahony Pike Architects enclosed with this planning application. All proposed new units will meet the standards set out in the Apartment Guidelines 2025.

4.4 Residential Density

The proposed development seeks to provide 359no. units on a gross site area of c. 2.5 Ha, resulting in a gross density of c. 136.6 units per Ha and net density of 143.4 units per Ha.

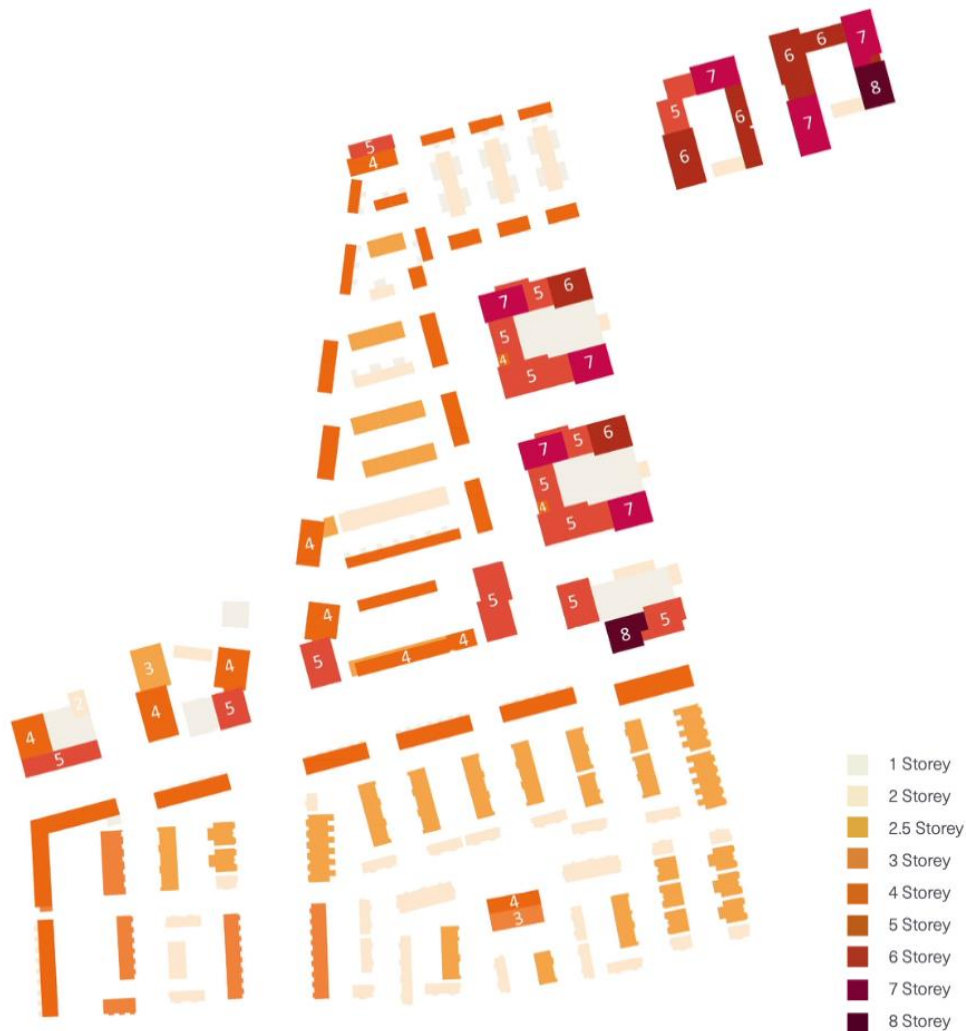
When the proposed development is considered with permitted Woodbrook Phases 1/2 as amended and future development of the temporary car park an overall minimum net density of between **c. 50 – 150no. units per Ha is achieved.**

Overall, it is considered that the density achieved is in line with the Dun Laoghaire Rathdown Urban Areas Density ranges as outlined in the recommendations by the chief executive offices report in respect to Variation No. 1 of the Development Plan and provision of the Compact Settlement Guidelines when consideration is given the settlement hierarchy with Dún Laoghaire, the accessibility of the lands and consideration of local context and natural features.

4.5 Building Height

The proposed development includes 2no. apartment/duplex blocks, ranging in height from 2 – 7.

The duplexes are 2 storeys in height. The apartment and duplex blocks range in height from 2–8 storeys.



Height Diagram, Woodbrook Masterplan

Figure 3: Extract from the Design Statement, prepared by O’Mahony Pike Architects showing the building heights of the proposed development in the context of the permitted building heights of Woodbrook Phase 1&2.

Proposed Blocks P and Q align in height with the permitted Blocks A, B and C (permitted under Reg. Ref. ABP-305488 and amended under Reg. Ref. LRD24A/0482/WEB – Woodbrook Phase 1), 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 and a strong sense of place.

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.

4.6 Parking

Bicycle Parking

A total of 748no. cycle spaces are proposed. The majority of these spaces are provided in internal bicycle stores within the building footprints, with 180no. spaces being provided in external Sheffield stands for visitors. Covered bicycle store are located to the north of Blocks P and Q. The proposed cycle parking is outlined below:

| 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 | |
| TOTALS | 359 | 568 | 568 | 568 | 180 | 180 | 748 | 748 | 6 |

| RESIDENTIAL BICYCLE PARKING TYPE APARTMENTS & DUPLEXES | No. Sheffield Stand Spaces in Internal Bicycle Stores | No. Semi-Vertical Spaces in Internal Bicycle Stores | No. Stacked Spaces in Internal Bicycle Stores | No. Cargo Spaces 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 | | 19 | 336 |
| TOTALS | 284 | 38 | 114 | 29 | 4 | 80 | | 19 | 568 |
| | 50.0% | 6.7% | 20.1% | 5.1% | 0.7% | 14.1% | | 3.3% | 100.0% |

Figure 4: Extract of Bicycle Parking provision Schedule of Accommodation prepared by OMP Architects.

We refer to the Design Statement prepared by O’Mahony Pike Architects and the Traffic and Transport Assessment, prepared by Atkins Realis which provides a further details in respect to cycle parking provision.

Car Parking

A total of 137no. Car parking spaces are 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, and the car parking spaces on the perimeter of Block Q are assigned to Block Q, giving both blocks a car parking ratio of 0.23 and 0.37 for Blocks P and Q respectively. 19 no. “Pay & Display” car parking spaces are provided on the northern side of the road that runs along the northern side of Block Q for the dart, of which 8 are accessible. These are intended to serve visitors and DART station users. In addition, the development also provides provision for:

- 5% of parking is provided as designed as accessible in accordance with Part M regulations.
- ESB parking spaces are also provided at locations to service their infrastructure (total of 2 spaces)

The Car provision is broken down as follows:

| CAR PARKING | NO. OF RESIDENTIAL UNITS | SURFACE | UNDERCROFT | TOTAL RESIDENTIAL | RESIDENTIAL PARKING RATIO |
|--------------------------------------|--------------------------|------------|------------|-------------------|---------------------------|
| Unallocated Residential (Block P) | 154 | 35 | | 35 | 0.23 |
| Unallocated Residential (Block Q) | 205 | 76 | | 76 | 0.37 |
| Unallocated Residential (Accessible) | | 5 | | 5 | |
| Dart Station | | 11 | | | |
| Dart Station (Accessible) | | 8 | | | |
| Visitor & DART Pay & Display | | | | | |
| ESB | | 2 | | | |
| Totals | 359 | 137 | | 116 | 0.32 |

Figure 5: Extract of Car Parking provision from Schedule of Accommodation prepared by OMP Architects

We refer to the Design Statemen prepared by O'Mahony Pike Architects and the Traffic and Transport Assessment, prepared by Atkins Realis which provides a further details in respect to car parking provision.

4.7 Balconies

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. 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.

We refer to the Elevation Drawings and Design Statement, prepared by O'Mahony Pike Architects for further details relating to balconies.

Details relating to residential standards are set out int the Schedule of Accommodation (SoA) and Housing Quality Assessment (HQA), prepared by O'Mahony Pike Architects enclosed with this LRD planning application. All balconies will continue to meet the standards set out in the Apartment Guidelines 2025.

4.8 Transportation

We refer to the Traffic & Transport Assessment, prepared by Atkins Réalis which sets out how the proposed development would address traffic and transportation issues, including road infrastructure, traffic generation, pedestrian and cyclist linkages and safety, public transport availability and capacity.

4.9 Road Layout & Access

Blocks P & Q will be served by a proposed internal road network and the previously permitted access roads as provided by Woodbrook Phase 1 (ABP Ref. ABP-305844-19 refers). The main vehicular entrance will continue to be from the Old Dublin Road (R119) constructed as part of the Woodbrook Phase 1.

Woodbrook Avenue Woodbrook Phase 1 (ABP Ref. ABP-305844-19 refers) includes connections to local roads and the pedestrian and cycle path towards Woodbrook DART Station which are now in situ.

4.10 Landscape

The proposed landscape plan has been designed by Brady Shipman Martin Built Environment Consultants having regard to the provisions of the LAP. The proposed landscape scheme is a key component of the integration of the new building environment with the existing and proposed landscape conditions having regard to the provisions of the LAP. The key landscape features include: -

- Biodiversity Area
- Communal Open Spaces including play areas which are provided within the Block Courtyards.

- Roof Terrace on Block Q – level 06, which is accessible only to affordable sale residents.

Total communal open space of 2,320sq/m is provided for split between 900sq/m in Block P and 1,420 sq/m in Block Q (courtyard 730sq/m and roof terrace 690sq/m) which exceeds minimum requirements from the 2025 Apartment Guidelines.



Figure 6: Extract and location of Communal Open Space from Landscaping Plans prepared by BSM Landscaping

We refer to the Landscape Design Rationale, plans and particular prepared by Brady Shipman Martin for further details of the Landscape provision in this case and the Schedule of Accommodation prepared by OMP Architects.

4.11 Sunlight / Daylight Assessment

We refer the enclosed Daylight & Sunlight Analysis, prepared by Model Works Ltd, which provides an analysis of daylight and sunlight that would be available to the proposed development. This report concludes that:

“Daylight: The scheme performs well with 88% of the 927 rooms achieving compliance with the BRE Guide when assessed without trees, and 86% with trees.

“Sunlight: The scheme performs well with 82% of the 359 units achieving compliance with the BRE Guide when assessed without trees, and 80% with trees.”

4.12 Public Lighting

We refer the enclosed plans and particulars, prepared by Sabre Electrical Services Limited, which provides an analysis of how the public lighting would be available to the proposed development. This ensures all areas are sufficiently illuminated across the site.

4.13 Water Services

In the first instance, we refer to the enclosed Engineering Services Report and Engineering Drawings, prepared by Atkins Realis.

A Confirmation of Feasibility, enclosed herewith, has been provided by Uisce Eireann to show that the proposed connection to the Irish Water network can be facilitated. Additionally, a Statement of Design Acceptance, enclosed herewith, has been provided by Uisce Eireann to show that the proposed connection to the Irish Water network can be facilitated.

Both Uisce Éireann letters can be found in Appendix B and C of the Engineering Report prepared by Atkins Realis.

4.13.1 Wastewater

The enclosed Wastewater Drainage Drawings, prepared by Atkins Réalis, illustrate the proposed foul drainage network for the proposed development. The proposed foul drainage network for the Woodbrook Dart Gateway will discharge into the recently constructed foul network within the permitted Woodbrook Phase 1 development.

4.13.2 Surface Water

In the first instance, we refer to the enclosed Stormwater Impact Assessment Report and Surface Water Drainage Drawings, prepared by Atkins Réalis.

Surface water generated from the proposed residential development will be conveyed through the proposed and recently constructed as part of the phase 1 development surface water network including SuDS and attenuated / managed on site prior to final discharge at Qbar greenfield run-off rates.

The proposed measures included within the design proposal are as follows:

- Permeable paving in light traffic areas (parking bays)
- Green roofs to suitable apartment blocks
- Green courtyards to suitable apartment blocks
- Rain Gardens to residential areas
- Underground Attenuation System within green corridors/park areas/open spaces
- Tree pits
- Vortex Flow control devices

We refer to Surface Water Drainage Drawings, prepared by Atkins Réalis for further details.

4.13.3 Water Supply

The enclosed Water Supply Drawings, prepared by Atkins Réalis, illustrate the proposed water supply network for the proposed development. The proposal will be supplied from the recently completed watermain within the permitted Woodbrook Phase 1.

Each property will have its own separate supply off the proposed watermain along with a boundary box in accordance with Uisce Éireann standard construction details. For the proposed apartment blocks, a manifold chamber will be used in accordance with appropriate Uisce Éireann standards.

We refer to the Engineering report, prepared by Atkins Réalis for further details.

4.13.4 Flood Risk

We refer to the enclosed Flood Risk Assessment, prepared by Atkins Réalis which confirms the site to be located within Zone C, therefore, there is a negligible risk of flooding.

4.14 Building Life Cycle Report

A Building Life Cycle Report has been prepared by Castlethorn Construction and is enclosed in this application. This report contains an initial assessment of long-term running and maintenance costs as they would apply on a per residential units basis at the time of application. On foot of this assessment, the Applicant proposes specific measures (contained in the report) to effectively manage and reduce costs for the benefit of residents.

4.15 Operational Waste Management Plan

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 collection. 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.

We refer to the Operational Waste Management Statement, prepared by AWN Consulting Engineers, which confirms the waste strategy once the apartment blocks are operational can be implemented in accordance with DLRCC Waste guidelines.

4.16 Construction Environmental Management Plan (CEMP)

We refer to the enclosed Construction Environmental Management Plan, prepared by Atkins Realis for details on the management of the construction phase of the proposed development, including mitigation/or management of typical associated nuisance factors.

4.17 Archaeology

We refer to the Technical Note: Archaeological, Architectural and Cultural Heritage Report, prepared by Irish Archaeological Consultancy Ltd. Dated 16 January 2025, which provides a more detailed discussion regarding Archaeology. The letter confirms:

“No previously unrecorded sites of archaeological potential were noted during the course of these works. Furthermore, no recorded archaeological monuments (as listed in the Record of Monuments and Places) are located within the development area.”

4.18 Part V

This scheme is a joint venture between the DLR County Council and Castlethorn Management Services UC. This will provide a range of units in the form of 114no. affordable, 216no. cost rental housing units and 30no. Part V.

5 STRATEGIC PLANNING CONTEXT – STATEMENT OF CONSISTENCY

The proposed development has full regard for the requirements set out in the following national planning guidelines and policies including: -

- National Planning Framework, Ireland 2040.
- Eastern & Midlands Regional Spatial & Economic Strategy and Dublin Metropolitan Area Spatial Plan.
- Delivering Homes, Building Communities 2025-2030
- Climate Action Plan 2025
- Sustainable and Compact Settlements Guidelines for Planning Authorities (2024).
- Planning Design Standards for Apartments, Guidelines for Planning Authorities (2025).
- National Sustainable Mobility Policy.
- The Planning System and Flood Risk Management (2009).
- Design Manual for Urban Roads and Streets (2013).
- Childcare Facilities, Guidelines for Planning Authorities (2001).

We refer to **Appendix A – Strategic Planning Context – Statement of Consistency** of this Report which sets out responses to the document listed above.

6 STATUTORY PLANNING CONTEXT – STATEMENT OF CONSISTENCY

6.1 Dún Laoghaire Rathdown County Development Plan 2022 – 2028

The Dun Laoghaire-Rathdown County Development Plan 2022 – 2028 (“the Development Plan”) came into effect on the 21 April 2022 and is the statutory land-use plan governing the subject lands at this time.

The responses below deal with the substantive issues with the remainder of the policies / objectives and sections of the Development Plan dealt with in **Appendix A – Statutory Planning Context – Statement of Consistency** of this Report. As such, this section and Appendix A of this Report should be read in conjunction for a comprehensive response to the relevant policies / objectives and sections of the Development Plan identified by DLRCC.

6.1.1 Core Strategy

Policy Objective CS2 – Core Strategy states: -

“It is a Policy Objective to support the delivery of the Core Strategy in accordance with the Core Strategy Map illustrated in Figure 2.9 and the Core Strategy Table detailed at Table 2.11.”

We note, the proposed Variation No. 1 to the Development Plan amends the zoning and residential yield in the Woodbrook-Shanganagh from 29.53Ha and 1,998 units to 41.17Ha and 1,952 potential residential yield as amended in the Chief Executives Report to the below:

| Location | RDCA 2025 Existing Zoning (Ha) | RDCA 2025 Residential Capacity | Variation No.1 Proposed Zoning (Ha) | Variation No.1 Proposed Residential Capacity | Serviced or Serviceable by 2030 |
|---|--------------------------------|--------------------------------|-------------------------------------|---|---------------------------------|
| Permitted and under Construction ¹ | 53.62 | 3,540 | 53.62 | 3,540 | Serviced |
| Sites with an extant planning permission not commenced | 87.58 | 8,788 | 87.58 | 8,788 | Serviced |
| Sites with no planning permission | 272.71 | 15,197 | 275.41 | 21,810 - 22,338 | Serviced |
| Infill/Windfall ² | 119.50 | 9,559 | 122.20 126.88 | 10,276 10,886 | Serviced |
| Ballyogan & Environs | 44.18 | 2,562 | 44.18 | 2,562 | Serviced |
| Woodbrook-Shanganagh | 9.95 | 857 | 48.67 41.17 | 2,354 1,952 | Serviced |
| Kiltiernan-Glenamuck | 43.42 | 1,617 | 43.42 | 1,617 | Serviced |
| Old Connaught | 37.27 | 2,303 | 58.30 | 3,162 - 3,690 | Serviced & Serviceable |
| Rathmichael | 83.00 | 3,100 | 83.00 | 3,100 | Serviceable |
| DLR Total (excluding Cherrywood) | 337.33 | 19,997 | 399.77 396.95 | 23,070 23,598 23,279 - 23,807 | Serviced & Serviceable |
| Cherrywood | 76.13 | 7,528 | 76.13 | 7,528 | Serviced & Serviceable |
| DLR County Total ³ | 413.46 | 27,525 | 475.90 475.90 | 30,598 31,126 30,807 - 31,335 | Serviced & Serviceable |
| Residential Capacity from Serviced Land by 2030 | | | | 23,194 23,402 | |
| Total Housing Requirement 2025 to 2030 | | | | 28,232 | |
| Housing Requirement (less Q1 & Q2 2025 completions & under construction) | | | | 23,112 | |

Figure 7: Extract from Table 2.9A of the DLRCC Development Capacity Audit- CE Report

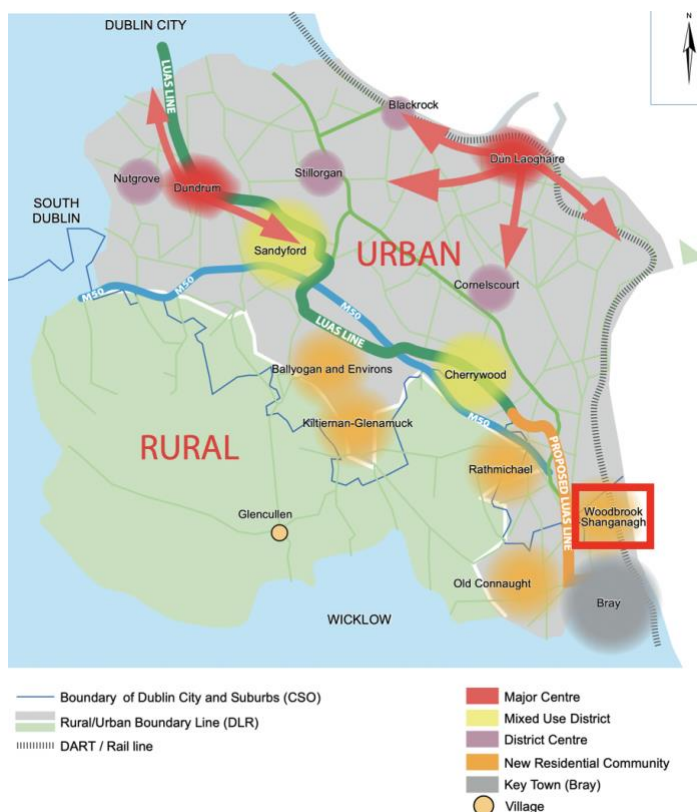


Figure 8: Extract from Table 2.9A of the DLRCC Development Capacity Audit- Aggregate Data 9 as of Q2 2025)

Policy Objective CS10 – Local Area Plans states: -

“It is a Policy Objective to implement a programme for the preparation of Local Area Plans and to prioritise areas in accordance with the overarching strategic objectives of the Core Strategy including those areas which are experiencing and/or likely to experience large scale development or regeneration.”

Applicant’s Response

The proposed development provides an additional 359no. residential units to the overall 1,073no.(consisting of 717no. units and 479no. units) permitted under ABP Ref. ABP-305844-19 and LRD24A/0382/WEB respectively. We note 123no. units which were previously part of Block P in the 479no. units permitted under Reg. Ref. LRD24A/0382/WEB, are now part of the proposed Woodbrook Gateway development.

This is in line with the LAP and is consistent with the Core Strategy of the Development Plan as varied. The proposed development will be within walking distance of the now opened Woodbrook DART Station which became operational in August 2025.

The proposed development will have a positive impact on reaching the quantum of housing and form part of a new residential community as identified in the Core Strategy for Dun Laoghaire-Rathdown County in a highly sustainable location.

6.1.2 Land Use Zoning

Under the Development Plan the subject site has been zoned Objective A1, the objective of which is: -

“To provide for new residential communities and Sustainable Neighbourhood Infrastructure in accordance with approved local area plans”

We note the Objective A1 land zoning text has been amended as per recommendation in the Chief Executives Report to in respect of the observation/submission lodged as part of the public consultation for Variation No. 1 of the current Dun Laoghaire Rathdown Development Plan to:

“To provide for new residential communities and Sustainable Neighbourhood Infrastructure in accordance with approved local area plans or approved Framework Plans.”

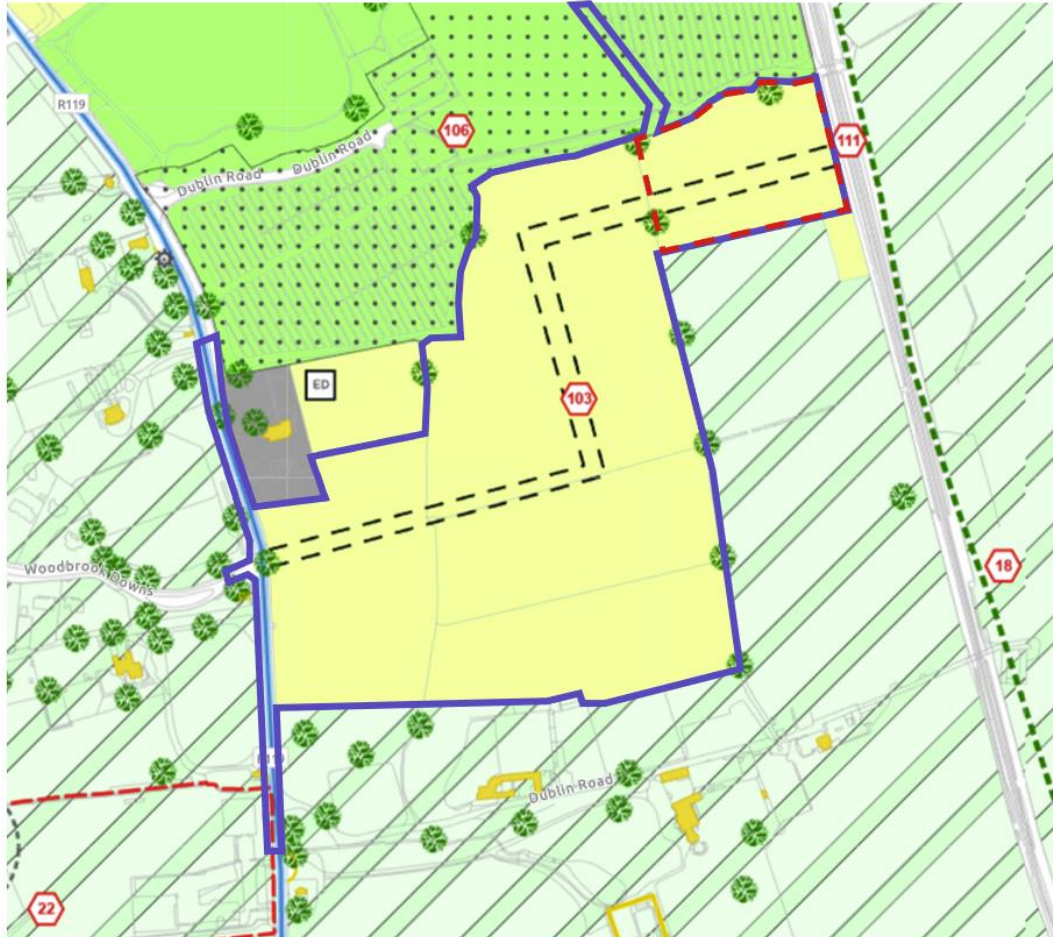


Figure 9: Extract from the Map 14 of the Development Plan (Site area approximately outlined in red dashed line and LAP lands outlined in blue). We refer to the accompanying Site Location Map prepared by O’Mahony Pike for the exact extents of Site area.

Below are the Permissible/open to Consideration uses for Objective A1 land use Zoning:

| |
|--|
| A1-Permissible Uses |
| Assisted Living Accommodation, Carpark, Caravan Park-Residential, Community Facility, Craft Centre/ Craft Shop, Childcare Service, Cultural Use, Doctor/ Dentist etc., Education, Embassy, Enterprise Centre, Funeral Home, Garden Centre/Plant Nursery, Guest House, Health Centre / Healthcare Facility, Industry-Light, Off-License, Offices less than 600sq.m, Open Space, Service Station, Place of Public Worship, Public House, Public Services, Residential , Residential Institution, Restaurant, Service Garage, Shop-Specialist, Shop Neighbourhood, Shop District, Sports Facility, Tea Room/Café, Travellers Accommodation, Veterinary Surgery |
| A1- Open to Consideration Uses |
| Allotments, Advertisement and Advertising Structures, Agricultural Buildings, Aparthotel, Betting Office, Caravan/Camping Park-Holiday, Cash and Carry/Wholesale Outlet, Cemetery, Heavy Vehicle Park, Home Based Economic Activities, Hospital, Hotel/ Motel, Household Fuel Depot, Industry-General, Motor Sales Outlet, Nightclub, Office Based Industry, Offices, Refuse Transfer Station, Residential – Build to Rent, Rural Industry Cottage, Rural Industry-Food, Science and Technology Based Industry, Shop-Major Convenience, Student Accommodation. |

Applicant's Response

Under the Objective A1 zoning 'Residential' use is 'Permitted in Principle'. The residential use proposed is fully compliant with the over-arching zoning objective for the subject lands.

6.1.2.1 Specific Local Objectives

Specific Local Objectives (SLO) 103 apply to the site and immediate vicinity. **SLO 103** seeks: -

"To accord with the policies of the adopted Woodbrook / Shanganagh Local Area Plan."

Applicant's Response

The proposed development is set out in accord with the policies of the LAP. We refer to Section 6.2 of this Report which outlines how the proposed development is in compliance with the LAP policies. We also refer the Planning Authority to the Design Statement, prepared by O'Mahony Pike Architects which details compliance with the LAP also.

6.1.2.2 Map Based Objective

A number of other Map Based Objectives apply to the site and immediate vicinity, which are addressed in turn as follows: -

Applicant's Response**6 Year Road Objective**

Woodbrook Avenue, including the junction with the Old Dublin Road (R119), has been implemented as part of the permitted development on site (ABP Ref. ABP-305844-19).

Tree & Hedgerows

Based on Map 14 of the Development Plan (above), there is a specific objective *"to protect and preserve trees and woodlands"* on the site.

We refer to the plans and particulars, prepared by the Tree File Limited which sets out the impacts on existing trees arising from the proposed development. Additionally, we refer to Landscaping

6.1.3 Residential Density

Policy Objective PHP18: Residential Density states: -

"It is a Policy Objective to: -

- *Increase housing (houses and apartments) supply and promote compact urban growth through the consolidation and re-intensification of infill/brownfield sites having regard to proximity and accessibility considerations, and development management criteria set out in Chapter 12.*
- *Encourage higher residential densities provided that proposals provide for high quality design and ensure a balance between the protection of existing residential amenities and the established character of the surrounding area, with the need to provide for high quality sustainable residential development."*

We note the text for **Policy Objective PHP18 : Residential Density** has been amended as part of the recommendations in the Chief Executive Report in respect of the proposed variation No. 1 of the Current Development Plan to:

The Sustainable and Compact Settlement Guidelines, 2024 include recommendations regarding appropriate densities for various types of locations. Having regard to the parameters set out in the

Guidelines, in particular Section 3 Settlement, Place and Density, the density ranges take into account the following:

- The amended CSO settlement boundaries for the Dublin City and Suburbs and Bray.
- ~~Car parking zones as set out in the County Development Plan 2022-2028.~~
- Walking distances from high frequency public transport stops / stations including DART/Luas and Core Bus Corridor Routes.
- Walking distances from high frequency BusConnects routes (10-min peak hour service).
- Walking distances from reasonable frequency BusConnects routes (15-min peak hour service).

While it is noted that Tables 3.1 (Dublin City & Suburbs) and 3.3 (Metropolitan Towns) of the Sustainable and Compact Settlement Guidelines, 2024 only refer to high frequency and accessible public transport in relation to density range, it is considered appropriate to also include ‘intermediate locations’ (i.e. 1km walking distance from high frequency bus and 500m walking distance from reasonably frequent bus) as being ‘accessible’ and allowing for higher densities within the suburban / urban extension locations.

Settlement Types in dlr:

New boundaries, called Built Up Areas (BUA), were introduced for the Census 2022. Having regard to the amended CSO boundaries, the majority of the built-up area of the County is located within the Dublin City & Suburbs (DCS) area. The County also includes part of the Metropolitan town of Bray in the Southeast area of the County. For the purposes of the RSES, the Metropolitan town of Bray (MTB) includes the Old Connaught area. Density ranges are plan-led within the OCLAP boundary.

Density ranges: Density ranges for lands within the Dublin City or Suburbs (DCS) or ‘**dlr Urban Areas**’ and MTB or ‘**dlr Metropolitan Town**’ will be encouraged in the following way:

dlr Urban Areas:

| Settlement Type | Public Transport Proximity /parking-zone | Density Range (dph) |
|----------------------------|--|---------------------|
| Urban Neighbourhood | 1km walk to DART/Luas & or 500m Core Bus Corridor combined with park-zones 1 and 2 | 50-250 |
| Suburban Accessible | 500m walk to high frequency bus combined with park-zone-2 | 40-150 |
| Suburban Intermediate | 1km walk high frequency bus & 500m walk to reasonably frequent bus combined with park zone-2 | 40-150 |
| Suburban / Urban Extension | Remaining areas within the Dublin City and Suburbs within park-zone-3 | 40-80 |

dlr Metropolitan Town (Bray & environs):

| Settlement Type | Public Transport Proximity /parking-zone | Density Range (dph) |
|----------------------------|---|---------------------|
| Urban Neighbourhood | 1km walk to DART/Luas & or 500m Core Bus Corridor combined with park-zones 1 and 2 | 50-150 |
| Suburban Intermediate | 1km walk to high frequency bus combined with park-zone-2 (note – there are currently no reasonably frequent bus routes serving this area) | 35-100 |
| Suburban / Urban Extension | Remaining areas outside Bray Metropolitan Town within park-zone-3 | 35-50 |

Figure 10: Recommended Density Ranges as CE Report in respect to DLRC Variation No.1

Policy Objective PHP20: Protection of Existing Residential Amenity states that: -

“It is a Policy Objective to ensure the residential amenity of existing homes in the Built Up Area is protected where they are adjacent to proposed higher density and greater height infill developments.”

Applicant’s Response

In accordance with the methodology sets out in the Appendix 4 of the LAP the main open spaces and main access road (Woodbrook Avenue) were omitted from the net density calculation. The overall net density calculation for Woodbrook Masterplan land is 89.7 dph.

This accords with the Sustainable and Compact Settlements Guidelines for Planning Authorities (2024) (“the Compact Settlement Guidelines”)

Table 3.3 of the Compact Settlements Guidelines set out the density, and given the location of the Woodbrook lands south of the suburban Shankill area they can be considered ‘Metropolitan Towns(> 1,500 population) – Centre and Urban Neighbourhoods the defining of which is: -

*“The centre and urban neighbourhoods category includes: (i) the town centre and immediately surrounding neighbourhoods, (ii) strategic and sustainable development locations, and (iii) **lands around existing or planned high capacity public transport nodes or interchanges** (defined in Table 3.8). It is a policy and objective of these Guidelines that residential **densities in the range 50 dph to 150 dph (net) shall generally be applied in the centres and in urban neighbourhoods of Metropolitan Towns**”.*

[Emphasis added by SLA]

In terms of accessibility the Woodbrook lands can be considered ‘High Capacity Public Transport Node or Interchange’ as defined in Table 3.8 of the Compact Settlements Guidelines. This is defined as: -

*“Lands **within 1,000 metres (1km) walking distance** of an existing or planned high capacity urban public transport node or interchange, namely an interchange or node **that includes DART, high frequency Commuter Rail, light rail or MetroLink services; or locations within 500 metres walking distance of an existing or planned BusConnects ‘Core Bus Corridor’ stop.***

Highest densities should be applied at the node or interchange and decrease with distance.”

[Emphasis added by SLA]

The Dún Laoghaire-Rathdown County Development Plan 2022 – 2028 (“the Development Plan”) promotes higher residential densities provided that proposals ensure a balance between the reasonable protection of existing residential amenities and the established character of areas, with the need to provide for sustainable residential development.

Policy Objective PHP18 and Policy Objective PHP20 are closely aligned with development in existing built-up areas / brownfield sites. Woodbrook Phases 1&2 are under construction, the layout, scale and massing are cognisant of the subject site adjacent the now operational Woodbrook DART Station (east) and BusConnects (west) permitted under Reg. Ref. ABP317742 and the proposal is characterised by a compact and highly efficient layout.

The LAP sets out that average minimum net density of 60no. units per Ha shall apply to the lands at Woodbrook. Objective WB10 of the LAP states that *“the Woodbrook Site shall achieve an overall average minimum net density of 60 units per hectare and deliver a minimum of 1,000 and a maximum c. 1,320 residential units.”*

Figure 2.9 of the Development Plan (as amended by the proposed Variation No. 1 and CE recommendations) identifies Woodbrook – Shanganagh as New Residential Community. Table 2.11 of the Development Plan identifies that there is a proposed residential yield of 1,952. units for these lands over the lifetime of the Development Plan.

The full build out of the Woodbrook lands (including the subject of this application) will see the provision of c. 1,408. units which would not exceed the housing targets identified in the Development Plan core strategy and comfortably achieves the residential yields envisioned for the lands in the current Development Plan as amended by the proposed variation No. 1/ CE Report recommendations.

6.1.4 Building Height

Policy Objective PHP42: Building Design and Height states: -

“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 22 of the NPF).”

Appendix 5 of the Development Plan outlines the building height strategy for the County. This refers to the heights outlined in the Woodbrook Shanganagh Local Area Plan (3 – 5 storeys) and states that: -

There may be instances, where an argument can be made for increased height within the plan area. In those instances, any such proposals would have to be assessed in accordance with any new performance criteria as set out in section 5 of this Building Heights Strategy as per SPPR 3.

Applicant’s Response

We refer to the enclosed Elevations, prepared by O’Mahony Pike Architects for details. We also refer to the Statement of Consistency (Appendix A) as they pertain to the S28 Building Heights regulations.

6.1.5 Residential Unit Mix

Policy Objective PHP27: Housing Mix of the Development Plan states that: -

It is a Policy Objective to encourage the establishment of sustainable residential communities by ensuring that a wide variety of housing and apartment types, sizes and tenures is provided throughout the County in accordance with the provisions of the Housing Strategy and Housing Need Demand Assessment (HNDA) and any future Regional HNDA.

Applicant’s Response

There are 359no. units being proposed in Blocks P & Q this case. The proposed housing mix of Apartments and Duplexes is as follows: -

| 1-Bed | 2-Bed (3 P) | 2-Bed(4 P) | 3Bed | 3 Bed Duplex | Total |
|--------|-------------|------------|-------|--------------|-------|
| 160 | 45 | 144 | 4 | 6 | 359 |
| 44.57% | 12.53% | 40.11% | 1.11% | 1.67% | 100% |

We respectively submit that the proposed unit mix is in accordance with Policy Objective PHP27 and SPPR 1 of the Design Standards for Apartments Guidelines for Planning Authorities 2025 (please refer to Appendix A for further details..

The proposed unit mix in Woodbrook Dart Gateway will include (an additional 359no. units) to the Woodbrook Masterplan lands for a unit mix outlined below: -

| 1-Bed | 2-Bed | 3-Bed | 4-Bed | 5-Bed | Total |
|-------|-------|-------|-------|-------|-------|
| 348 | 628 | 317 | 90 | 25 | 1,408 |
| 24.7% | 44.6% | 22.5% | 6.4% | 1.8% | 100% |

We respectively submit that the proposed unit mix is in accordance with Policy Objective PHP27 and note that a wide variety of housing and apartment types, sizes and tenures is provided as part of the proposed Dart Gateway development and the overall Woodbrook Masterplan lands. The units will provide a range of social and affordable units.

We refer to the SOA and HQA enclosed as part of this application in addition to the same for the Permitted Woodbrook Phase 1 as amended and Woodbrook Phase 2 Developments.

We also note that section 12.3.3.1 of the DLR CDP notes:

“Council Part 8 or Part 10 residential schemes, may propose a different mix having regard to the specific needs of the Council Housing Department.”

6.1.6 Communal Open Space

12.8.5.4 Roof Gardens: Communal Open Space – Quality states that: -

“Consideration of the use of roof gardens as communal open space shall be on a case by case basis and will not normally be acceptable on a site where there is scope to provide communal open space at grade, as roof gardens do not provide the same standard of amenity particularly to young children. Consideration must also be given to the overall design, layout, and location of the roof garden, including its height. For larger apartment schemes in excess of 50 units no more than 30% of the communal open space shall be provided by way of a roof garden.”

Applicant’s Response

As can be seen in figure 6 earlier within this report, total communal open space of 2,320sq/m is provided for split between 900sq/m in Block P and 1,420 sq/m in Block Q (courtyard 730sq/m and roof terrace 690sq/m) which exceeds minimum requirements from the 2025 Apartment Guidelines. Total roof garden COS represents 29% of roof garden space and so the proposal complies with the Development Plan.

6.2 Woodbrook – Shanganagh Local Area Plan 2017 – 2023, as Extended

The Woodbrook – Shanganagh Local Area Plan 2017 – 2023 was adopted in July 2017, and came into effect on 1 August 2017. On 12 September 2022 the LAP was extended for a further period of 5 years from 11 October 2022 to 10 October 2027.

The design of the proposed development on these lands has been guided by the LAP that was adopted by the Council for these lands.

The following table provides an overview of the Objectives contained within the Woodbrook - Shanganagh Local Area Plan 2017 – 2023, as Extended (“the LAP”), which are considered to be relevant to the proposed development in our professional opinion.

It is acknowledged that the approach taken to the LAP by the Council in preparing the LAP was holistic and that the Applicant has followed through on that approach in devising these proposals.

| Objective WB1 | Applicant’s Response |
|---|---|
| <i>The Woodbrook Neighbourhood is to comprise primarily of residential development with supporting mixed-uses and community facilities clustered primarily at the Neighbourhood Centre.</i> | The proposed development seeks to provide an additional 359no. residential units to the already permitted Phase 1 & 2 residentially led scheme. |
| Objective WB2 | Applicant’s Response |
| <i>The new residential neighbourhood shall provide for a range of housing typologies and shall be designed in accordance with DMURS.</i> | The proposed mix of the additional units will generally include: - <ul style="list-style-type: none"> • 1- Bed: 160no. units. • 2- Bed(3P): 45no. units. • 2- Bed(4P): 144no. units. • 3 -Bed(4P): 4no. units |

| | |
|---|---|
| | <ul style="list-style-type: none"> • 3-Bed (5P) Duplex: 6 units <p>All internal roads have been designed in accordance with DMURS. We refer to Section 4.2 of the enclosed Traffic and Transport Assessment, prepared by Atkins Réalis for details.</p> |
| Objective WB3 | Applicant's Response |
| <i>A general building height range of 3-5 stories will be sought, with appropriate heights along any sensitive site boundaries (2-4 stories) and thereafter a transition to higher building heights towards the centre of the site and along the main avenue; with a general building height range of 3-4-5 stories (plus setback), and rising to a maximum of 6 stories, unless a compelling urban design case is otherwise made for reasons of legibility, place-making and identity.</i> | <p>In the first instance , we refer to the Architectural Design Statement, prepared by O'Mahony Pike Architects, most specifically pg. 15 – Height which provides a compelling rationale for the proposed building heights within the scheme. The proposed development aligns with the permitted heights under Woodbrook Phase 1 and 2, as deemed acceptable by the Commission Inspector and the Planning Authority in their assessment of previous schemes.</p> <p>We further refer to the enclosed Elevations, prepared by O'Mahony Pike Architects for additional details.</p> |
| Objective WB4 | Applicant's Response |
| <i>A landmark structure may be provided at the Neighbourhood Centre, the height and precise location shall be subject to a design analysis and an assessment of views on approach to the neighbourhood centre and also having regard to the relationship with and potential impact on St. James's Church (Protected Structure). The higher element of any landmark structure shall be of slender proportions.</i> | <p>The proposed application does not relate to the Neighbourhood Centre. The Neighbourhood Centre was proposed under permitted planning application (LRD24A/0382/WEB refers) and comprised 3no. retail units (a total of c. 798 sq. m), 1no. café / restaurant unit (c. 205 sq. m) and a community resource area (c. 140 sq. m) within proposed Blocks F & G.</p> |
| Objective WB5 | Applicant's Response |
| <i>Ensure that the scale of buildings responds to the street hierarchy and character, and affords an appropriate degree of enclosure to key civic spaces.</i> | <p>The proposed development aligns with the permitted heights under Woodbrook Phase 1 and 2.</p> <p>We refer to the enclosed Elevations, prepared by O'Mahony Pike Architects for details.</p> |
| Objective WB6 | Applicant's Response |
| <i>The ground floor units in the Neighbourhood Centre shall be designed with a commercial floor-ceiling height of circa 4m to potentially cater for active uses.</i> | <p>The proposed development does not relate to the Neighbourhood Centre. The Neighbourhood Centre was permitted under planning application (LRD24A/0382/WEB refers) and comprises 3no. retail units (a total of c. 798 sq. m), 1no. café / restaurant unit (c. 205 sq. m) and a community resource area (c. 140 sq. m) within proposed Blocks F & G.</p> |
| Objective WB7 | Applicant's Response |
| <i>Own-door housing will be promoted across all typologies, including apartments at ground floor level, to achieve a moderately active frontage on key routes.</i> | <p>The proposed development provides several own-door compact housing. Apartment and duplex blocks have main entrances onto streets, with orientation to ensure street are passively overlooked.</p> |
| Objective WB8 | Applicant's Response |
| <i>The DART Station will require a design approach to ensure successful integration to the urban form and landscape context. It will also require a co-ordinated approach between the relevant landowners and statutory transport agencies (NTA/EI).</i> | <p>The DART station is permitted under DLRC Reg. Ref. D20A/0744. The main station works have concluded and the station has been operational since August 2025.</p> |
| Objective WB9 | Applicant's Response |
| <i>Ensure that new development respects the significance of adjoining Protected Structures and represents an appropriate response to historic spatial context and landscape setting.</i> | <p>The proposed application does not relate to the permitted treatment of the adjoining protected structures. The Phase 1 & 2 applications were accompanied by an Environmental Impact Assessment Reports which included a Cultural Heritage (Architectural) Chapter, prepared by the Cathal Crimmins Conservation Architects.</p> |

| Objective WB10 | Applicant's Response |
|--|---|
| <i>The Woodbrook Site shall achieve an overall average minimum net density of 60 units per hectare and deliver a minimum of 1,000 and a maximum of 1,320 residential units.</i> | <p>The proposed development seeks to provide 359no. units on a gross site area of c. 2.63 Ha, resulting in a gross density of c. 137no. units per Ha. Applying the methodology for the calculation of net density the as set out in Appendix 4 of the LAP the proposed development achieves a net density of c. 91.2no. units per Ha (based on net area of c. 1.92 Ha – omitting Woodbrook Avenue and public open space).</p> <p>When the proposed development is considered with permitted Woodbrook Phases 1 and 2 and future development of the temporary car park an overall minimum net density of between c. 50– 150. units per Ha is achieved.</p> <p>Overall, it is considered that the densities achieved is in line with the provision of the Compact Settlement Guidelines when consideration is given to the settlement hierarchy with Dún Laoghaire, the accessibility of the lands and consideration of local context and natural features.</p> |
| Objective WB11 | Applicant's Response |
| <i>Proposals for development shall generally accord with the height range as indicated in Drawing 2, to ensure an appropriate mix of residential typologies and place-making qualities within the resultant urban form.</i> | <p>We refer to the enclosed Architectural and Design Statement and Elevation drawings, prepared by O'Mahony Pike Architects for details.</p> |
| Objective WB12 | Applicant's Response |
| <i>A relaxation of private open space standards for terraced, semi-detached or detached housing and car parking provision will be considered in order to achieve higher sustainable densities.</i> | <p>Not applicable in this instance of this proposed development.</p> |
| Objective WB13 | Applicant's Response |
| <i>Apartment developments to cater for a mix of household sizes and as such proposals shall comply with the following mix of units: 10% Studio Units (as part of build to let development); not more than 20% of Units shall be 1 Bed Units (30% with reallocation of the Studio Units); a range of Min. 40% - Max. 60% shall be 2 Bed Units; and a range of Min. 20% - Max. 40% shall be 3 Bed Units.</i> | <p>359no. units are proposed as part of this development. The proposed development consist a mix of apartments and duplexes as follows: -</p> <ul style="list-style-type: none"> ○ 1- Bed: 160no. units. ○ 2- Bed(3P): 45no. units. ○ 2- Bed(4P): 144no. units. ○ 3 -Bed(4P): 4no. units ○ 3-Bed (5P) Duplex: 6 units <p>We note that the apartment mix is generally in accordance with Objective WB13.</p> <p>Overall, the proposed development provides a broad mix of apartment unit types when considered in the wider context and will assist in the establishment of a sustainable community.</p> |
| Objective WB14 | Applicant's Response |
| <i>In addition to Social Housing provision under the provisions of Part V, the Local Authority will endeavour to obtain further homes within the Woodbrook Development Parcel.</i> | <p>30no. Part V units are proposed in addition to the 72no. units permitted in Phase 1 and 101no. units permitted in Phase 2. For a prospective cumulative provision of 203no. Part V units. We further note 113no. affordable and 216no. cost rental housing units are proposed in accordance with objective WB14.</p> |
| Objective WB15 | Applicant's Response |
| <i>Ensure a quality civic space with a favourable aspect, active frontage and direct linkage to</i> | <p>Woodbrook Phase 2 (LRD24A/0382/WEB refers) includes a hard and soft landscaped civic plaza which will form part of the permitted western green link and will serve as a key focal</p> |

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| <i>key routes to function as a vibrant focal point at the Neighbourhood Centre.</i> | point at the Local Centre. A new diagonal pedestrian street is proposed under Phase 2 to frame the view towards and provide a pedestrian link to St. James’s Church and a new soft landscape pocket park or ‘village green’ is provided on this approach. |
| Objective WB16 | Applicant’s Response |
| <i>Provide for a public space of a different character and function at the DART Station that responds to the requirements of a public transport interchange, as well as creating an attractive space for public transport users.</i> | This scheme provides car Parking which interfaces with the operational DART Station. <i>We refer to the Architectural Design Statement Prepared by OMP Architects and the Traffic and Transport Assessment prepared by Atkins Realis for further details.</i> |
| Objective WB17 | Applicant’s Response |
| <i>Provide for generous north-south green corridors as multi-functional recreational, amenity and biodiversity linkages; as in the Green Axis and Linear Park.</i> | We note, the provision of north-south green corridors will be as permitted in Phase 1 & 2. The central corridor park ‘Green Axis’ will be the primary green space linking the plaza, school, Local Centre and childcare facility in addition to providing links to Shanganagh Public Park. It will incorporate a new children’s playground, new tree planting and zones for passive recreation. As part of the proposed development, adjustments are being made to the green corridors to provide increase pedestrian / cyclists route, additional landscaping and a children’s playground. |
| Objective WB18 | Applicant’s Response |
| <i>The public realm, including new streets, civic spaces and green routes shall comprise of high quality hard and soft landscaping materials and an appropriate level of street furniture, play equipment and signage provision.</i> | All proposed public realm will incorporate high quality materials as well as adequate signage, street furniture and play equipment, as per the LAP, and is detailed in the accompanying Landscape Plans, prepared by Brady Shipman Martin Built Environment Consultants. |
| Objective WB19 | Applicant’s Response |
| <i>Seek to provide a new linkage to the lands east of the DART at the location of the planned DART Station for recreation and amenity purposes.</i> | The permitted DART station was subject to consultation between Irish Rail, the NTA, DLRC and the Applicant. It includes an overbridge to facilitate access down to the platforms on the eastern side of the railway line. This overbridge could provide for potential future connections east. This is ultimately a matter for Irish Rail and third party private landowners. The bridge to afford access to the DART platform’s is open. |
| Objective WB20 | Applicant’s Response |
| <i>Provide for pocket parks with a range of passive and active recreational facilities for all age-users and, where feasible, Multi-Use Games Areas (MUGAs) as part of the public and communal open space provision.</i> | The development proposal includes 4,073 sq m of Public Open Space/Biodiversity area located to the west and north of Block P. In addition, 1,772 sq m of open space is provided to the north of the site. Block Q also incorporates a communal open-space courtyard, which includes a designated play area. |
| Objective WB21 | Applicant’s Response |
| <i>Provide for moderately active frontage with own-door housing at ground floor levels along the main avenue linking the Dublin Road and the DART Station.</i> | The proposed development provides for active own-door frontage along the length of Woodbrook Avenue. |
| Objective WB22 | Applicant’s Response |
| <i>Ensure passive surveillance of public and communal open space provision by overlooking and careful juxtaposition of key routes and residential development, for example, the Green Axis and Linear Park.</i> | The proposed residential units have been orientated to provide high levels of passive surveillance to all public and communal open spaces. |
| Objective WB23 | Applicant’s Response |

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| <i>Seek to retain and enhance the sylvan character of the site boundaries for biodiversity and amenity value. Design of vehicular access to the new residential neighbourhood shall minimise the loss of mature trees and historic boundary wall along the Dublin Road, whilst meeting road safety standards. In accordance with the Landscape Strategy set out in Map 16, the landscape buffer along the Dublin Road shall be between 20 – 30m wide to protect the sylvan character of the area.</i> | The development is set back from all existing boundaries in order to retain the sylvan character and existing enclosed character provided by the existing mature tree belts and hedgerows along the boundary. |
| Objective WB24 | Applicant’s Response |
| <i>Ensure appropriate boundary treatment along all boundaries of the site in the interest of residential, visual and landscape amenity.</i> | As part of the proposed landscaping additional tree planting will be introduced to augment the sylvan character of existing boundaries as relevant to the subject proposal. |
| Objective WB25 | Applicant’s Response |
| <i>Achieve a fine grain of active uses at the main civic space of the Neighbourhood Centre to create a vibrancy throughout the day and evening.</i> | Not applicable in this instance of this proposed development. We note the permitted Woodbrook Phase 2 Development includes 3no. retail units at ground level and a café / restaurant within a pavilion block on the western side of the proposed public plaza. There will be good animation and a vibrant mix of activities within this local centre which also incorporates apartments overhead and some duplexes. |
| Objective WB26 | Applicant’s Response |
| <i>Provide for a convenience retail element and small-scale retail services to cater for the daily needs of local residents.</i> | Not applicable in this instance of this proposed development. Though, we note as part of the permitted development in phase 2; a Neighbourhood Centre included 3no. retail units at ground floor level ground level including an anchor convenience retail store of c. 501 sq. m. |
| Objective WB27 | Applicant’s Response |
| <i>Provide for a childcare facility ideally within or in close proximity to the Neighbourhood Centre and/or Future School Site, and also potentially at the DART Station. Future provision and demand for childcare facilities shall be assessed having regard to the needs of the emerging population and in accordance with the Development Plan Standards on Childcare.</i> | In our professional planning opinion, it is considered that 146no. childcare spaces in the purpose-built childcare facility permitted as part of Woodbrook Phase 1 in addition to existing capacity in current registered local childcare facilities (currently approximately 334no. childcare spaces), which is subject to fluctuation, is sufficient absorb the potential local childcare demand. When this is coupled with demographic trends which show a declining 0 – 4 age cohort in the area it can be clearly demonstrated that there is more than sufficient childcare capacity within the catchment area of the proposed development. We refer to the Social Infrastructure prepared by Stephen Little and Associates for further information on same. |
| Objective WB28 | Applicant’s Response |
| <i>Accommodate a primary school equivalent to 24 Classrooms in accordance with the determination of Future Schools Provision undertaken by the Department of Education and Science (DES).</i> | The Masterplan, prepared by the Applicant, caters for a school site located north of the Local Centre as per the provision of the LAP. |
| Objective WB29 | Applicant’s Response |
| <i>Consider the provision of small-scale own door offices or services in the vicinity and on key routes leading to the Neighbourhood Centre and DART Station.</i> | Not Applicable in the instance of this proposed development. We note the permitted Woodbrook Phase 2 Development includes 3no. retail units at ground level ground level of the Neighbourhood Centre and a café / restaurant. |
| Objective WB30 | Applicant’s Response |
| <i>Seek appropriate temporary uses such as a community café or a creative community space</i> | Not applicable in this instance of this proposed development. A Neighbourhood Centre was permitted under planning |

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| <i>as an interim solution to any vacant units at ground floor level at the neighbourhood centre or DART Station Node.</i> | application (LRD24A/0382/WEB refers) and comprises 3no. retail units (a total of c. 798 sq. m), 1no. café / restaurant unit (c. 205 sq. m) and a community resource area (c. 140 sq. m) within proposed Blocks F & G. |
| Objective WB31 | Applicant's Response |
| <i>Support the clustering of a range of community facilities and social infrastructure in the vicinity of the Neighbourhood Centre, School Site and St. James's Church.</i> | The pedestrian link as permitted as part of Woodbrook Phase 2 (LRD24A/0382/WEB) and agreed with the representatives of St. James's Church presents the opportunity for community and social synergy between Woodbrook Neighbourhood Centre, the School Site and the adjacent St. James's Church with its adjacent community centre. The permitted civic plaza and pocket park also permitted as part of Phase 2 will form focal points and would be conducive to holding public events for example. |
| Objective WB32 | Applicant's Response |
| <i>A high quality public realm, attractive streets and spaces, usable open space and local shopping facilities with a café or restaurant, will be actively promoted as important elements of social infrastructure to support a new residential community.</i> | The proposed development is consistent with this objective of the LAP. High quality design and materials have been part of the consideration of the design for this proposed development, this aligns with the permitted phases of the Woodbrook development. Phase 2 includes a Local Centre which will include high quality public realm. |
| Objective WB33 | Applicant's Response |
| <i>Reserve a school site to accommodate a new primary school(s) as per the requirements of the Department of Education & Skills (DES) and to explore in conjunction with the DES, the potential for sharing the school facilities, community facilities and adjoining public open spaces so as to ensure optimum use of social infrastructure.</i> | The Masterplan, prepared by the Applicant, identifies a site for a school located north of the application site as per the provision of the LAP. Discussions have commenced between the Applicant and the Department of Education and Skills with respect to their acquisition of this site. |
| Objective WB34 | Applicant's Response |
| <i>Promote an urban school typology which achieves an efficient use of scarce urban land, contributes positively to the streetscape and reflects the civic importance of a school to the local community.</i> | A childcare facility (approximately 778 sq. m) including an outdoor play area is permitted as part of the Phase 1 development and is located in proximity to both the school site and Local Centre and will form part of the 'civic hub' at this location. The proposed school will be subject to a future planning application which will be initiated by the Department of Education in due course. |
| Objective WB35 | Applicant's Response |
| <i>Allow for a relaxation of the Development Plan car parking standards for schools having regard to accessibility of the site and the objective to achieve an urban school typology.</i> | A site is reserved for a school as a part of the Phase 1 permission. The school will not be provided as part of this application therefore parking for said school will be determined in a future application. |
| Objective WB36 | Applicant's Response |
| <i>Water Supply & Drainage: All planning applications to demonstrate that there is sufficient water supply and drainage capacity to serve a particular phase(s) of development with confirmation of same by Irish Water.</i> | A CoF from Uisce Éireann, dated 7 July 2025 confirms that wastewater connection and water supply connection are feasible without infrastructure upgrades. |
| Objective WB37 | Applicant's Response |
| <i>DART: Seek early provision of the DART Station at Woodbrook to establish sustainable travel patterns. DART Station to be designed in a manner to accommodate a pedestrian over-bridge.</i> | The main station works have concluded and the station has been operational since August 2025. |
| Objective WB38 | Applicant's Response |

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| <i>Woodbrook Main Avenue: Seek provision of the Avenue in its entirety in tandem with the first phase of the residential development to facilitate early provision of, and facilitate access to, the DART Station. The attainment of this objective may be subject to additional funding sources.</i> | Woodbrook Avenue was permitted under Phase 1 and is now completed on site. The cycle-path along the eastern side of Woodbrook Avenue was upgraded to give it full priority at junctions with side streets, as was proposed on the opposite side of the Avenue under Woodbrook Phase 2 LRD application (LRD 24A/0382/WEB). |
| Objective WB39 | Applicant's Response |
| <i>Wilford Junction Upgrade: Potential upgrade of the existing roundabout and replacement with a higher capacity signalised 4-arm junction.</i> | The Wilford Roundabout is incorporated in the Bray BusConnects Corridor Scheme proposals permitted by An Bord Pleanála under Reg. Ref. ABP 317742-23 and is to be implemented under permitted Reg. LRD24A/0482/WEB |
| Objective WB40 | Applicant's Response |
| <i>Temporary Car Park at DART Station: Seek provision of a temporary surface car park of circa 150-200 car spaces in the immediate vicinity of the DART Station.</i> | A temporary car park to serve the now operational DART Station was permitted with Woodbrook Phase 1. |
| Objective WB41 | Applicant's Response |
| <i>Surface Water Drainage: SuDS measures to be incorporated as part of all proposals.</i> | SuDS form part of the overall permitted surface drainage scheme for the proposed development and will generally consist of: - <ul style="list-style-type: none"> • Permeable paving in light traffic areas (parking bays) • Green roofs to suitable apartment blocks • Green courtyards to suitable apartment blocks • Rain Gardens to residential areas • Underground Attenuation System within green corridors/park areas/open spaces • Tree pits • Vortex Flow control devices |
| Objective WB42 | Applicant's Response |
| <i>Each phase to demonstrate contribution to the public realm as part of the proposals for residential development.</i> | The scheme will provide a biodiversity area as well as courtyard communal open space at Block P and Q. We refer to landscaping material prepared by BSM. |
| Objective WB43 | Applicant's Response |
| <i>Development proposals to comply with the policies and objectives of the current Dun Laoghaire-Rathdown County Development Plan, including those set out in the Development Management Section.</i> | The LAP was prepared having regard for the policies and objectives of the Development Plan. On the basis that the information set out above show the proposed development is broadly consistent with the LAP, it can be considered that the proposed development is also broadly consistent with the provision of the Development Plan. This has been specifically considered in Section 8.1 of this Report. |

Table 3: Response to the LAP objectives.

6.2.1 LAP Phasing Requirements

With regard the Phasing of the LAP, the following table sets out how the proposed development aligns with the timeframes / phasing envisioned.

| Infrastructure | Phase/Timeframe | Responsibility | Status |
|----------------------------------|--|----------------|--|
| Water Supply and Drainage | Demonstration of adequate water and drainage supply as part of any planning application. Interim solutions may be considered in advance of comprehensive | Irish Water | A Confirmation of Feasibility dated 5 July 2025, confirms that wastewater connection and water supply connection are feasible without infrastructure upgrades. |

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| | upgrade, subject to agreement by IW. | | |
| DART Station | Early provision in tandem with delivery of initial phases of residential development. Potential timeframe c. 3 year lead-in from planning to operation. | NTA | The DART Station is now operation known as Woodbrook DART station. |
| Temporary Carpark/ DART | Provision in tandem with DART Station to support viability of the DART. | Developer | A temporary car park was permitted as part of the Phase 1 development. However this will be replaced with housing which will support viability of the DART longer term moving forward. |
| Infrastructure | Phase/Timeframe | Responsibility | Status |
| Main Woodbrook Avenue | Early provision of road in its entirety from Dublin Road to DART station to facilitate access to station. Delivery to align with DART Station and initial phasing of housing. | Developer | Woodbrook Avenue was permitted under phase 1 and is now completed on site. |
| Neighbourhood Centre | Commence construction of the NC on completion of the first 500 residential units. | Developer | A childcare facility (c. 778 sq. m) was provided as part of the permitted Woodbrook Phase 1 development under construction. This permitted Phase 1 development incorporates the neighbourhood centre development. |
| School | Site identified for the new 24 classroom school to be made available to the Department of Education and Skills as per their requirements. Early provision of an access route to school site to be provided in tandem with Main Avenue is preferable. | Developer / DES | Provisions have been made within the Masterplan Plan to provide a school site. An access road to same is provided for as part of the Woodbrook Phase 1. Minor amendments are proposed to the road levels and layout of Woodbrook Close, however, future access to the designated school site is unaffected. |
| Creche / Childcare Facilities | Crèche facility to be provided as part of the Neighbourhood Centre development, and thereafter in accordance with the Development Plan Standards. | Developer | A childcare facility (c. 778 sq. m) is permitted as part of the Phase 1 development and is currently under construction. |
| Public Realm | Proposals for residential development to demonstrate contribution to the public realm, including civic spaces, shared surfaces, public and communal open space, cycle/ pedestrian routes. | Developer | The permitted Phase 1 development contains both the Green Axis Corridor Park and Coastal Park, together with a pocket park and east west landscaped corridor. The Woodbrook Phase 2 development will deliver the central civic plaza, a new pedestrian link street to St. James' Church and an adjacent pocket park. |
| Public Open Space | Green Axis, Linear Park and Village Green to be provided in tandem with relevant phase of development. Village Green in conjunction with Neighbourhood Centre. | Developer | The permitted Phase 1 development contains both the Green Axis Corridor and Coastal Linear Parks, together with a pocket park and landscaped corridor. The Phase 2 development will deliver the central civic plaza and a new pedestrian link to St. James' Church and adjacent Pocket Park. Phase 2 contains dedicated pedestrian and cycle routes linking into the wider |

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| | | | network including Shanganagh Park to the north. |
| Community Facilities General | Proposals for residential development to demonstrates contribution to community facilities for every 200 Units / 20,000 m ² | Developer | A childcare facility and a majority of the LAP open space requirements is being provided as part of the permitted Phase 1. The Neighbourhood Centre and pedestrian link to St. James Church and its community centre is being delivered as part of Phase 2. It should also be noted that further community rooms and General Purpose hall will be delivered as part of the adjacent 24-classroom primary school in due course. |
| Six-year and Longer Term Road Objectives | Pending outcome of NTA/TII Studies | NTA / TII / DLRCC. | 'Woodbrook Avenue' was permitted under phase 1 and is now constructed. |
| Traffic Management | Prepare a traffic management plan for Shankill Village with a view to alleviating the impact of traffic generated from the future development within the Woodbrook-Shanganagh LAP area. | DLRCC | For Dun Laoghaire-Rathdown County Council to prepare. |

Table 4: Response to the Phasing Requirements of the LAP.

7 ENVIRONMENTAL STUDIES

7.1 Appropriate Assessment

An Appropriate Assessment Screening Report has been prepared by Brady Shipman Martin, which is enclosed with this application. This report confirms that no potential impacts arising from the proposed amendments to the design of the consented SHD development (ABP-305844-19) and LRD Amendment development (LRD24A/0382/WEB), the proposed development does not have the potential to affect the receiving environment and, consequently, do not have the potential to affect the conservation objectives supporting the Qualifying Interest/Special Conservation Interests of any European sites. Therefore, the proposed development will not result in significant effects on any European sites.

7.2 Environmental Impact Assessment Screening Report

An Environmental Impact Assessment Screening Report, prepared by Stephen Little & Associates accompanies this application. The Report confirms the following: -

“Having regard to:

- a) *the nature and scale of the proposed development, on zoned lands served by public infrastructure,*
- b) *the absence of any significant environmental sensitivities in the area,*
- c) *the location of the development outside of any sensitive location specified in article 109(3) of the Planning and Development Regulations 2001 (as amended), and to the limited nature and extent of the proposed development is not considered likely to result in any long-term significant impacts on its surrounding environment. Consideration has been given to the following: -*

- The location of the proposed development in a residential setting
- The emerging pattern of development in the area

The findings of the following Reports enclosed with this application: -

- Appropriate Assessment Screening Report, prepared by BSM
- Daylight and Sunlight Analysis, prepared by Modelworks
- Engineering Report, prepared by Atkins
- Site Specific Flood Risk Assessment, prepared by Atkins
- Traffic and Transportation Assessment, prepared by Atkins
- Mobility Management Plan, prepared by Atkins
- Planning Report and Statement of Consistency, prepared by Stephen Little and Associates.
- Microclimate Report prepared by AWN
- Resource & Waste Management Plan prepared by AWN
- Operational Waste Management Plan prepared by AWN
- Archaeology letter prepared by IAC

The mitigation and monitoring measures outlined in the accompanying Reports –

- Noise and Vibration Report, prepared by AWN
- Ecological Impact Assessment Report, prepared by BSM
- Arborist Report, prepared by The Tree File
- Construction Environmental Management Plan prepared by Atkins

The need for environmental impact assessment can, in our professional opinion be excluded. However we recognise that the Planning Authority is the competent authority in this regard”

8 CONCLUSION

It is our considered professional planning opinion that the proposed Part 8 consent for the development known as Woodbrook DART Gateway which are the subject of this Part 8 consent complies with the proper planning and development of the area in the context of the relevant strategic and local planning policy, as primarily expressed in: -

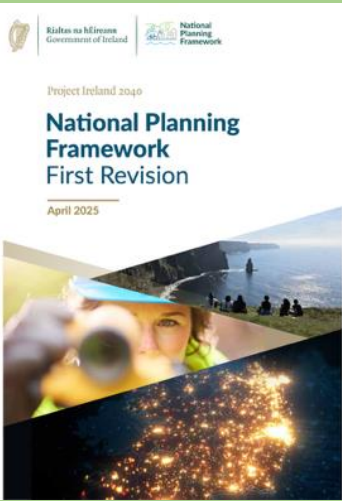
- Housing for All – A New Housing Plan for Ireland.
- Delivering Homes, Building Communities 2025-2030
- National Planning Framework, Ireland 2040.
- Eastern & Midlands Regional Spatial & Economic Strategy and Dublin Metropolitan Area Spatial Plan.
- The Sustainable and Compact Settlements Guidelines for Planning Authorities (2024).
- Quality Housing for Sustainable Communities (2007).
- Sustainable Urban Housing: Design Standards for New Apartments (2025).
- Dún Laoghaire-Rathdown County Development Plan 2022 – 2028.
- Woodbrook – Shanganagh Local Area Plan 2017 – 2023, as Extended.
- Other relevant national and regional planning strategies, objectives and planning design guidelines for achieving sustainable urban residential development in the Dublin area.

The proposed development which are the subject of this planning application should be supported by the Planning Authority as an appropriate proposal, on the grounds that: -

- The land is zoned for residential development under the Development Plan, and this is reflected also in the Regional Spatial and Economic Strategy for the Eastern and Midlands Region and Dublin Metropolitan Area Strategic Plan.
- It is in line with the aspirations of the Core Strategy for DLRCC.
- The proposed development is in accordance with the provisions of the LAP.

- The scheme represents a well-designed and thought out development which achieves a sustainable density of residential development, having regard to the Council's settlement and housing strategy for the County, in an accessible outer suburban location.
- The proposed residential element will provide additional critical mass to support the development of the recently opened Woodbrook DART Station.
- The proposed design and layout seek to maximise availability of sunlight and daylight, and contribute positively to the design and appearance of the public realm.
- The design of duplexes and apartments within the scheme meet the sustainable development standards set out in the relevant National Planning Statements.


9 APPENDIX A: STRATEGIC PLANNING POLICY- STATEMENT OF CONSISTENCY


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| <p>National Planning Framework – Ireland 2040 First Revision April 2025</p> |  | <p><i>The National Planning Framework (NPF) encourages consolidating growth within the M50 and canals to create a more compact urban form. The NPF marks a shift away from allowing urban sprawl, to a more urban public transport focussed development that will deliver a far denser compact urban form.</i></p> <p><i>This means encouraging more people, jobs and activity generally within our existing urban areas, rather than mainly ‘greenfield’ development and requires a change in outlook. In particular, it requires well-designed, high quality development that can encourage more people, and generate more jobs and activity within existing cities, towns and villages.</i></p> |
| <p>Chapter 2: A New Way Forward</p> | | |
| <p>National Planning Objective 1 Ensure that all plans, projects and activities requiring consent arising from the National Planning framework are subject to the relevant environmental assessment requirements including SEA, EIA and AA as appropriate.</p> | <p>Applicant’s Response The planning application is accompanied by an EIAR screening report and AA screening report prepared by Stephen Little and Associates and BSM respectively.</p> | |
| <p>National Policy Objective 7 Deliver at least 40% of all new homes nationally, within the built-up footprint of existing settlements.</p> | <p>Applicant’s Response The site will complete the Woodbrook development and represents compact and sustainable development.</p> | |
| <p>National Policy Objective 8 Deliver at least half (50%) of all new homes that are targeted in the five Cities and suburbs of Dublin, Cork, Limerick, Galway and Waterford, within their existing built-up footprints and ensure compact and sequential patterns of growth.</p> | <p>Applicant’s Response We note the proposed Development complies with Policy Objective 8 by providing 359no. units within the built-up footprint of the Woodbrook Masterplan lands and within the existing built-up footprint of Dublin City and Suburbs boundary.</p> <p>We note the proposed development achieves a density of 137dph (Net) on its 2.63Ha site in line with the Compact Settlement Guidelines. We contend this represents a more compact development for this suburb of Dublin City in this instance.</p> | |
| <p>National Policy Objective 10 Deliver Transport Orientated Development (TOD) at scale at suitable locations, served by high capacity public transport and located within or adjacent to the built up footprint of the five cities or a metropolitan town and ensure compact and sequential patterns of growth</p> | <p>Applicant’s Response The application site is opposite the newly opened Woodbrook DART station, located within the metropolitan town of Bray.</p> | |
| <p>Chapter 4: Making Stronger Urban Places</p> | | |
| <p>National Policy Objective 12 Ensure the creation of attractive, liveable, well designed, high quality urban places that are home to diverse and integrated communities that enjoy a high quality of life and well-being.</p> | <p>Applicant’s Response The proposed development features a connected and walkable layout, ensuring strong connectivity both throughout the scheme and with the surrounding context. Reference should be made to the Architectural Design Statement prepared by OMP Architects and the Landscape Design Statement prepared by BSM for further details on how the design promotes the creation of attractive, liveable,</p> | |


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| | <p>and well-designed urban spaces. These statements outline how the development will deliver a high-quality environment that supports diverse, integrated communities and enhances overall quality of life and well-being.</p> |
| <p>National Policy Objective 14 Regenerate and rejuvenate cities, towns and villages of all types and scale as environmental assets, that can accommodate changing roles and functions, increased residential population and employment activity and enhanced levels of amenity and design quality, in order to sustainably influence and support their surrounding area to ensure progress toward national achievement of the UN Sustainable Development Goals.</p> | <p>Applicant’s Response The proposed development responds positively to this objective by delivering 359 no. residential units on lands zoned for residential use. The scheme achieves a density of 143.6 units per hectare on its 2.63-hectare site, in accordance with the Compact Settlement Guidelines, representing a compact and sustainable form of development appropriate to this suburban location within DLR County Council. The Architectural Design Statement prepared by OMP Architecture and the Landscape Design Statement prepared by BSM demonstrate how the proposal delivers enhanced levels of amenity and design quality, contributing positively to the character, regeneration, and sustainability of the surrounding area.</p> |
| <p>National Policy Objective 20 In meeting urban development requirements, there will be a presumption in favour of development that can encourage more people and generate more jobs and activity within existing cities, towns and villages, subject to development meeting appropriate planning standards and achieving targeted growth.</p> | <p>Applicant’s Response We refer to the Architecture Design Statement prepared by OMP Architects for details on how the proposed development in this instance integrates into the existing land uses such as retail, commercial and existing residential communities adjoining and surrounding the subject site.</p> |
| <p>National Policy Objective 22 In urban areas, planning and related standards, including in particular building height and car parking will be based on performance criteria that seek to achieve well-designed high quality outcomes in order to achieve targeted growth.</p> | <p>Applicant’s Response The LAP seeks the development of a new residential community within the Woodbrook Master Plan lands which will benefit from increased accessibility through proximity to the now operational Woodbrook DART Station and Bus Connects routes. The proposed development provides a highly permeable layout which prioritises pedestrians and cyclists. In accordance with DMURS the layout encourages a low speed environment which is further support by a reduction in the provision of car parking given the proximity to future public transport nodes. Generally the buildings heights proposed are in accordance with the provision of the LAP. Additional height has been sought adjacent the operational DART Station to mark the transition towards this node. Using the compact housing typology promoted in the Compact Settlement Guidelines (2024) significant deviation from the building heights envisioned in the LAP were not required to achieve a sustainable density for the proposed development. Car parking has been provided within consideration of the sites location of high quality Public Transport. 19no. car parking spaces have been provided which will form accessible car parking for the DART station. Additionally, the apartments provide 91no. car parking spaces. We refer to the Traffic 7 Transport Assessment for further details in regards to car parking provision.</p> |

| Chapter 6: People, Homes and Communities | |
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| <p>National Policy Objective 37</p> <p>Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments, and integrating physical activity facilities for all ages.</p> | <p>Applicant’s Response</p> <p>We refer to the Mobility Management Plan prepared by Atkins Relis which outlines a strategic approach to fostering sustainable travel behaviours within the Woodbrook masterplan lands. By integrating high-quality infrastructure, behavioural change measures, and ongoing monitoring, the MMP aims to reduce reliance on private cars and promote active and public transport options. This living document aligns with local and national policies, ensuring that residents and visitors benefit from a sustainable, well-connected urban environment.</p> |
| <p>National Policy Objective 42</p> <p>To target the delivery of housing to accommodate approximately 50,000 additional homes per annum to 2040.</p> | <p>Applicant’s Response</p> <p>The proposal will provide 359 new units adjacent high quality public transport.</p> |
| <p>National Policy Objective 43</p> <p>Prioritise the provision of new homes at locations that can support sustainable development and at an appropriate scale of provision relative to location.</p> | <p>Applicant’s Response</p> <p>The proposed development will deliver high-quality apartments as part of a plan-led residential community on serviced lands zoned for residential use in accordance with the LAP.</p> <p>The proposed development is located within walking distance of the operational Woodbrook DART Station (c. 100m to the east of the site) and the future provision of BusConnects along the Old Dublin Road (R119) (c. 90m to the west of the Phase 2) connected via an interconnected cycle / walkway network to promote a modal shift.</p> <p>The proposed development provides secure and conveniently located bicycle parking facilities which will further support a shift toward active travel patterns.</p> |
| <p>National Policy Objective 45</p> <p>Increase residential density in settlements, through a range of measures including reductions in vacancy, re-use of existing buildings, infill development schemes, area or site-based regeneration and increased building heights and more compact forms of development.</p> | <p>Applicant’s Response</p> <p>The LAP seeks the development of a new residential community which will benefit from increase accessibility through the delivery of the Woodbrook DART Station and Bus Connects.</p> <p>Generally the buildings heights proposed are in accordance with the provision of the LAP. Additional height has been sought adjacent the operational DART Station to mark the transition towards this node. Using the compact housing typology promoted in the Compact Settlement Guidelines (2024) significant deviation from the building heights envisioned in the LAP were not required to achieve a sustainable density for the proposed development.</p> |
| Chapter 9: Realising Our Sustainable Future | |
| <p>National Policy Objective 77</p> <p>Enhance water quality and resource management by:</p> <ul style="list-style-type: none"> • Ensuring flood risk management informs place-making by avoiding inappropriate development in areas at risk of flooding in accordance with The Planning System and Flood Risk Management Guidelines for Planning Authorities; • Ensuring that River Basin Management Plan objectives are fully considered throughout the physical planning process; | <p>Applicant’s Response</p> <p>A Flood Risk Assessment, prepared by Atkins Réalis has been set out in accordance with the Planning System and Flood Risk Management Guidelines for Local Government (2009). The Flood Risk Assessment generally concludes that the site is to be located within Zone C, therefore, there is a low probability of flooding.</p> <p>We refer to the Engineering Report, prepared by Atkins Réalis which provides details of the SuDs</p> |

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| <ul style="list-style-type: none"> Integrating sustainable water management solutions, such as Sustainable Urban Drainage (SUDS), non-porous surfacing and green roofs, to create safe places. | <p>measures proposed as part of this scheme including rain gardens and other nature based surface water drainage solutions.</p> |
| <p>National Policy Objective 83</p> <p>Identify and strengthen the value of greenbelts and green spaces at a regional and city scale, to enable enhanced connectivity to wider strategic networks, prevent coalescence of settlements and to allow for the long-term strategic expansion of urban areas.</p> | <p>Applicant’s Response</p> <p>Woodbrook represents a compact and self-contained, sustainable new settlement on zoned lands situated between Shankill and Bray. It is served by its own DART Station, Woodbrook DART Station now operational since August 2025 and Bus Connects along its Dublin Road frontage.</p> <p>Furthermore, significant biodiversity areas are proposed within the western boundary of the site, which further solidifies the green network along the western part of the proposed development in this case.</p> |
| <p>National Policy Objective 88</p> <p>Conserve and enhance the rich qualities of natural and cultural heritage of Ireland in a manner appropriate to their significance.</p> | <p>Applicant’s Response</p> <p>We refer to the Technical Note: Archaeological, Architectural and Cultural Heritage Report, prepared by Irish Archaeological Consultancy Ltd. Dated 16 January 2025, which provides a more detailed discussion regarding this aspect of the project</p> |
| <p>National Policy Objective 92</p> <p>Improve air quality and help prevent people being exposed to unacceptable levels of pollution in our urban and rural areas through integrated land use and spatial planning that supports public transport, walking and cycling as more favourable modes of transport to the private car, the promotion of energy efficient buildings and homes, heating systems with zero local emissions, green infrastructure planning and innovative design solutions.</p> | <p>Applicant’s Response</p> <p>The proposed development is located within walking distance of the operational Woodbrook DART Station (c. 100m to the east of the proposed development). The station is connected to the scheme via a series of interconnected pedestrian / cycle routes to promote a modal shift.</p> <p>As detailed in the Traffic & Transport Assessment, prepared by Atkins Réalis the route to and from the Woodbrook DART Station along Woodbrook Avenue priorities pedestrian and cyclist movements.</p> <p>All buildings proposed will aim to achieve an A2 Building Energy Rating (BER).</p> |

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| <p>Eastern & Midland Regional Assembly Regional Spatial & Economic Strategy 2019 – 2031</p> |  | <p><i>The Eastern and Midlands Regional Spatial and Economic Strategy (RSES) came into effect on 28 June 2019. The RSES includes the Dublin Metropolitan Area Strategic Plan (DMASP), which covers Dublin City and Metropolitan Area.</i></p> <p><i>This document sets out the regional level strategic planning policy for the eastern and midland region, and Dublin Metropolitan Area, in line with the national strategy and policy objectives for managing housing and employment development to support projected population growth set out in the NPF.</i></p> |
| <p>Chapter 5 – Dublin Metropolitan Area Strategic Plan (MASP)</p> | | |
| <p>Regional Policy Objective 5.3</p> <p>Future development in the Dublin Metropolitan area shall be planned and designed in a manner that facilitates sustainable travel patterns, with a particular focus on increasing the share of active modes (walking and cycling) and public transport use and creating a safe attractive street environment for pedestrians and cyclists.</p> | <p>Applicant’s Response</p> <p>The proposed development is consistent with the RSES and DMASP promotion of sustainable residential neighbourhood growth. The LAP lands (including the proposed development) will all be within walking distance of the Woodbrook DART Station which has been operational since August 2025.</p> | |
| <p>Chapter 7 – Environment and Climate</p> | | |
| <p>Regional Policy Objective 7.15</p> <p>Local authorities shall take opportunities to enhance biodiversity and amenities and to ensure the protection of environmentally sensitive sites and habitats, including where flood risk management measures are planned.</p> | <p>Applicant’s Response</p> <p>The proposal will see the continued development of a north-south Green Axis throughout the wider Woodbrook lands to provide direct linkage to Shanganagh Park to the north and exceptional amenity within walking distance of all homes proposed.</p> <p>We refer to landscape Design rationale report, Appropriate Assessment Screening report and the Ecological Impact Assessment, prepared by Brady Shipman Martin Built Environment Consultants which provides a detailed assessment of the predicted impacts on flora and fauna.</p> | |
| <p>Regional Policy Objective 7.41</p> <p>Support and promote structural materials in the construction industry that have low to zero embodied energy & CO₂ emissions.</p> | <p>Applicant’s Response</p> <p>All buildings proposed will aim to achieve an A2 Building Energy Rating (BER).</p> | |
| <p>Chapter 8 – Connectivity</p> | | |
| <p>Regional Policy Objective 8.3</p> <p>That future development is planned and designed in a manner which maximises the efficiency and protects the strategic capacity of the metropolitan area transport network, both existing and planned and to protect and maintain regional accessibility.</p> | <p>Applicant’s Response</p> <p>The proposed development will deliver high-quality homes as part of a plan-led residential community on serviced lands zoned for residential use in accordance with the LAP.</p> <p>The now operational Woodbrook DART Station (c. 100m to the east of the proposed development) and the provision of BusConnects along the Old Dublin Road (R119) (c. 90m to the west of the Phase 2) will support a general modal shift toward the use of public transport.</p> <p>The site is serviceable and well connected to the road network. The lands have been identified as a prime location for future residential development at a sustainably high density within the Dublin Metropolitan Area.</p> | |

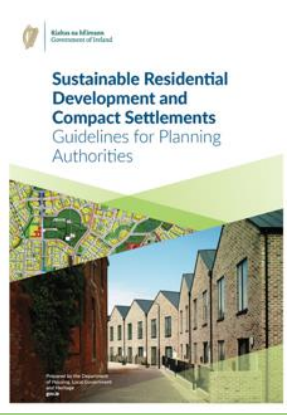
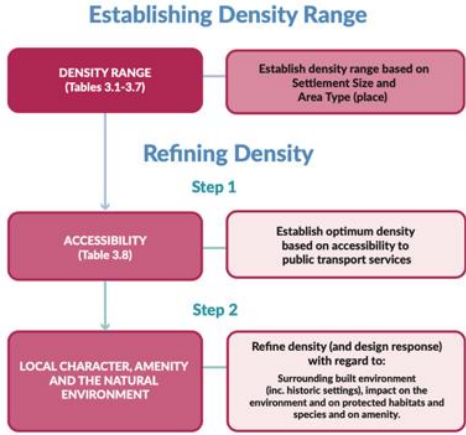
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| <p>Climate Action Plan 2025</p> |  | <p><i>The Climate Action Plan 2025 sets out the roadmap to deliver on Ireland’s climate ambition. It aligns with the legally binding economy-wide carbon budgets and sectoral ceilings that were agreed by Government in July 2022. This will enable Ireland to meet 2030 targets and be well placed to meet mid-century decarbonisation objectives. This will also deliver cleaner air, warmer homes, a more secure energy system and a better quality of life for Irish citizens.</i></p> |
| <p>Built Environment</p> | | |
| <p>Key Target</p> | <p>Applicant’s Response</p> | |
| <p>All new dwellings designed and constructed to Nearly Zero Energy Building standard by 2025, and Zero Emission Building standard by 2030.</p> | <p>All buildings proposed will aim to achieve an A2 Building Energy Rating (BER).</p> | |
| <p>Transport</p> | | |
| <p>Theme</p> | <p>Key Target</p> | <p>Applicant’s Response</p> |
| <p>Reduction in Total Vehicle Kilometres</p> | <p>20% reduction in total vehicle kms. relative to 2030 Business As Usual scenario.</p> | <p>The proposed development is located within walking distance of the operational Woodbrook DART Station (c. 100m to the east of the subject site) and the future provision of Bus Connects along the Old Dublin Road (R119) (c. 90m to the west of the Phase 2) connected via an interconnected cycle / walkway network to promote a modal shift.</p> <p>The proposed development provides secure and conveniently located bicycle parking facilities which will further support a shift toward active travel patterns.</p> |
| <p>Reduction in Fuel Usage</p> | <p>50% reduction in fuel usage.</p> | |
| <p>Increase in Sustainable Transport Trips</p> | <p>50% increase in daily active travel Journeys.</p> | |
| | <p>130% increase in daily public transport journeys.</p> | |
| | <p>25% reduction in daily car journeys.</p> | |
| <p>Shift in Daily Journeys Modal Share</p> | <p>Shift in Daily Mode Share.</p> | |
| | <p>2018: 72% (Car), 8% (Public Transport), 20% (Active Travel).</p> | |
| | <p>2030: 53% (Car), 19% (Public Transport), 28% (Active Travel).</p> | |
| <p>Fleet Electrification</p> | <p>Private Car Fleet Battery EV share of total passenger car fleet (30%) EV share of new registrations (100%) 845,000 Private EVs</p> | <p>The proposed development provides ducting to all in-curtilage car parking and provides 20% EV parking across the scheme. We refer to the enclosed Car Parking Strategy/Car Parking Allocation Plan, prepared by Atkins for details.</p> |
| <p>Escort to Education Journeys</p> | <p>Achieve 30% reduction in the share of current escort-to-education car journeys to sustainable modes with accelerated implementation of Safe Routes to School programmes and enhancement of School Transport Scheme.</p> | <p>The LAP identifies a site for a future school. The proposed development ensures the site can be readily accessed and developed.</p> <p>The layout is developed around the principles of a 10-Minute Neighbourhood . The vast majority of all new homes within the proposed development and the permitted (Phase 1 & 2) are within convenient walking / cycling distance of the future school.</p> |

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| <p>Planning Design Standards for Apartments (2025)</p> |  | <p><i>To meet housing demand in Ireland, it is necessary to significantly increase supply. This is a key pillar of the overarching Housing for All Plan. The National Planning Framework targets increased housing supply in Ireland’s cities and urban areas in particular. For the reasons outlined earlier, increased housing supply must include a dramatic increase in the provision of apartment development.</i></p> |
| <p>Housing Mix</p> | | |
| <p>Specific Planning Policy Requirement 1 – Unit Mix</p> <p>(A) With the exception of social housing developments, social/affordable housing provided for under Part V the Act or schemes to provide housing for older persons where a specific mix of unit sizes may be required, such as in accordance with a Housing Need and Demand Assessment (HNDA), there shall be no restrictions within statutory plans in relation to the mix of unit sizes or types to be provided within apartment developments. There shall be no minimum or maximum requirements for apartments with a certain number of bedrooms.</p> <p>(B) Where any such restriction or requirement is set out within a statutory plan, this Specific Planning Policy Requirement shall apply to any single apartment scheme and there shall be no restriction in relation to the mix of unit sizes or types and there shall be no minimum requirements for apartments with a certain number of bedrooms within the development, except in the circumstances set out above.</p> | <p>Applicant’s Response</p> <p>The proposed development comprises of the construction of 359 no. apartment units consisting of :</p> <ul style="list-style-type: none"> ○ 1- Bed: 160no. units. ○ 2- Bed: 189no. units. ○ 3 -Bed: 4no. units ○ 3-Bed Duplex: 6 units <p>Further details in this regard are provided in the accompanying Architectural Design Statement, Schedule of Accommodation and Housing Quality Assessment, prepared by OMP Architects.</p> <p>As the development is not a social housing development or a scheme for old persons, we note SPPR 1 confirms there is no restriction in relation to unit mix.</p> | |
| <p>Apartment Design Standards</p> | | |
| <p>Specific Planning Policy Requirement 2 – Floor Areas</p> <p><i>Specific Planning Policy Requirement 2 requires that the following minimum floor areas are achieved for apartments:</i></p> <p>-</p> <p><i>Minimum Apartment Floor Areas:-</i></p> <p><i>Studio Apartment (1 person) 32sqm</i></p> <p><i>1-bedroom apartment (2 persons) 45sqm</i></p> <p><i>2-bedroom apartment (3 persons) 63sqm</i></p> <p><i>2-bedroom apartment (4 persons) 73sqm</i></p> <p><i>3-bedroom apartment (4 persons) 76sqm</i></p> <p><i>3-bedroom apartment (5 persons) 90sqm</i></p> <p><i>The floor area parameters set out above shall generally apply to apartment schemes and do not apply to purpose-built and managed student housing.</i></p> <p><i>These standards apply to units on one floor. Duplex accommodation shall provide the additional floor area required to provide for stairways and landings.</i></p> <p><i>In the interests of delivering sustainable and good quality urban development, these Guidelines should be applied in a</i></p> | <p>Applicant’s Response</p> <p>The proposed units wholly meet and, in many cases exceed the minimum floor areas requirement set out under SPPR 2.</p> <p>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. In this context, 31% of the proposed units exceed the minimum floor area sizes set out in SPPR2 by 10%, which is comfortably above the 25% standard.</p> <p>The subject scheme is part of the wider Woodbrook development, which was designed to the higher threshold of the majority of apartments being in excess of the minimum standards, which would mean that when the subject scheme is combined with the permitted apartment buildings within Woodbrook, on average within the overall Woodbrook development, 55% of apartments are in excess of the minimum standards.</p> <p>The larger units (31% within the proposed scheme and 55% across the wider Woodbrook Master Plan lands) support Universal principles by providing adaptable,</p> | |

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| <p><i>way that ensures a good mix of apartment sizes. Accordingly, at least 25% of units within a development shall exceed the minimum sizes set out in SPPR2 by 10%, with the potential for more than 25% of units to exceed the sizes set out in SPPR2 to be provided as required on a scheme-by-scheme basis in apartment schemes in more suburban locations, social housing developments, social and affordable housing delivered under Part V10 and schemes to provide housing for older persons and/or persons with disabilities.</i></p> <p><i>The:</i></p> <ul style="list-style-type: none"> • <i>less than ten residential units;</i> • <i>or to building refurbishment schemes on sites of any size;</i> • <i>or urban infill schemes on sites of up to 0.25ha.</i> <p><i>Where between 10 to 49 residential units are proposed, the above shall generally apply, but in order to allow for flexibility, it may be assessed on a case-by-case basis and if considered appropriate, reduced in part or a whole, subject to consideration, by the Planning Authority or An Coimisiún Pleanála of the overall design quality.</i></p> | <p>accessible homes suitable for a wide range of users regardless of age, ability or disability.</p> <p>We refer to the unit type drawings, floor plan drawings, Housing Quality Assessment, and Schedule of Accommodation, prepared by OMP Architects for compliance in regard to SPPR 2 and further details.</p> |
| <p>Specific Planning Policy Requirement 3– Dual Aspect</p> <p>Specific Planning Policy Requirement 3 states that</p> <p>“In relation to the minimum number of dual aspect apartments that may be provided in any single apartment scheme, the following shall apply:</p> <p>i. A minimum of 25% of units within a development shall be required to be dual aspect. Statutory plans shall not specify minimum requirements that exceed the requirements of this Specific Planning Policy Requirement.</p> <p>ii. For building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha, planning authorities may exercise further discretion to consider dual aspect unit provision at a level lower than the 25% minimum outlined above on a case-by-case basis, but subject to the achievement of overall high design quality in other aspects..”</p> | <p>Applicant’s Response</p> <p>We refer to the Housing Quality Assessment prepared by OMP Architects for further details on compliance with safeguarding higher standards. We note 32% of the proposed units are dual aspect and is therefore significantly above the required minimum standard of 25%.</p> |
| <p>Specific Planning Policy Requirement 4 – Floor to Ceiling Heights</p> <p>Ground level apartment floor to ceiling heights shall be a minimum of 2.7m. For building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha, planning authorities may exercise discretion on a case-by-case basis, subject to overall design quality.</p> | <p>Applicant’s Response</p> <p>We refer to the unit type drawings, floor plan drawings, Housing Quality Assessment, and Schedule of Accommodation, prepared by OMP Architects for further details.</p> |
| <p>Specific Planning Policy Requirement 5 – Lift and Stair Cores</p> <p>There shall be no requirement within statutory plans or within an individual scheme in respect of a minimum number of units per floor per core.</p> | <p>Applicant’s Response</p> <p>We note there is no minimum number of units per floor per core. The proposed development is therefore compliant.</p> |
| <p>Section 3.7 – Internal Storage</p> | <p>Applicant’s Response</p> |




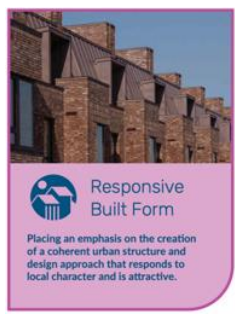
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| <p>Minimum requirements for storage areas are set out in Appendix 1: -</p> <ul style="list-style-type: none"> • Studio apartment 3 sq. m • 1-bedroom apartment 3 sq. m • 2-bedroom apartment (3 persons) 5 sq. m • 2-bedroom apartment (4 persons) 6 sq. m • 3-bedroom apartment(4 Persons) 6 sq.m • 3-bedroom apartment (5 persons) 9 sq. m <p>Other considerations: -</p> <ul style="list-style-type: none"> • No individual storage room within an apartment should exceed 3.5 sq. m. • Apartment schemes should provide storage for bulky items outside individual units (i.e. at ground or basement level). <p>Where secure, allocated ground or basement level storage is provided, it may be used to satisfy up to half of the minimum storage requirement for individual apartment units, but shall not serve to reduce the minimum floor area required to be provided within each individual apartment unit, as set out in these guidelines.</p> | <p>In the first instance, we refer to the Housing Quality Assessment and the Architectural Design Statement prepared by OMP Architects for further details in relation to compliance with section 3.7 – Internal storage. We note a bulky goods store in provided at ground floor level in Block Q.</p> <p>We note all Apartment types meet or exceed the minimum storage area requirements set out in the guidelines.</p> |
| <p>Section 3.8 – Private Amenity Space</p> <p>It is a policy requirement that private amenity space shall be provided in the form of gardens or patios/terraces for ground floor apartments and balconies at upper levels. Where provided at ground level, private amenity space shall incorporate boundary treatment appropriate to ensure privacy and security.</p> <p>Minimum required areas for private amenity space are set out in Appendix 1: -</p> <ul style="list-style-type: none"> • Studio apartment 4 sq. m • 1-bedroom apartment 5 sq. m • 2-bedroom apartment (3 persons) 6 sq. m • 2-bedroom apartment (4 persons) 7 sq. m • 3-bedroom apartment(4 Persons) 7sq.m • 3-bedroom apartment (5 persons) 9 sq. m <p>A minimum depth of 1.5 metres is required for balconies, in one useable length to meet the minimum floor area requirement under these guidelines.</p> | <p>Applicant’s Response</p> <p>In the first instance, we refer to the Housing Quality Assessment prepared by OMP Architects for further details in relation to compliance with section 3.8 – Private Amenity Space.</p> <p>We note all Apartment types meet or exceed the minimum private amenity space requirements set out in the guidelines. This Compliance is outlined below in relation to the unit types:</p> |
| <p>Communal Facilities</p> | |
| <p>Section 4.2– Waste Management</p> <p>Provision shall be made for the storage and collection of waste materials in apartment schemes. Waste storage facilities shall be accessible to each apartment stair/lift core and designed with regard to the projected level of waste generation and ensure adequate containers can be provided for residual, recyclable and food waste, to comply with waste management legislation, at designated waste storage points.</p> | <p>Applicant’s Response</p> <p>We refer to the Operational Waste Management Plan prepared by AWN Consulting and the Architectural Design Statement prepared by OMP Architects for further details in relation to compliance with section 4.2 – Refuse.</p> |
| <p>Section 4.3 – Communal Amenity Space</p> <p>Minimum required areas for public communal amenity space are set out in Appendix 1: -</p> <ul style="list-style-type: none"> • Studio apartment 4 sq. m • 1-bedroom apartment 5 sq. m | <p>Applicant’s Response</p> <p>The total amount of communal open space provided as part of the proposed development meets the standards set out in the Guidelines. We refer to the Site Layout Plans, prepared by O’Mahony Pike Architects and the Landscape Plans, prepared by Brady Shipman Martin</p> |

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| <ul style="list-style-type: none"> • 2-bedroom apartment (3 persons) 6 sq. m • 2-bedroom apartment (4 persons) 7 sq. m • 3-bedroom apartment(4 Persons) 7sq.m • 3-bedroom apartment (5 Persons) 9 sq. m <p>For building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha, communal amenity space may be relaxed in part or whole, on a case-by-case basis, subject to overall design quality</p> | <p>Landscape & Built Environment Consultants for further details on the layout and treatment of these spaces.</p> <p>Furthermore, we refer to the Daylight, Sunlight and Overshadowing Study, prepared by Model works which assesses the impact of the proposed development on the sunlight availability to the public / communal amenity spaces. The Report generally confirms that:</p> <p>“Daylight <i>The scheme performs well with 88% of the 927 rooms achieving compliance with the BRE Guide when assessed without trees, and 86% with trees.</i></p> <p>Sunlight <i>The scheme performs well with 82% of the 359 units achieving compliance with the BRE Guide when assessed without trees, and 80% with trees.”</i></p> |
| <p>Section 4.4 – Children’s Play</p> <p>Children’s play needs around the apartment building should be catered for:</p> <ul style="list-style-type: none"> • Within the private open space associated with individual apartments (see chapter 3); • Within small play spaces (about 85 – 100 sq. metres) for the specific needs of toddlers and children up to the age of six, with suitable play equipment, seating for parents/guardians, and within sight of the apartment building, in a scheme that includes 25 or more units with two or more bedrooms; and • Within play areas (200–400 sq. metres) for older children and young teenagers, in a scheme that includes 100 or more apartments with two or more bedrooms. | <p>Applicant’s Response</p> <p>We refer to the Social Infrastructure Audit (SIA), prepared by Stephen Little & Associates Chartered Town Planners & Development Consultants. The SIA included an Childcare Needs Assessment (CNA) which has been carried out having regard for the provision of the Childcare Facilities, Guidelines for Planning Authorities (2001). In our professional planning opinion, it is considered that 146no. childcare spaces in the purpose-built childcare facility permitted as part of Woodbrook Phase 1 in addition to existing capacity in current registered local childcare facilities (currently approximately 334no. childcare spaces), which is subject to fluctuation, is sufficient absorb the potential local childcare demand. When this is coupled with demographic trends which show a declining 0 – 4 age cohort in the area it can be clearly demonstrated that there is more than sufficient childcare capacity within the catchment area of the proposed development.</p> |
| <p>Specific Planning Policy Requirement 6 – Communal, Community and Cultural Facilities</p> <p>Specific Planning Policy Requirement 6 states that:</p> <ul style="list-style-type: none"> • The provision of new Communal, Community and Cultural facilities within apartment schemes shall only be required in specific locations identified within the development plan and shall not be required on a blanket threshold-based approach in individual apartment schemes. | <p>Applicant’s Response</p> <p>In the first instance, we refer to the Housing Quality Assessment prepared by OMP Architects and Landscape Masterplan details prepared by BSM for further details in relation to compliance with section 4.3 – Communal Amenity Space.</p> |

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| <p>Sustainable Residential Development and Compact Settlements Guidelines (2024)</p> |  | <p><i>Sustainable Residential Development and Compact Settlements Guidelines (2024) set out policy and guidance in relation to the planning and development of urban and rural settlements, with a focus on sustainable residential development and the creation of compact settlements.</i></p> |
| <p>Section 3 – Settlement, Place & Density</p> | | |
| <p>Policy and Objective 3.1 – Density Ranges</p> <p>It is a policy and objective of these Guidelines that the recommended residential density ranges set out in Section 3.3 are applied within statutory development plans and in the consideration of individual planning applications, and that these density ranges are refined further at a local level using the criteria set out in Section 3.4 where appropriate.</p> <p>Figure 3.3: Illustration of the process for establishing, optimising and refining appropriate density for a plan or development.</p>  | <p>Applicant’s Response</p> <p>We refer to Section 6.1.3 of this Report for a detailed discussion in relation to the proposed density.</p> | |
| <p>Section 5 – Development Standards for Housing</p> | | |
| <p>Specific Planning Policy Requirement 1 – Separation Distances</p> <p>It is a specific planning policy requirement of these Guidelines that statutory development plans shall not include an objective in respect of minimum separation distances that exceed 16 metres between opposing windows serving habitable rooms at the rear or side of houses, duplex units or apartment units above ground floor level. When considering a planning application for residential development, a separation distance of at least 16 metres between opposing windows serving habitable rooms at the rear or side of houses, duplex units and apartment units, above ground floor level shall be maintained. Separation distances below 16 metres may be considered acceptable in circumstances where there are no opposing windows serving habitable rooms and where suitable privacy measures have been designed into the</p> | <p>Applicant’s Response</p> <p>We refer to the Site Layout Plans, prepared by O’Mahony Pike Architects which demonstrate that all separation distances, across both courtyards and streets, are well in excess of 16 metres.</p> | |

| <p>scheme to prevent undue overlooking of habitable rooms and private amenity spaces.</p> <p>There shall be no specified minimum separation distance at ground level or to the front of houses, duplex units and apartment units in statutory development plans and planning applications shall be determined on a case-by-case basis to prevent undue loss of privacy.</p> <p>In all cases, the obligation will be on the project proposer to demonstrate to the satisfaction of the planning authority or An Bord Pleanála that residents will enjoy a high standard of amenity and that the proposed development will not have a significant negative impact on the amenity of occupiers of existing residential properties.</p> | | | | | | | | | | | | | | | | |
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| <p>Specific Planning Policy Requirement 2 – Minimum Private Open Space Standards for Houses</p> <p>It is a specific planning policy requirement of these Guidelines that proposals for new houses meet the following minimum private open space standards:</p> <ul style="list-style-type: none"> • 1 bed house 20 sq. m • 2 bed house 30 sq. m • 3 bed house 40 sq. m • 4 bed + house 50 sq. m <p>A further reduction below the minimum standard may be considered acceptable where an equivalent amount of high quality semi-private open space is provided in lieu of the private open space, subject to at least 50 percent of the area being provided as private open space (see Table 5.1 below). The planning authority should be satisfied that the compensatory semi-private open space will provide a high standard of amenity for all users and that it is well integrated and accessible to the housing units it serves.</p> <p>Apartments and duplex units shall be required to meet the private and semi-private open space requirements set out in the Sustainable Urban Housing: Design Standards for New Apartments, Guidelines for Planning Authorities 2023 (and any subsequent updates).</p> <p>For building refurbishment schemes on sites of any size or urban infill schemes on smaller sites (e.g. sites of up to 0.25ha) the private open space standard may be relaxed in part or whole, on a case-by-case basis, subject to overall design quality and proximity to public open space.</p> <p>In all cases, the obligation will be on the project proposer to demonstrate to the satisfaction of the planning authority or An Bord Pleanála that residents will enjoy a high standard of amenity.</p> <p>Table 5.1 Minimum Private Open Space Standard for Houses</p> <table border="1"> <thead> <tr> <th>House</th> <th>Minimum Private Open Space</th> <th>Max Semi-Private (in lieu)</th> </tr> </thead> <tbody> <tr> <td>1 bed</td> <td>20 sq.m</td> <td>10 sq.m</td> </tr> <tr> <td>2 bed</td> <td>30 sq.m</td> <td>15 sq.m</td> </tr> <tr> <td>3 bed</td> <td>40 sq.m</td> <td>20 sq.m</td> </tr> <tr> <td>4 bed+</td> <td>50 sq.m</td> <td>25 sq.m</td> </tr> </tbody> </table> | House | Minimum Private Open Space | Max Semi-Private (in lieu) | 1 bed | 20 sq.m | 10 sq.m | 2 bed | 30 sq.m | 15 sq.m | 3 bed | 40 sq.m | 20 sq.m | 4 bed+ | 50 sq.m | 25 sq.m | <p>Applicant’s Response</p> <p>We refer to the Site Layout Plans and Housing Quality Assessment, prepared by O’Mahony Pike Architects which demonstrate that the minimum private open space requirements for apartments and duplexes have been exceeded across the proposed development. No houses are proposed as part of this application.</p> |
| House | Minimum Private Open Space | Max Semi-Private (in lieu) | | | | | | | | | | | | | | |
| 1 bed | 20 sq.m | 10 sq.m | | | | | | | | | | | | | | |
| 2 bed | 30 sq.m | 15 sq.m | | | | | | | | | | | | | | |
| 3 bed | 40 sq.m | 20 sq.m | | | | | | | | | | | | | | |
| 4 bed+ | 50 sq.m | 25 sq.m | | | | | | | | | | | | | | |
| <p>Specific Planning Policy Requirement 3 – Car Parking</p> <p>It is a specific planning policy requirement of these Guidelines that:</p> <ol style="list-style-type: none"> In city centres and urban neighbourhoods of the five cities, defined in Chapter 3 (Table 3.1 and Table 3.2) car-parking provision should be minimised, | <p>Applicant’s Response</p> <p>In total, 137no. car parking spaces are provided for the proposed development. 91no. residential car parking spaces are proposed, at a rate of 0.25 spaces per unit.</p> | | | | | | | | | | | | | | | |

| <p>substantially reduced or wholly eliminated. The maximum rate of car parking provision for residential development at these locations, where such provision is justified to the satisfaction of the planning authority, shall be 1 no. space per dwelling.</p> <p>ii. In accessible locations, defined in Chapter 3 (Table 3.8) car- parking provision should be substantially reduced. The maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 1.5 no. spaces per dwelling.</p> <p>iii. In intermediate and peripheral locations, defined in Chapter 3 (Table 3.8) the maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 2 no. spaces per dwelling</p> <p>Applicants should be required to provide a rationale and justification for the number of car parking spaces proposed and to satisfy the planning authority that the parking levels are necessary and appropriate, particularly when they are close to the maximum provision. The maximum car parking standards do not include bays assigned for use by a car club, designated short stay on–street Electric Vehicle (EV) charging stations or accessible parking spaces. The maximum car parking standards do include provision for visitor parking.</p> | <p>The proposed development is considered as an accessible location, in accordance with the SPPR 3 of the Compact Settlement Guidelines, with a maximum required residential car parking ratio of 1.5no. spaces per dwelling. The proposed residential car parking ratio is between 0.24 and 0.36no. spaces per dwelling for the proposed development, which is significantly below the maximum standard in the Compact Settlement Guidelines.</p> <p>Such relaxation of the parking standard is specifically provided for under Objective WB12 of the Local Area Plan and within the context of proximity to the DART station.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|----------------------------------|----------------------------|--------------------------|---|----------------------------|---|---------------------------------------|--------------------------------------|---------------------------------------|-------|---------|-----|---|----|----|---|----|---|---|-----|---------|-----|----|----|----|---|----|---|----|-----|---------------|------------|-----------|------------|-----------|----------|-----------|----------|-----------|------------|--|-------|------|-------|------|---|-------|---|------|------|
| <p>Specific Planning Policy Requirement 4 – Cycle Parking and Storage</p> <p>It is a specific planning policy requirement of these Guidelines that all new housing schemes (including mixed-use schemes that include housing) include safe and secure cycle storage facilities to meet the needs of residents and visitors.</p> <p>The following requirements for cycle parking and storage are recommended:</p> <p>i. Quantity – in the case of residential units that do not have ground level open space or have smaller terraces, a general minimum standard of 1 cycle storage space per bedroom should be applied. Visitor cycle parking should also be provided. Any deviation from these standards shall be at the discretion of the planning authority and shall be justified with respect to factors such as location, quality of facilities proposed, flexibility for future enhancement/enlargement, etc. It will be important to make provision for a mix of bicycle parking types including larger/heavier cargo and electric bikes and for individual lockers.</p> <p>ii. Design – cycle storage facilities should be provided in a dedicated facility of permanent construction, within the building footprint or, where not feasible, within an adjacent or adjoining purpose-built structure of permanent construction. Cycle parking areas shall be designed so that cyclists feel safe. It is best practice that either secure cycle cage/compound or preferably locker facilities are provided.</p> | <p>Applicant’s Response</p> <p>A total of 591no. bicycle parking spaces are proposed as part of the proposed development. We refer to section 4.6 – Cycle parking of the Traffic and Transport Assessment ,prepared by Realis Atkins for further details and outlines the proposed below cycle parking provision:</p> <p style="text-align: center;">Table 4-3 - Proposed Cycle Parking</p> <table border="1" data-bbox="831 1263 1382 1505"> <thead> <tr> <th>Residential bicycle parking type</th> <th>No. Sheffield Stand Spaces</th> <th>No. Semi-Vertical Spaces</th> <th>No. Stacked Spaces</th> <th>No. Cargo Spaces</th> <th>No. External Bicycle Lockers (Vertical)</th> <th>No. External Bicycle Store</th> <th>No. External Bicycle Store (Stacked)</th> <th>No. External Bicycle Store (Vertical)</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>Block P</td> <td>118</td> <td>-</td> <td>60</td> <td>12</td> <td>-</td> <td>28</td> <td>-</td> <td>-</td> <td>218</td> </tr> <tr> <td>Block Q</td> <td>164</td> <td>29</td> <td>82</td> <td>17</td> <td>-</td> <td>52</td> <td>-</td> <td>19</td> <td>363</td> </tr> <tr> <td>Totals</td> <td>282</td> <td>29</td> <td>142</td> <td>29</td> <td>-</td> <td>80</td> <td>-</td> <td>19</td> <td>591</td> </tr> <tr> <td></td> <td>48.5%</td> <td>5.0%</td> <td>24.4%</td> <td>5.0%</td> <td>-</td> <td>13.8%</td> <td>-</td> <td>3.3%</td> <td>100%</td> </tr> </tbody> </table> <p>We note ,the quantity and location of the proposed bicycle parking facilities are in accordance with the Cycle Design Manual September 2023, the Development Plan, Apartments Guidelines, DLR Standards for Cycle Parking and associated Cycling Facilities for New Developments, and SPPR 4 of the Compact Settlements Guidelines.</p> | Residential bicycle parking type | No. Sheffield Stand Spaces | No. Semi-Vertical Spaces | No. Stacked Spaces | No. Cargo Spaces | No. External Bicycle Lockers (Vertical) | No. External Bicycle Store | No. External Bicycle Store (Stacked) | No. External Bicycle Store (Vertical) | Total | Block P | 118 | - | 60 | 12 | - | 28 | - | - | 218 | Block Q | 164 | 29 | 82 | 17 | - | 52 | - | 19 | 363 | Totals | 282 | 29 | 142 | 29 | - | 80 | - | 19 | 591 | | 48.5% | 5.0% | 24.4% | 5.0% | - | 13.8% | - | 3.3% | 100% |
| Residential bicycle parking type | No. Sheffield Stand Spaces | No. Semi-Vertical Spaces | No. Stacked Spaces | No. Cargo Spaces | No. External Bicycle Lockers (Vertical) | No. External Bicycle Store | No. External Bicycle Store (Stacked) | No. External Bicycle Store (Vertical) | Total | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Block P | 118 | - | 60 | 12 | - | 28 | - | - | 218 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Block Q | 164 | 29 | 82 | 17 | - | 52 | - | 19 | 363 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Totals | 282 | 29 | 142 | 29 | - | 80 | - | 19 | 591 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 48.5% | 5.0% | 24.4% | 5.0% | - | 13.8% | - | 3.3% | 100% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| Section 4.4 – Key Indicators of Quality Design and Placemaking | | | |
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|  <p>Sustainable and Efficient Movement Ensuring places are well connected and accessible by sustainable modes. Also acknowledging that quality of journey is equally important and that places are perceived as safe and are not dominated cars.</p> |  <p>Mix and Distribution of Uses Promoting the integration of land use and transportation and a diverse and innovative mix of housing that can facilitate compact housing and provide greater housing choice.</p> |  <p>Green and Blue Infrastructure Placing and emphasis on the protection of natural assets and biodiversity, whilst also taking a more strategic view as to how open space networks are formed to balance the needs of communities.</p> |  <p>Responsive Built Form Placing an emphasis on the creation of a coherent urban structure and design approach that responds to local character and is attractive.</p> |
| <p>(i) Sustainable and Efficient Movement</p> <p>a) New developments should, as appropriate, include a street network (including links through open spaces) that creates a permeable and legible urban environment, optimises movement for sustainable modes (walking, cycling and public transport) and is easy to navigate.</p> <p>b) New developments should connect to the wider urban street and transport networks and improve connections between communities, to public transport, local services and local amenities such as shops, parks and schools, where possible.</p> <p>c) Active travel should be prioritised through design measures that seek to calm traffic and create street networks that feel safe and comfortable for pedestrians and cyclists.</p> <p>d) The quantum of car parking in new developments should be minimised in order to manage travel demand and to ensure that vehicular movement does not impede active modes of travel or have undue prominence within the public realm. Chapter 5 Development Standards includes a specific planning policy requirement (SPPRs) that addresses car parking rates in new residential developments.</p> | | <p>Applicant’s Response</p> <p>The proposed development has a connected and walkable layout which ensures connectivity between permitted phases 1 and 2 and the operational Woodbrook DART Station via an interconnected cycle / walkway network.</p> <p>We refer to Dwg. No. 100119017-ATK-ZZ-00-DR-CE-090010, prepared by Atkins Réalis which demonstrate the pedestrian and cyclist connectivity within the proposed development and previous permitted phases of the overall development.</p> <p>A total of 910 car parking spaces are having regard for proximity to the operational Woodbrook DART Station. The reduction of car parking in proximity to public transport facilities promotes modal shift.</p> | |
| <p>Policy and Objective 4.1 – DMURS</p> <p>It is a policy and objective of these Guidelines that planning authorities implement the principles, approaches and standards set out in the Design Manual for Urban Roads and Streets, 2013 (including updates) in carrying out their functions under the Planning and Development Act 2000 (as amended) and as part of an integrated approach to quality urban design and placemaking.</p> | | <p>Applicant’s Response</p> <p>We refer to the Traffic and Transport Assessment , prepared by Atkins realis Consulting Engineers which confirms and sets out how the layout of the proposed development is consistent with the Design Manual for Urban Roads and Streets.</p> | |
| <p>(ii) Mix and Distribution of Uses</p> <p>a) In city and town centres and at high capacity public transport nodes and interchanges (defined in Table 3.8), development should consist of high intensity mix-use development (residential, commercial, retail, cultural and community uses) that responds in scale and intensity to the level of accessibility. At major transport interchanges, uses should be planned in accordance with the principles of Transport Orientated Development.</p> <p>b) In city and town centres, planning authorities should plan for a diverse range of uses including retail, cultural and residential uses and for the adaption and re-use of the existing building stock (e.g. over the shop living). It is also important to plan for the activation of outdoor spaces and the public realm to</p> | | <p>Applicant’s Response</p> <p>A Neighbourhood Centre which will provide day-to-day services to support the emerging new residential community was provided and permitted in phase 2.</p> <p>The key landscape and green infrastructures features have already been permitted under Woodbrook Phase 1. These amenities are linked to the proposed development through an interconnected network of pedestrian and cycle paths.</p> <p>There are a range of apartments and duplexes in 1-bed, 2-bed, 3-bed formats. The unit sizes range in size and types with some providing a mix of family types and tenures emerging in this location.</p> | |

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| <p>promote more liveable city and town centres. Much of this can be achieved through the implementation of urban enhancement and traffic demand management measures that work together to free up space for active travel and create spaces that invite people to meet, mingle and dwell within centres.</p> <p>c) In areas that are less central, the mix of uses should cater for local services and amenities focused around a hierarchy of local centres that support residential communities and with opportunities for suitable non-residential development throughout.</p> <p>d) In all urban areas, planning authorities should actively promote and support opportunities for intensification. This could include initiatives that support the more intensive use of existing buildings (including adaptation and extension) and under-used lands (including for example the repurposing of car parks at highly accessible urban locations that no longer require a high level of private car access).</p> <p>e) It will be important to align the integration of land uses and centres with public transport in order to maximise the benefits of public transport.</p> <p>f) The creation of sustainable communities also requires a diverse mix of housing and variety in residential densities across settlements. This will require a focus on the delivery of innovative housing types that can facilitate compact growth and provide greater housing choice that responds to the needs of single people, families, older people and people with disabilities, informed by a Housing Needs Demand Assessment (HNDA) where possible. Development plans may specify a mix for apartment and other housing developments, but this should be further to an evidence-based Housing Needs and Demand Assessment.</p> | <p>We refer to the HQA prepared by O’Mahony Pike architects for further details.</p> |
| <p>(iii) Green & Blue Infrastructure</p> <p>a) Plan for the protection, restoration and enhancement of natural features, biodiversity and landscapes, and ensure that urban development maintains an appropriate separation and setback from important natural assets. New development should seek to protect and enhance important natural features (habitats and species) within and around the site, should avoid the degradation of ecosystems and include measures to mitigate against any potential negative ecological impacts.</p> <p>b) Plan for an integrated network of multifunctional and interlinked urban green spaces. This is addressed further in subsection (iii) Public Open Space below.</p> <p>c) Promote urban greening and Nature-based Solutions (including Sustainable Drainage Systems and slow-the-flow initiatives) for the management of urban surface waters in all new developments and retrofitting in existing areas to ensure that the benefits of ecosystem services are realised¹³. Planning authorities should adopt a nature based approach to urban drainage that uses soft-engineering techniques and native vegetation (including the protection of the riparian zone) to minimise the impact on natural river processes.</p> <p>d) The use of Nature-based Solutions at ground level may not be possible on certain brownfield sites due</p> | <p>Applicant’s Response</p> <p>The key landscape and green infrastructures features have already been permitted under Woodbrook Phase 1. These amenities are linked to the proposed development through an interconnected network of pedestrian and cycle paths.</p> <p>We refer to Landscape Design Rationale and Drawings, prepared by Brady Shipman Martin Built Environment Consultants which illustrates the existing trees and watercourses retained.</p> <p>We refer to the Stormwater Impact Assessment, prepared by Atkins Réalis for details of the SuDs measures being implemented as part of the proposed development. This includes a ‘treatment train’ approach to SUDS including nature-based solutions such as rain gardens and bio-retention areas and tree pits.</p> |

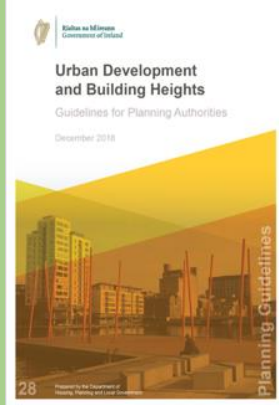
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| <p>to historic land contamination. In such cases, alternative solutions such as green roofs and walls can be considered.</p> | |
| <p>(iv) Open Space</p> <p>b) Public open space provided as part of new development proposals. These spaces should be designed to retain and protect natural features and habitats of importance within the site and to maximise biodiversity gain. They should also form an integral part of the overall design. These spaces may be offered for taking in charge by the local authority following the completion of the development.</p> | <p>Applicant’s Response</p> <p>In the first instance ,we refer to the Landscape Design Rationale Report prepared by Brady Shipman Martin, which notes the location and quantum of open space as having been determined by the Master Plan in SHD Reg. Ref ABP-305844-19 . The open space provision in this case are:</p> <p>Communal Open Space</p> <p>The subject scheme is compliant with the requirements for Communal Open Space, as set out in the Design Standards for Apartments 2025. The scheme is also compliant with the requirements for Communal Open Space, as set out in the Design Standards for New Apartments 2023.</p> <p>Each block is provided with a communal open space at courtyard level, which complies with the required Sunlight/ Daylight guidelines. The courtyard spaces are provided with some incidental play areas, and a variety of planting types.</p> <p>Block Q is also provided with a roof terrace, which will have views north and west towards Shanganagh Park.</p> <p>The design of the roof terrace is in compliance with the TGD of the Building Regulations. Please refer to the Landscape</p> <p>The Biodiversity Area at the western boundary of the site is protected throughout the planning and design of both the permitted Woodbrook Phase 2 development and this current application and subject to regular ecological monitoring with inputs from both the DLR Biodiversity Officer and the local NPWS Conservation Ranger.. The area reflects a woodland character thereby creating a setting</p> |
| <p>(v) Responsive Built Form</p> <p>a) New development should support the formation of a legible and coherent urban structure with landmark buildings and features at key nodes and focal points.</p> <p>b) New development should respond in a positive way to the established pattern and form of development and to the wider scale of development in the surrounding area. The height, scale and massing of development in particular should respond positively to and enhance the established pattern of development (including streets and spaces).</p> <p>c) The urban structure of new development should strengthen the overall urban structure and create opportunities for new linkages where possible.</p> <p>d) Buildings should generally present well-defined edges to streets and public spaces to. ensure that the public realm is well-overlooked with active frontages.</p> <p>e) New development should embrace good modern architecture and urban design that is innovative and varied, and respects and enhances local distinctiveness and heritage.</p> <p>f) Materials and finishes should be of high quality, respond to the local palette of materials and finishes and be highly durable.</p> | <p>Applicant’s Response</p> <p>The proposed development will be the final residential phase of the Woodbrook scheme, providing 359no. units.</p> <p>The layout of the proposed is 2no. Courtyard blocks development, with the character, scale and massing of the proposed development aligning with the permitted Woodbrook Phases 1 &2.</p> <p>The heights of the proposed 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.</p> <p>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.</p> <p>In respect of materiality, 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</p> |

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| | <p>creates visual interest as well as a sense of placemaking for different building features.</p> |
| <p>Policy and Objective 4.2 – Quality Urban Design It is a policy and objective of these Guidelines that the key indicators of quality urban design and placemaking set out in Section 4.4 are applied within statutory development plans and in the consideration of individual planning applications.</p> | <p>Applicant’s Response Refer to responses above.</p> |
| <p>Policy and Objective 5.1 – Public Open Space It is a policy and objective of these Guidelines that statutory development plans include an objective(s) relating to the provision of public open space in new residential developments (and in mixed-use developments that include a residential element). The requirement in the development plan shall be for public open space provision of not less than a minimum of 10% of net site area and not more than a minimum of 15% of net site area save in exceptional circumstances. Different minimum requirements (within the 10-15% range) may be set for different areas. The minimum requirement should be justified taking into account existing public open space provision in the area and broader nature conservation and environmental considerations.</p> <p>In the case of strategic and sustainable development sites, the minimum public open space requirement will be determined on a plan-led basis, having regard to the overall approach to public park provision within the area.</p> <p>In the case of sites that contain significant heritage, landscape or recreational features and sites that have specific nature conservation requirements, a higher proportion of public open space may need to be retained. The 10-15% range shall not therefore apply to new development in such areas.</p> <p>In some circumstances a planning authority might decide to set aside (in part or whole) the public open space requirement arising under the development plan. This can occur in cases where the planning authority considers it unfeasible, due to site constraints or other factors, to locate all of the open space on site. In other cases, the planning authority might consider that the needs of the population would be better served by the provision of a new park in the area or the upgrade or enhancement of an existing public open space or amenity. It is recommended that a provision to this effect is included within the development plan to allow for flexibility. In such circumstances, the planning authority may seek a financial contribution within the terms of Section 48 of the Planning and Development Act 2000 (as amended) in lieu of provision within an application site.</p> | <p>Applicant’s Response In the first instance ,we refer to the Landscape Design Rationale Report prepared by Brady Shipman Martin, which notes the location and quantum of open space as having been determined by the Master Plan in SHD Reg. Ref ABP-305844-19 . The open space provision in this case are:</p> <p>Communal Open Space The subject scheme is compliant with the requirements for Communal Open Space, as set out in the Design Standards for Apartments 2025. The scheme is also compliant with the requirements for Communal Open Space, as set out in the Design Standards for New Apartments 2023.</p> <p>Each block is provided with a communal open space at courtyard level, which complies with the required Sunlight/ Daylight guidelines. The courtyard spaces are provided with some incidental play areas, and a variety of planting types. Play areas are located within COS for each block suitable for young children.</p> <p>Additionally, Block Q also benefits from a roof terrace, which will have views north and west towards Shanganagh Park.</p> <p>The design of the roof terrace is in compliance with the TGD of the Building Regulations. Please refer to the Landscape</p> |
| <p>Section 5.3.6 – Operation and Management of the Development For developments that include multi-unit and compact housing blocks, communal facilities such as refuse storage areas should be provided in open spaces that will not be taken in charge. Planning applications should include an operational management plan that sets out details of the long-term management and maintenance of the scheme. The plan should address provisions made for the storage</p> | <p>Applicant’s Response Communal bin stores are provided for all apartments.</p> <p>The design of the Communal bin stores have regard to the Resource & Waste Management Plan and Operational Waste Management Plan prepared by AWN Consulting Engineers which are enclosed with this application.</p> |

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| <p>and collection of waste materials in residential schemes, particularly where there are reduced areas of private outdoor space. Communal refuse facilities shall be accessible to each housing unit and designed with regard to the projected level of waste generation and types and quantities of receptacles required.</p> | |
| <p>Section 5.3.7 – Daylight</p> <p>The provision of acceptable levels of daylight in new residential developments is an important planning consideration, in the interests of ensuring a high quality living environment for future residents. It is also important to safeguard against a detrimental impact on the amenity of other sensitive occupiers of adjacent properties.</p> <p>In cases where a technical assessment of daylight performance is considered by the planning authority to be necessary regard should be had to quantitative performance approaches to daylight provision outlined in guides like A New European Standard for Daylighting in Buildings IS EN17037:2018, UK National Annex BS EN17037:2019 and the associated BRE Guide 209 2022 Edition (June 2022), or any relevant future standards or guidance specific to the Irish context.</p> | <p>Applicant’s Response</p> <p>We refer to the Daylight, Sunlight and Overshadowing Study, prepared by Model works which confirms the units have good levels of access to daylight and sunlight.</p> |
| <p>Appendix D: Design Checklist - Key Indicators of Quality Urban Design and Placemaking</p> | |
| <p style="text-align: center;">1. Sustainable and Efficient Movement</p> <ul style="list-style-type: none"> i. Will the plan or development proposal establish a highly permeable and legible network of streets and spaces within the site that optimises movement for sustainable modes of transport (walking, cycling and public transport)? ii. Have opportunities to improve connections with and between established communities been identified and responded to with particular regard to strategic connections between homes, shops, employment opportunities, public transport, local services and amenities? iii. Are streets designed (including the retrofitting of existing streets adjacent to or on-route to the site, where appropriate) in accordance with DMURS to calm traffic and enable the safe and comfortable movement of vulnerable users? iv. Has the quantum of parking been minimised (in accordance with SPPR4 where relevant) and designed and located in a way that seeks to reduce the demand for private car use, promote sustainable modes of transport and ensure that the public realm is not dominated by parked vehicles? | <p>Applicant’s Response</p> <p>The LAP seeks the development of a new residential community within the Woodbrook Master Plan lands which will benefit form increase accessibility through proximity to the now operational Woodbrook DART Station and Bus Connects.</p> <p>The proposed development provides a highly permeable layout which prioritises pedestrians and cyclists. In accordance with DMURS the layout encourages a low speed environment which is further support by a reduction in the provision of car parking given the proximity to future public transport nodes.</p> <p>Generally the buildings heights proposed are in accordance with the provision of the LAP. Additional height has been sought adjacent the operational DART Station to mark the transition towards this node. Using the compact housing typology promoted in the Compact Settlement Guidelines (2024) significant deviation from the building heights envisioned in the LAP were not required to achieve a sustainable density for the proposed development.</p> <p>Car parking has been provided within consideration of the sites location of high quality Public Transport. 19no. car parking spaces have been provided which will form accessible car parking for the DART station. Additionally, the apartments provide 91no. car parking spaces.</p> <p>We refer to the Traffic 7 Transport Assessment for further details in regards to car parking provision.</p> |
| <p style="text-align: center;">2. Mix of Land Uses (Vibrant Centres and Communities)</p> <ul style="list-style-type: none"> i. Is the mix and intensity of land uses appropriate to the site and its location and have land uses been distributed in a complementary manner that optimises access to public transport, amenities and local services via walking or cycling? | <p>Applicant’s Response</p> <p>A Neighbourhood Centre which will provide day-to-day services to support the emerging new residential community was provided and permitted in phase 2.</p> <p>The key landscape and green infrastructures features have already been permitted under Woodbrook Phase 1. These</p> |

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| <ul style="list-style-type: none"> ii. Have a diverse and varied range of housing types been provided to meet local and projected needs (having regard to the Housing Need Demand Assessment), supplemented by an innovative range of housing typologies that support greater housing affordability and choice? iii. Will the plan or development proposal supplement and/or support the regeneration and revitalisation of an existing centre or neighbourhood, including the adaption and re-use of the existing building stock in order to reduce vacancy and dereliction (where applicable) and promote town centre living (where applicable)? iv. Is the regeneration and revitalisation of an existing centre or neighbourhood supported by the enhancement of the public realm so as to create a more liveable environment, attract investment and encourage a greater number of visitors (where applicable)? | <p>amenities are linked to the proposed development through an interconnected network of pedestrian and cycle paths.</p> <p>We refer to the HQA prepared by O’Mahony Pike Architects for further details.</p> |
| <p style="text-align: center;">3. Green and Blue Infrastructure (Open Space, Landscape and Heritage)</p> <ul style="list-style-type: none"> i. Has the plan or development proposal positively responded to natural features and landscape character, with particular regard to biodiversity, vistas and landmarks and the setting of protected structures, conservation areas and historic landscapes? ii. Have a complementary and interconnected range of open spaces, corridors and planted/landscaped areas been provided, that create and conserve ecological links and promotes active travel and healthier lifestyles? iii. Are public open spaces universally accessible and designed to cater for a range of active and passive recreational uses (taking account of the function of other spaces within the network)? iv. Does the plan or development proposal include integrated nature-based solutions for the management of urban drainage to promote biodiversity, urban greening, improved water quality and flood mitigation? | <p>Applicant’s Response</p> <p>The key landscape and green infrastructures features have already been permitted under Woodbrook Phase 1. These amenities are linked to the proposed development through an interconnected network of pedestrian and cycle paths.</p> <p>We refer to Landscape Design Rationale and Drawings, prepared by Brady Shipman Martin Built Environment Consultants which illustrates the existing trees and watercourses retained.</p> <p>We refer to the Stormwater Impact Assessment, prepared by Atkins Réalis for details of the SuDs measures being implemented as part of the proposed development. This includes a ‘treatment train’ approach to SUDS including nature-based solutions such as rain gardens and bio-retention areas and tree pits.</p> <p>We refer to the Technical Note: Archaeological, Architectural and Cultural Heritage Report, prepared by Irish Archaeological Consultancy Ltd. Dated 16 January 2025, which provides a more detailed discussion regarding this aspect of the project</p> |
| <p style="text-align: center;">4. Responsive Built Form</p> <ul style="list-style-type: none"> i. Does the layout, orientation and scale of development support the formation of a coherent and legible urban structure in terms of block layouts and building heights with particular regard to the location of gateways and landmarks, the hierarchy of streets and spaces and access to daylight and sunlight? ii. Do buildings address streets and spaces in a manner that will ensure they clearly define public and private spaces, generate activity, maximise passive surveillance and provide an attractive and animated interface? iii. Does the layout, scale and design features of new development respond to prevailing development patterns (where relevant), integrate well within its context and provide appropriate transitions with adjacent buildings and established communities so | <p>Applicant’s Response</p> <p>The proposed development will be the final residential phase of the Woodbrook scheme, providing 359no. units.</p> <p>The layout of the proposed is 2no. Courtyard blocks development, with the character, scale and massing of the proposed development aligning with the permitted Woodbrook Phases 1 &2.</p> <p>The heights of the proposed 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.</p> <p>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.</p> |

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| <p>as to safeguard their amenities to a reasonable extent?</p> <p>iv. Has a coherent architectural and urban design strategy been presented that will ensure the development is sustainable, distinctive, complements the urban structure and promotes a strong sense of identity?</p> | <p>In respect of materiality, 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.</p> |
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| <p>Urban Development & Building Heights Guidelines for Planning Authorities (2018)</p> |  | <p><i>Urban Development & Building Heights Guidelines for Planning Authorities (2018) outline wider and strategic policy considerations and a more performance criteria driven approach that planning authorities should apply alongside their statutory development plans in securing the strategic outcomes of the National Planning Framework.</i></p> |
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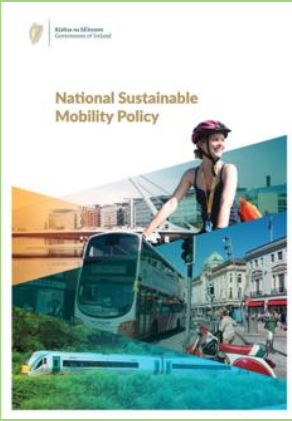
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| <p>Section 3.1 - Development Management Principles</p> <p>In relation to the assessment of individual planning applications and appeals, it is Government policy that building heights must be generally increased in appropriate urban locations. There is therefore a presumption in favour of buildings of increased height in our town/city cores and in other urban locations with good public transport accessibility. Planning authorities must apply the following broad principles in considering development proposals for buildings taller than prevailing building heights in urban areas in pursuit of these guidelines:</p> <p>Does the proposal positively assist in securing National Planning Framework objectives of focusing development in key urban centres and in particular, fulfilling targets related to brownfield, infill development and in particular, effectively supporting the National Strategic Objective to deliver compact growth in our urban centres?</p> <p>Is the proposal in line with the requirements of the development plan in force and which plan has taken clear account of the requirements set out in Chapter 2 of these guidelines?</p> <p>Where the relevant development plan or local area plan pre-dates these guidelines, can it be demonstrated that implementation of the pre-existing policies and objectives of the relevant plan or planning scheme does not align with and support the objectives and policies of the National Planning Framework?</p> | <p>Applicant's Response</p> <p>In this instance, a residential development of 2 – 8 storeys in height is proposed. 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 site location map 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.</p> <p>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. 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 proposed residential development ranges from 2 – 8 storeys, which marginally exceeds the provisions set out in the</p> |
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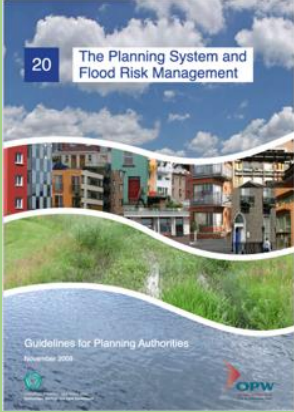
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| <p>SPPR 3</p> <p>It is a specific planning policy requirement that where;</p> <p>(A) 1. an applicant for planning permission sets out how a development proposal complies with the criteria above; and</p> <p>2. the assessment of the planning authority concurs, taking account of the wider strategic and national policy parameters set out in the National Planning Framework and these guidelines;</p> <p>then the planning authority may approve such development, even where specific objectives of the relevant development plan or local area plan may indicate otherwise.</p> <p>(B) In the case of an adopted planning scheme the Development Agency in conjunction with the relevant planning authority (where different) shall, upon the coming into force of these guidelines, undertake a review of the planning scheme, utilising the relevant mechanisms as set out in the Planning and Development Act 2000 (as amended) to ensure that the criteria above are fully reflected in the planning scheme. In particular the Government policy that building heights be generally increased in appropriate urban locations shall be articulated in any amendment(s) to the planning scheme</p> <p>(C) In respect of planning schemes approved after the coming into force of these guidelines these are not required to be reviewed.</p> <p>In this case, it is the provisions of SPPR 3(A) that apply.</p> | <p>County Development Plan. It is worth noting however that the following building heights are proposed: -</p> <ul style="list-style-type: none"> •Duplexes: 2 storeys. •Block P: 5 -7 Storeys. •Block Q: 6-8 Storeys. <p>As such, it is evident that only certain elements of just two of the apartment blocks (P and Q) exceed the 6-storey threshold set by the LAP (with potential noted to exceed same) and Appendix 5 of the Development Plan and that the remainder of the proposals are entirely consistent with the provisions of the Plan as regards building height. The provision of these 8 storey elements are for legibility and placemaking reasons.</p> <p>The building heights proposed are in generally in accordance with the parameters set out in the LAP, and it is noted that Section 4.2.2 of Appendix 5 of the County Development Plan states: -</p> <p><i>“There may be instances, where an argument can be made for increased height within the plan area. In those instances, any such proposals would have to be assessed in accordance with any new performance criteria as set out in section 5 of this Building Heights Strategy as per SPPR 3.”</i></p> <p>We refer to the Architectural Design Statement prepared by OMP Architects for further details in respect to the proposed building height ranges.</p> |
| <p>Section 3.2 Development Management Criteria</p> <p>At the Scale of the Relevant City / Town</p> <p>The site is well served by public transport with high capacity, frequent service and good links to other modes of public transport.</p> <p>Development proposals incorporating increased building height, including proposals within architecturally sensitive areas, should successfully integrate into/ enhance the character and public realm of the area, having regard to topography, its cultural context, setting of key landmarks, protection of key views.³ Such development proposals shall undertake a landscape and visual assessment, by a suitably qualified practitioner such as a chartered landscape architect.</p> <p>On larger urban redevelopment sites, proposed developments should make a positive contribution to place-making, incorporating new streets and public spaces, using massing and height to achieve the required densities but with sufficient variety in scale and form to respond to the scale of adjoining developments and create visual interest in the streetscape.</p> | <p>Applicant’s Response</p> <p>The site is well served at present by public transport with good links to other modes of public transport. The R119 Dublin Road is a major bus corridor with a number of bus services operating (45a, 45b, 84, 84a 145, 155) between Bray and various location in Dublin City Centre and Dun Laoghaire. Within the LAP lands, an operational DART station adjoins the site, providing high-frequency rail-based transport for the new residential community. In terms of existing heavy rail, the closest stations are Shankill circa 2.5km to the north and Bray also circa 2.5km to the south. These stations are served by DART and Commuter Rail services. These stations facilitate services that allow for good connection to other onward destination both north and south.</p> <p>We refer to the Traffic & Transport Assessment, prepared by Atkins Réalis which provide an assessment of the capacity and frequency of the existing and future public transport services adjacent the site. It has been determined that there is existing capacity in the current services and that the anticipated demand created by the proposed development will result in only a minor impact on public transport services.</p> |

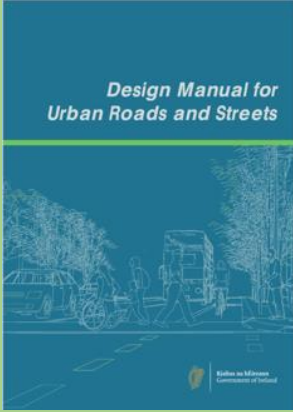
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| | <p>The height strategy for the subject proposal has been considered at the scale of the settlement, the neighbourhoods and the buildings, in accordance with Section 3.2 of the Section 28 Guidelines. The proposed height strategy also aligns with 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.</p> <p>The building heights increase in locations in close proximity to Woodbrook DART Station to make a positive contribution to place-making and creating a level of variety in scale across the proposed development as a whole.</p> <p>The Woodbrook Masterplan, as submitted with ABP Ref. ABP-305844-19, and as updated in the permitted phase 1 & Developments, is organised by a clear hierarchy of street typologies, which are fully DMURS compliant, and have an important placemaking role in the project. In overall terms the entire development has been holistically designed to incorporate self-regulating streets. This design principle will create an integrated street environment which promotes high levels of permeability and legibility for all users and particularly for pedestrian, cyclists and vulnerable road users allowing them to safely move within and through the site while affording appropriate levels of vehicular access in accordance with the road hierarchy.</p> <p>The landscape strategy for proposed development provides high quality residential streets with links to public open space, legibility, and an attractive communal public open spaces.</p> <p>The proposed development has gone through a number of iterations to develop a height profile that achieves a satisfactory density and unit mix for the location within the LAP lands.</p> |
| <p>At the Scale of District / Neighbourhood / Street</p> <p>The proposal responds to its overall natural and built environment and makes a positive contribution to the urban neighbourhood and streetscape.</p> <p>The proposal is not monolithic and avoids long, uninterrupted walls of building in the form of slab blocks with materials / building fabric well considered.</p> <p>The proposal enhances the urban design context for public spaces and key thoroughfares and inland waterway/ marine frontage, thereby enabling additional height in development form to be favourably considered in terms of enhancing a sense of scale and enclosure while being in line with the requirements of “The Planning System and Flood Risk Management – Guidelines for Planning Authorities” (2009).</p> <p>The proposal makes a positive contribution to the improvement of legibility through the site or wider urban area within which the development is situated and integrates in a cohesive manner.</p> | <p>Applicant’s Response</p> <p>The Woodbrook Masterplan, as submitted with ABP Ref. ABP-305844-19, and as updated in the permitted phase 1 & Developments, is organised by a clear hierarchy of street typologies, which are fully DMURS compliant, and have an important placemaking role in the project. In overall terms the entire development has been holistically designed to incorporate self-regulating streets. This design principle will create an integrated street environment which promotes high levels of permeability and legibility for all users and particularly for pedestrian, cyclists and vulnerable road users allowing them to safely move within and through the site while affording appropriate levels of vehicular access in accordance with the road hierarchy.</p> |

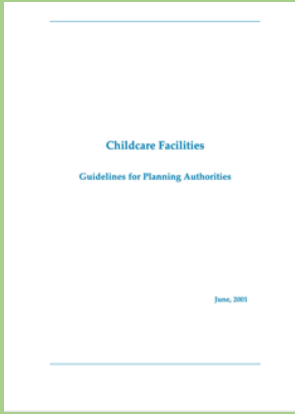
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| <p>The proposal positively contributes to the mix of uses and/ or building/ dwelling typologies available in the neighbourhood.</p> | |
| <p>At the Scale of the Site / Building</p> <p>The form, massing and height of proposed developments should be carefully modulated so as to maximise access to natural daylight, ventilation and views and minimise overshadowing and loss of light.</p> <p>Appropriate and reasonable regard should be taken of quantitative performance approaches to daylight provision outlined in guides like the Building Research Establishment’s ‘Site Layout Planning for Daylight and Sunlight’ (2nd edition) or BS 8206-2: 2008 – ‘Lighting for Buildings – Part 2: Code of Practice for Daylighting’.</p> <p>Where a proposal may not be able to fully meet all the requirements of the daylight provisions above, this must be clearly identified and a rationale for any alternative, compensatory design solutions must be set out, in respect of which the planning authority or An Bord Pleanála should apply their discretion, having regard to local factors including specific site constraints and the balancing of that assessment against the desirability of achieving wider planning objectives. Such objectives might include securing comprehensive urban regeneration and or an effective urban design and streetscape solution.</p> | <p>Applicant’s Response</p> <p>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.</p> <p>The building heights increase in locations in close proximity to Woodbrook DART Station to make a positive contribution to place-making and creating a level of variety in scale across the proposed development as a whole.</p> <p>We refer to the Sunlight/Daylight Assessment prepared by Model Works for further details.</p> |
| <p>Specific Assessments</p> <p>To support proposals at some or all of these scales, specific assessments may be required and these may include:</p> <ul style="list-style-type: none"> • Specific impact assessment of the micro-climatic effects such as down-draft. Such assessments shall include measures to avoid/ mitigate such micro-climatic effects and, where appropriate, shall include an assessment of the cumulative micro-climatic effects where taller buildings are clustered. • In development locations in proximity to sensitive bird and / or bat areas, proposed developments need to consider the potential interaction of the building location, building materials and artificial lighting to impact flight lines and / or collision. • An assessment that the proposal allows for the retention of important telecommunication channels, such as microwave links. • An assessment that the proposal maintains safe air navigation. • An urban design statement including, as appropriate, impact on the historic built environment. • Relevant environmental assessment requirements, including SEA, EIA, AA and Ecological Impact Assessment, as appropriate. | <p>Applicant’s Response</p> <p>Despite the proposals comprising of largely 2 – 8 storey buildings only, with only part of Block Q, closest to the DART Station, projecting to 8 storey’s, these assessments will be considered to provide the Planning Authority with the comfort required to assess the proposals in a positive light. These assessments include:-</p> <p>Specific Assessments</p> <ul style="list-style-type: none"> • Assessment of Micro-climatic Effects: It is submitted that the scale of the proposed buildings, although slightly taller than the prevailing building height in the area, are not such that micro-climatic impacts are expected to result. It is widely recognised that significant microclimatic effects can be discounted for buildings below 10 storeys in height. • Inward Noise Assessment: A noise assessment, incorporating inward noise, was undertaken by Awn Consulting and included within the Environmental Impact Assessment Report. • Potential Impacts on Birds / Bats: An AA Screening, Report prepared by Brady Shipman Martin Built Environment Consultants is enclosed. Additional and Environment Impact Assessment Screening Report, prepared by Stehen Little and Associate is enclosed. • Impact on Safe Air Navigation: It is not anticipated that buildings of 6 ,7 and 8 storey’s will have any bearing on air navigation. • Urban Design Statement: We refer to the Design Statement, prepared by O’Mahony Pike Architecture. |

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| | <ul style="list-style-type: none"> • Sunlight and Daylight Assessment: We to the Daylight, Sunlight and Overshadowing Study, prepared by Model Works. • Relevant Environmental Assessments: an AA Screening report, prepared by Brady Shipman Martin Built Environment Consultants and an Environmental Impact Assessment Screening Report is enclosed. |
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| <h2>National Sustainable Mobility Policy</h2> |  | <p><i>The National Sustainable Mobility Policy sets out a strategic framework to 2030 for active travel and public transport to support Ireland’s overall requirement to achieve a 51% reduction in carbon emissions by the end of this decade.</i></p> |
| <p>Support People Focused Mobility by: -</p> <ul style="list-style-type: none"> • Continuing to make existing and new walking, cycling and public transport networks more accessible for all users. • Implementing a universal design approach in the design of walking, cycling and public transport infrastructure and in the retrofitting of older infrastructure. | <p>Applicant’s Response</p> <p>The proposed development has a connected and walkable layout which ensures connectivity between key areas such the permitted Neighbourhood Centre, Woodbrook Phase 1/2 and the provision of Bus Connects along the Old Dublin Road (R119) (c. 90m to the west of the Phase 2) and Shanganagh Park to the north.</p> | |
| <p>Support Better Integrated Mobility by: -</p> <ul style="list-style-type: none"> • Adopting a transport-orientated housing development approach. • Identifying housing delivery areas within a 1 km distance of public transport stops with the best potential to grow. | <p>We refer to the HQA prepared by O’Mahony Pike Architects which demonstrates how the public realm has been designed to encourage access and use of the development regardless of age, size, ability or disability in accordance with Policy Objective PH36 of the Development Plan.</p> | |
| <p>Principles and Goals</p> <ul style="list-style-type: none"> • Better Integrated Mobility <p>9. Better integrate land use and transport planning at all levels.</p> | <p>Applicant’s Response</p> <p>The proposed development will deliver high-quality homes as part of a plan-led residential community on serviced lands zoned for residential use in accordance with the LAP. We note the proposed development will benefit from the permitted additional amenities including dedicated retail units and a café / restaurant (within the proposed Neighbourhood Centre) as well as the civic plaza and ‘village green’ to serve the emerging new community permitted in Phase 2.</p> <p>The now operational Woodbrook DART Station (less c. 100 m to the east of the site) and the future provision of BusConnects along the Old Dublin Road (R119) (c. 500m to the west of the site) will support a general modal shift toward the use of public transport. These provisions are consistent with the aspirations of the NPF.</p> | |

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| <p>The Planning System and Flood Risk Management (2009)</p> |  | <p><i>The Planning System and Flood Risk Management (2009) guidelines require the planning system to avoid development in areas at risk of flooding, particularly floodplains, unless there are proven wider sustainability grounds that justify appropriate development and where the flood risk can be reduced or managed to an acceptable level without increasing flood risk elsewhere.</i></p> <p><i>The Guidelines adopt a sequential approach to flood risk management when assessing the location for new development based on avoidance, reduction and mitigation of flood risk; and incorporate flood risk assessment into the process of making decisions on planning applications and planning appeals.</i></p> |
| <p>Applicant's Response</p> <p>We refer to the SFRA prepared by Atkins for further information.</p> | | |

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| <p>Design Manual for Urban Roads & Streets (2013)</p> |  | <p><i>The stated objective of Design Manual for Urban Roads and Streets (DMURS) is to achieve better street design in urban areas. This will encourage more people to choose to walk, cycle or use public transport by making the experience safer and more pleasant. It will lower traffic speeds, reduce unnecessary car use and create a built environment that promotes healthy lifestyles and responds more sympathetically to the distinctive nature of individual communities and places. The implementation of DMURS is intended to enhance how we travel to and from business; enhance how we interact with each other and have a positive impact on our enjoyment of the places to and through which we travel.</i></p> |
| <p>Applicant's Response</p> <p>We refer to the Traffic & Transport Assessment, prepared by Atkins Réalis which sets out the rationale for the proposed road design of the scheme.</p> <p>The proposed development is consistent with both the principles and guidance outlined within the Design Manual for Urban Roads and Streets (DMURS) 2013. The scheme proposed is the outcome of an integrated design approach that seeks to implement a sustainable community connected by a well-designed street which delivers safe, convenient and attractive networks.</p> | | |

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| <p>Childcare Facilities, Guidelines for Planning Authorities (2001)</p> |  | <p><i>These Guidelines for Planning Authorities on Childcare Facilities (2001) provide a framework to guide both local authorities in preparing development plans and assessing applications for planning permission, and developers and childcare providers in formulating development proposals. Planning permission for premises for childcare had been identified as an area of concern for childcare service development. These Guidelines are intended to ensure a consistency of approach throughout the country to the treatment of applications for planning permission for childcare facilities.</i></p> |
| <p>Section 2.4 of the Guidelines set out general standards for the land use planning issues related to childcare provision in Ireland. In relation to 'New Communities / Larger New Housing Developments', it is noted that <i>"planning authorities should require the provision of at least one childcare facility for new housing areas unless there are significant reasons to the contrary or where there are adequate childcare facilities in adjoining developments."</i></p> <p>The Guidelines outline that childcare facility provision should be made on the basis of 20no. childcare spaces for every 75no. dwellings permitted in a scheme.</p> | <p>Applicant's Response</p> <p>We refer to the Social Infrastructure Audit (SIA), prepared by Stephen Little & Associates Chartered Town Planners & Development Consultants. The SIA included an Childcare Needs Assessment (CNA) which has been carried out having regard for the provision of the Childcare Facilities, Guidelines for Planning Authorities (2001).</p> <p>In our professional planning opinion, it is considered that 146no. childcare spaces in the purpose-built childcare facility permitted as part of Woodbrook Phase 1 in addition to existing capacity in current registered local childcare facilities (currently approximately 334no. childcare spaces), which is subject to fluctuation, is sufficient absorb the potential local childcare demand. When this is coupled with demographic trends which show a declining 0 – 4 age cohort in the area it can be clearly demonstrated that there is more than sufficient childcare capacity within the catchment area of the proposed development.</p> | |