

Statement of Response to LRD Opinion

Ref. PAC/LRD2/004/23

**at
Glenageary Gate,
Co. Dublin**

On behalf of

Red Rock Glenageary Ltd.

October 2023



Planning & Development Consultants

63 York Road,

Dun Laoghaire

Co. Dublin

www.brockmcclure.ie



Table of Contents

1	INTRODUCTION.....	3
1.1	LRD Meeting.....	3
1.2	LRD Opinion	3
2	Response to LRD Opinion	4
2.1	Item 1 – Unit Mix	4
2.2	Item 2 – Height & Massing	5
2.3	Item 3 – Dual Aspect	6
2.4	Item 4 – Balconies.....	6
2.5	Item 5 – Photomontages / Design Statement	10
2.6	Item 6 – Materials.....	11
2.7	Item 7 - Wind / Comfort / Amenities.....	11
2.8	Item 8 – Residential Amenity.....	11
2.9	Item 9 – Open Space & Landscaping.....	13
2.10	Item 10 – Environmental Enforcement (Waste).....	17
2.11	Item 11 – Waste Management.....	18
	Item 11 a – Environmental Infrastructure	19
2.12	Item 12 – Transportation	19
2.13	Item 13 – Boundaries & Ownership / Consent(s).....	25
2.14	Item 14 – Drainage / Flooding	25
2.15	Item 15 – Public Lighting.....	26
2.16	Item 16 – Housing.....	26
2.17	Item 17 – Market Stalls	27
2.18	Item 18 – Ecology	28
3	Specific Information to be Provided with LRD Planning Application	29
4	Conclusion.....	34





1 INTRODUCTION

We, Brock McClure Planning and Development Consultants, 63 York Road, Dún Laoghaire, Co. Dublin have been instructed by our client, **Red Rock Glenageary Ltd.**, to prepare this Response to Dún Laoghaire-Rathdown County Council's LRD Opinion issued on the 18th October 2023 to support the application for a Large-Scale Residential Development (LRD) on lands at **Junction of Sallynoggin Road, Glenageary Avenue, and Glenageary Roundabout, Glenageary Co. Dublin.**

This report is a response to the issues and queries raised in the LRD Opinion issued by Dún Laoghaire-Rathdown County Council on 18th October 2023 following the pre-application process and with regard to the consultation meeting for the application for a Large-Scale Residential Development on the subject site.

This response is prepared in association with the Design Team for the scheme. Each item is addressed in turn and relevant cross references to other accompanying documentation are provided.

This report also refers to the information the Planning Authority required to be submitted in accordance with Article 16A(7) of the Planning and Development Regulations, 2000 (as amended).

1.1 LRD Meeting

The LRD Meeting was held with Dún Laoghaire-Rathdown County Council on 21st September 2023, and was attended by representatives of the Applicant, the Design Team and representatives of the Planning Authority from *inter alia* Planning, Drainage, Roads, Parks Sections.

The LRD Meeting was informed by the LRD Meeting Request, submitted to the Planning Authority electronically which consisted of a draft Planning Application, including a largely designed scheme and a wide range of supporting documents.

1.2 LRD Opinion

The LRD Opinion prepared by the Planning Authority, issued electronically on 18th October 2023, confirms that the documentation submitted at pre-application consultation does **“constitute a reasonable basis on which to make an application for permission for the proposed LRD”**. We welcome this conclusion by the Council.

Under the provisions of Section 32D of the Act, the LRD Opinion identifies 18 No. items that require the Applicant's Response as part of the LRD Planning Application. These are addressed in turn in Section 2 of this Report.

The LRD Opinion also requires the provision of specific information accompany the Planning Application, as provided for under Section 16A(7) of the Planning and Development Regulations, 2000 (as amended). These 18 No. items have been addressed, and the relevant documents and drawings are cross referenced in Section 3 of this Report.





2 Response to LRD Opinion

Pursuant to Section 32D of the Planning and Development Act 2000 (as amended), the Planning Authority is of the Opinion the documents submitted constitute a reasonable basis on which to make the application – however comments by the Council are noted in respect of the following areas, and the following and specific information is now addressed:

2.1 Item 1 – Unit Mix

“Insufficient justification has been provided to demonstrate that the unit mix proposed is in accordance with Policy Objective PHP27 and Table 12.1 of the Dun Laoghaire-Rathdown County Development Plan, 2022-2028 (notwithstanding stated e.g. page 56 of Planning Statement, 3-bed houses in area). In particular the low provision of 3-bedroomed units. The applicant should provide details of provision of unit mix in surrounding area within a 10-minute walk of proposal. The applicant should accord with the requirements of the ‘Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities’, 2020; and the Dun Laoghaire- Rathdown County Development Plan 2022-2028.”

Applicant Response:

In response to this Item, the LRD application now provides an amended proposed unit mix as follows:

Unit Mix		
	Unit Mix for LRD Stage 2	Proposed Unit Mix for LRD Application
	59 x 1 beds (40%)	37 x 1 beds (27%)
	8 x 2 bed 3p (3%)	6 x 2 bed 3p (4%)
	77 x 2 bed 4p (52%)	68 x 2 bed 4p (49%)
	3 x 3 beds (2%)	27 x 3 beds (20%)
Total	147	138

Table 1 – Proposed Unit Mix

We confirm that the now proposed unit mix accords fully with the requirements of the County Development Plan’s Table 12.1 which states that:

“Apartment Developments may include up to 80% studio, one and two bed units with no more than 30% of the overall development as a combination of one bed and studios and no more than 20% of the overall development as studios. Minimum 20% 3+ bedroom units.”

We refer the Planning Authority to the accompanying Planning Report and Statement of Consistency which confirms that all other aspects of the proposed development are in accordance with the relevant requirements of the Dún Laoghaire-Rathdown County Development Plan 2022-2028 and the Sustainable Urban Housing: Design Standards for New Apartments Guidelines.

Further, in response to Item 1, we have examined the established unit mix in the surrounding area within a 10-minute walk of the proposal and the findings from Census 2016 results are contained within Section 10.5.1 of the accompanying Planning Report and Statement of Consistency but can be summarised as follows:

- The predominant household size in the 1 km radius from the subject site is 2 person households. This equates to 29% or 1,662 out of 5,725 households. Whilst we acknowledge that roughly 55% of households in the Study Area there are 2 or less persons, we note that the average number of people per household in the Study Area is **2.68**.
- Adults (25 – 64 years) make up 51% of the Study Area population, with 30% of all households containing adult children still living at home.
- 30% of families in the Study Area are recorded as having no children. The percentage of families where the youngest child is 20+ years is 30%, which is slightly higher than Dún-Laoghaire-Rathdown County at 26.5%.
- The existing housing stock in the Study Area predominately comprises house/bungalow type units (83%), and approximately 71.5% of the existing housing stock is owner occupied.



- Apartments/Flats account for approximately 12.5% of the existing housing stock in the Study Area and which is lower than the County average of 21.9%.
- The supply of 3- to 4-bedroom dwellings (5-6 rooms) is the highest proportion within the study area equating to more than 66% of the overall housing stock.
- The mix of housing demand is changing dramatically. A much greater share of output is required to cater for one or two-person households.
- In the last 10 years within the Study Area, approximately 52% of permitted units (519 no. units out of 994 no. units) consisted of 3+ bedroom units.

2.2 Item 2 – Height & Massing

“Insufficient justification has been provided in relation to the heights having regard to the Dún Laoghaire-Rathdown County Development Plan, 2022-2028, in particular to the Policy Objective PHP42, and the Building Height Strategy for the County as set out in Appendix 5 of the Development Plan.”

Applicant Response:

In response to this Item, it is noted that the subject scheme responds to its surrounding context through the provision of a gradual increase in height from the prevailing contextual height to transition to increased development height between 4 to 7 storeys with a stepped approach to create a variety and visual interest and to comply with the cumulative heights strategy. The massing and scale has been broken up in order to create a visual interest from the public realm and in order to protect residential amenities of the existing dwelling and the highest elevation of the proposed development is sited towards the centre of the site. The increased height will provide a focal point at Glenageary Roundabout. The proposed height, scale and massing is considered appropriate to the characteristics of the existing topography and surroundings on this vacant suburban site.

It is clearly evident from the submitted planning application documentation that during the design of the scheme it was the Design Team’s full intention to be more than cognisant of the surrounding scale, pattern and character of the surrounding area. As demonstrated, the proposed development, and in particular the height, was carefully conceived so as not to be unduly obtrusive, and to be consistent and compatible with the existing grain of development in the wider area.

It is considered that the proposed height of 4 – 7 storeys is permissible at this site as it has been demonstrated that the proposal fully complies with the performance based criteria outlined in Table 5.1 under Section 5 of Appendix 5, Building Height Strategy for the County of the Development 2022-2028. We refer the Planning Authority to the Building Height Strategy Section of the Architects Design Presentation prepared by John Fleming & Associates which assesses how the proposal conform to the relevant Building Height Performance Based Criteria “At County/District/Neighbourhood/Street Level” as set out in Table 5.1 in Appendix 5 of the CDP.

The subject proposal and its height has also been assessed against the Urban Development and Building Height Guidelines, 2018 and we refer the Planning Authority to Section 9.8 of the accompanying Planning Report and Statement of Consistency for further information in this regard.

In addition, we refer the Planning Authority to the Townscape and Visual Impact Assessment prepared by Parkhoo Landscape Architects which concludes that the proposal would result in a positive contribution to the townscape character and urban fabric of the surrounding area and can be successfully absorbed into the character and views of this part of the city.

2.3 Item 3 – Dual Aspect

“Insufficient details have been shown regarding justification for proposed 44.9% (66no.) apartment units as Dual Aspect, which falls below the requirement in the Dun Laoghaire-Rathdown County Development Plan 2022-2028 section 12.3.5.1.”

Applicant Response:

This LRD application now provides 49% dual aspect units, 67 no. units in total as identified on the enclosed Housing Quality Assessment. It is asserted that a qualitative approach to the provision of dual and single aspect units, that prioritises the delivery of adequate daylight reception and ventilation, is required to maximise both the efficiency and residential amenity of new developments. Apart from dual aspect, there are a number of other factors that contribute to the high quality standard of the apartment units proposed. The proposed development at the subject site meets all requisite standards under the Apartment Guideline's Design Standards and will undoubtedly provide a high level of quality and amenity for future residents with generous communal amenity space available to all future residents.

In addition, we note that there are no single aspect north facing units and a high proportion of the single aspect units will have a sea view or view over the landscaped open space / public plaza. A number of the single aspect units are also proposed to have a projecting bay window offering a partial second aspect.

The Development Plan sets out that there shall **generally** be a minimum of 50% dual aspect apartment units in a single scheme. The shortfall of 1% is not considered to be a material issue, and we invite the Planning Authority to consider the wider merits of the overall scheme.

2.4 Item 4 – Balconies

“The Planning Authority have concerns regarding the design and form of the proposed balconies, which read as ‘add-ons’ to the proposed blocks. The applicant is advised to modify the design so that the balconies read as part of and integral to the proposed building structure, by providing recessed balconies or similar which would result in a high quality design and provide a high level of amenity for future residents. The Applicant is requested to also consider the visual impact of the proposed balconies, as viewed from the public realm, when in use by residents and submit proposals for balcony screening (enclosing balconies or screening materials) which ensure that the use of balconies in the long term does not result in an adverse visual impact when viewed from the public realm.”

Applicant Response:

1. Design Strategy

The Planning Authority will be aware of the planning history associated with this site which included a refusal of a Strategic Housing Development preceded by a recommendation for a refusal by the Council at that time – ABP Ref 312321-21 refers.

Following this decision the applicant, Red Rock Glenageary Limited, made a decision to consider in significant detail the commentary of the Council and An Bord Pleanála at that time, and identified the clear issues raised which would need to be brought forward and responded positively to in any new design proposal.

John Fleming Architects were appointed following a lengthy design competition process by the applicant, which involved a number of architectural practices and involved an assessment of site-specific design concepts envisioned for the subject location. The process for selecting a “site specific” architectural response has, in our view, responded positively to the range of valid issues expressed through this LRD process and the previous SHD decision.

As stated above, it is again highlighted to the Planning Authority that it was the Applicant's full intention to address the reasons for refusal of the previous SHD proposal (reference ABP 312321-21) on the subject site accordingly as design progressed. At preliminary design stages, the subject

proposal has been through numerous design iterations. In particular, a number of balcony treatments were considered as part of the overall design. Options considered included, but were not limited to, wintergardens, brick solid balconies, aluminium balustrade type balconies, lightweight balconies, glazed balconies and recessed / inset balconies. These balcony design options and the reasons they were discounted are considered in further detail in the appended design statement prepared by John Fleming Architects.

The previously refused SHD for the site was analysed in detail and we now refer the Planning Authority to the Authority's Chief Executive's report on the SHD file wherein it was considered that the inset / enclosed type balconies as part of the subject proposal to be restrictive and that a number of units are compromised by large columns obscuring parts of the balcony. This concern from the Planning Authority was shared among the entire Design Team, who have extensive experience in the delivery of large scale residential schemes within a neighbourhood centre environment. Following this design evolution, it was concluded that recessed balconies would be the least favourable option for the subject scheme.

Collectively, the Design Team was concerned that recessed balconies posed serious issues in terms of access to sunlight and daylight. 3D Design Bureau, have worked closely with the team since design inception to improve and optimise massing, form and layout of the proposed development to mitigate against impact on surrounding properties and underperformance of the development itself in terms of access to sunlight and daylight within the apartment units or to the adjacent dwellings.

Early in the design process, 3D Design Bureau provided the following technical note to support the design considerations

"It should be noted that from a daylight point of view, a recessed balcony design on a development will have a negative impact on daylight provision within rooms being served by such balconies. From experience, the recessed nature of such a balcony design, with flanking walls, causes an obstruction to the angular light reaching the room. The effect of which is reduced levels of daylight penetration into rooms. We would expect to see a drop in daylight levels and a potential drop in compliance rates across the scheme had this style been adopted. In part due to the reasons listed above, at an early design stage, a conscious decision was made by the design team not to pursue recessed balconies as an option."

Following the receipt of the LRD Opinion comparison of the previously refused SHD scheme proposing inset balconies and the currently proposed scheme with lightweight, glass balconies was tabled by the Design Team. It was considered that the design of the SHD scheme through the provision of recessed balconies resulted in a monolithic one-dimensional development with reduced opportunity for meaningful animation of the development by day and night. We refer the Planning Authority to the figures below which provide a comparison of the 3D models for the previously refused development and the currently proposed development.



Figure 1 – Refused SHD development on left and currently proposed development on right

After a thorough examination of balcony options, and noting the commentary in the previous SHD, it was considered that the currently proposed lightweight balconies were the most suitable site specific design solution.



A conscious design effort was made to break up the massing of the proposed blocks and the proposed balconies were designed and located in such a way so as not to dominate the proposed development but rather to seamlessly integrate with the proposed buildings and ensure ample sunlight and daylight is afforded to future residents.

2. Visual Impact

As the subject site is a prominent Neighbourhood Centre site, it was the intention of the Design Team to create a scheme that animates and brings a certain liveliness to the immediate area and not just at ground floor level but throughout all floor levels. The proposed development makes a positive contribution to the built and natural environment of this suburban area.

The proposed balconies will visually assimilate into the proposed building through the use of contemporary materials and will provide further animation of this Neighbourhood Centre site when in use by future residents allowing for passive surveillance over the communal open space, public plaza and streets.

Furthermore, it is noted that as a result of the amended unit mix proposal following the receipt of the LRD Opinion, this necessitated several internal apartment layout reconfiguration including amendments to several balcony locations. Balconies have been strategically located so as to not dominate the external façade. It is considered that the proposal provides for visually appealing structures combining visually light glass.

In addition, we refer the Planning Authority to the Townscape and Visual Impact Assessment prepared by Parkhoo Landscape Architects which concludes that the proposal would result in a positive contribution to the townscape character and urban fabric of the surrounding area and can be successfully absorbed into the character and views of this part of the city.

It is not considered that the proposed balconies will have an adverse visual impact when viewed from the public realm. The use and activities on balconies will be appropriately managed by the appointed operational management company with clear requirements communicated to residents. This will ensure that there are no unsuitable items in view from the public realm.

3. Materials

The materials of the proposed development have been selected to provide a durable, high quality finish. The predominant finish on the façade of the buildings will be brick in four colours to provide variability and visual interest. Different materials, and fenestration as well as changes in massing across the site will break up the uniform appearance of the site and create visual interest. The proposed glass balustrade balconies will provide a high standard finish to the development.

It is noted that the Planner's Report for Reg. Ref. LRD23A/0303¹, noted that *"the apartments provide for a satisfactory level of opes / glazing and balconies which overlook the public realm... The proposal must accord with Part K of the Building Regulation in terms of safety, and in this regard, the proposed glass screen and rail are considered to be satisfactory."*

The use of different balcony treatment materials are considered in further detail in the appended Design Statement prepared by John Fleming Architects. To provide uninterrupted views of the proposed development the glass balcony option is considered most appropriate. It provides the least dominant / overbearing impact on the proposed development.

To respond to the Planning Authority's concerns contained in Opinion Item 6, the design team have revisited alternative balcony treatment options. These include aluminium balustrade type balconies, brick balconies, opaque glazing and clear glazing as currently proposed. Comparing these 4 options, it became clear that our design intent is to provide the least visually impactful option which remains to be the clear glass balcony option. All other options considered results in a domination and overpowering impact of the façade.

¹ deemed withdrawn but published on DLR Co Co website





Figure 2 – Left: Aluminium Railing Balconies. Right: Brick Balconies



Figure 3 – Left: Opaque Glazing. Right: Clear Glazing

If the Planning Authority is not convinced on our preferred development option of clear glass material (as currently proposed), we would suggest that options for opaque glass or an aluminium balustrade as set out above, may be attached by way of condition. These three balcony treatment options will continue to allow the building to be read as a strong entity and the balconies to fade into the background as is the current design intent. An acceptable level of privacy is retained by all three options, and the different colour terrace brick work can still be seen along Sallynoggin Road.

4. Amenity

We consider that the proposed development will not unduly detract on the existing residential amenities of the existing occupants of the area nor the future residents of the development. The subject proposal enhances the development site and ensures that the individual amenity of the units and wider residential amenity of the scheme is of high quality.

The vibrant nature of the proposed development encourages engagement between the new and current residents of the area. There are many opportunities for people to gather and meet in a variety of communal amenity areas and public open space areas. Comprehensive landscaping proposals are included for the proposed development including a range of facilities for children of different ages, parents and the elderly. The open spaces as part of the proposed development will have the benefit of passive surveillance from the apartments and balconies.

Careful consideration has been given to the existing surrounding area and appropriate set back distances have been maintained to not reduce the level of amenity or privacy experienced by the development itself and surrounding buildings. The proposed buildings themselves are also set back from the pedestrian footpaths. Therefore, it is not considered that the proposed balconies will result in a significant loss of privacy for future occupants.



It is further noted that private open space is in line with all required standards contained within the Dun Laoghaire-Rathdown County Development Plan 2022-2028 and the Apartment Guidelines 2022. 3D Design Bureau have ensured that good quality daylight and sunlight is provided to all apartment units. All balconies meet or exceed the minimum depth requirement of 1.5m and are fully functional.

We refer the Planning Authority to the Planner's Report for Reg. Ref. LRD23A/0303², and concluded the following for a similarly proposed development and balcony treatment:

“the proposed private amenity areas are considered to have a functional relationship with the main living areas of the proposed apartment... The siting of the proposed balconies is acknowledged, with particular regard to the facing of the balcony onto the public road. However, having regard to the setback of the façade of the building from the public realm and to the limitations of the site, it is considered that same is acceptable in this instance.”

It is on this basis that it is considered that the proposed balconies are an appropriate design solution for the proposed development.

The proposed development at the subject site meets all requisite standards under the Apartment Guideline's Design Standards and will undoubtedly provide a high level of quality and amenity for future residents with generous public, communal and private amenity space available to all future residents.

5. Management

The use and activities on balconies will be appropriately managed by the appointed operational management company with clear requirements communicated to residents. This will ensure that there are no unsuitable items in view from the public realm. The proposed balconies are considered to have a direct relationship with the main living areas of the proposed apartments and will be fully functional on this basis. It is not considered that the chosen materials of the proposed balconies will affect the level of amenity afforded to future residents, in fact the internal amenity of the units is enhanced by the current proposal.

6. Concluding Remarks

It has been demonstrated that the proposed balconies are well considered and will visually assimilate into the proposed building through the use of contemporary materials and will provide further animation of this Neighbourhood Centre site when in use by future residents.

If the Planning Authority is not convinced on our preferred development option of clear glass material (as currently proposed), options for opaque glass or an aluminium balustrade as set out above, may be attached by way of condition. These three options also allow the building to be read as a strong entity and the balconies to fade into the background as is the current design intent.

An acceptable level of privacy is retained by all three options, and the different colour terrace brick work can still be seen along Sallynoggin Road.

2.5 Item 5 – Photomontages / Design Statement

“Insufficient details regarding elevations to be included showing interface to Lidl, and also street views, including from Sallynoggin Road and Glenageary Avenue. Revised photomontages.”

Applicant Response:

In direct response to this Item, additional verified views are now provided from Glenageary Avenue, the R118 and Sallynoggin Road and we refer the Planning Authority to the Photomontages, CGI's, Aerials and Verified Views Booklet prepared by 3D Design Bureau. These additional views show the relationship between the proposed scheme and An Post to the south and Lidl to the west. We also

² deemed withdrawn but published on DLR Co Co website





refer the Planning Authority to the Contiguous Elevations on Drawing No. GAV-JFA-ZZ-EL-DR-A-PA4101 by John Fleming Architects which shows the interface to neighbouring structures.

2.6 Item 6 – Materials

“Insufficient justification provided in relation to proposed materials. Applicant to reconsider lead type roof parapet materials detailing e.g. to Sallynoggin Road and to have regard to the surrounding area and existing materials, in particular the use of a light coloured brick.

The Applicant should reconsider the extent of glazing for the proposed balconies, in terms of the functionality of same as private open space for future occupants, where the balconies are viewed from public areas.”

Applicant Response:

We refer the Planning Authority to the ‘Material Finishes’ Section of the Architectural Design Statement for further detail and justification in relation to the proposed materials. We specifically note that the Planning Authority’s comments have been taken into consideration and the lead type roof parapet detailing has been revised as brick to the palette of materials selected matches existing houses in the surrounding area.

With reference to the concerns raised by the Planning Authority in relation to the extent of glazing of proposed balconies and functionality of same, we also refer the Planning Authority to the response above for Opinion Item 4 in Section 2.4 of this Report.

2.7 Item 7 - Wind / Comfort / Amenities

“Insufficient details regarding location and topography of the site and the proposed archway e.g. if funnel effect - a Wind report required to include this consideration. Details also required regards any litter impacts, and anti- social behaviour potential regards proposed portal/ archway (and notwithstanding proposed market stalls, and planters etc.).”

Applicant Response:

This LRD application is now accompanied by a Microclimate Assessment prepared by AWN which details that a skimming regime is expected to predominate for the proposed development so elevated windspeeds are not expected at ground level in any amenity areas within the development.

The landscaping underneath the archway has been revised to reduce the seating areas under the link and the quantity of soft landscaping has been increased to discourage loitering / anti-social behaviour. In addition, we note that the area will be well lit and passively overlooked by the adjoining restaurant / retail units at ground floor level and the residential units above.

The Operational Management Plan prepared by Hooke & MacDonald details that a security company will be engaged by the end user and periodic patrols of the area will be carried out to act as a deterrent and to address any anti-social issues that may arise.

The entire public realm area will benefit from the passive surveillance of the residential units above ground floor, providing and allowing for a safe and supervised high quality neighbourhood centre with associated social infrastructure.

We trust this is now to the satisfaction of the Planning Authority.

2.8 Item 8 – Residential Amenity

“Insufficient evidence has been provided to demonstrate that the proposed development will be able to provide a high level of residential amenity/privacy for future residents on the ground floor level adjacent to the basement parking ramp and the applicant should minimise any impacts on the residential amenity of future occupants of these units from the underground carpark access. A full Daylight and Sunlight Analysis should be submitted also. The Applicant is requested to reconsider the level of amenity afforded



to future occupants, from the private open space balconies as proposed, by reason of the limited privacy afforded to same due to their proximity and openness to the public realm. The Applicant is requested to reconsider the design and function of the balconies and submit a high-quality design solution which addresses same."

Applicant Response:

In response to this Item, the Design Team has revised the ramp to the basement level to be fully covered and integrated into the landscaping of the communal open space to minimise any impacts on the residential amenity of future residents and particularly any impacts on the ground floor level residential units. The ramp has been amended to ensure it does not protrude above ground level and will not interrupt views from the adjoining terraces across the landscaped communal amenity space, nor will it have a shading impact on the apartments or their amenity. At its height, the ramp's protrusion above ground level will be no higher than a typical privacy balustrade around the ground floor apartment terraces and in this way, there will be minimal effect on the amenity of the adjoining apartments as evidenced in the Figure below. A specific response to this Item has also been prepared by John Fleming Architects and is detailed in Section 3 of the accompanying Architectural Design Statement.

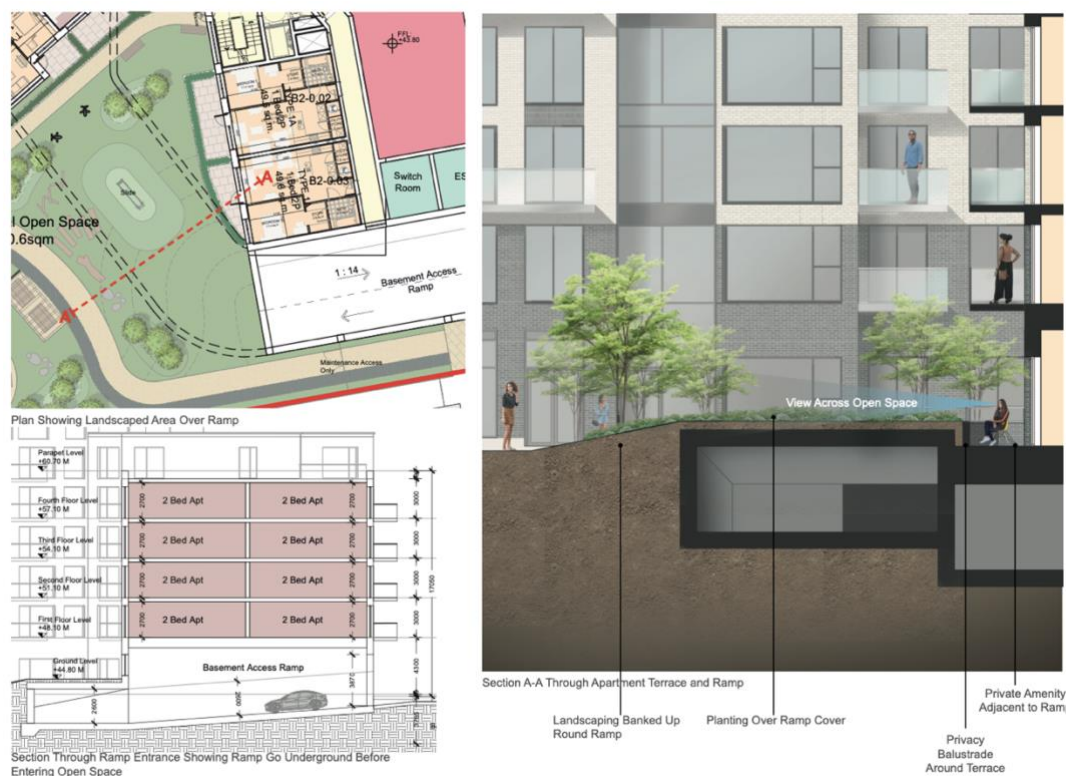


Figure 4 – Layout Plan and Sections showing relationship between basement ramp and ground floor units

A full Daylight and Sunlight Analysis has been prepared by 3D Design Bureau and is now submitted as part of the LRD application to the Planning Authority. The conclusions of this assessment can be summarised as follows:

“The SDA of the proposed apartment building has yielded very positive results, with compliance rates of circa c. 95% with and without the inclusion of trees in the calculations. Also, the supplementary study carried out under the more onerous recommendations of the I.S. EN 17037 has shown a relatively high compliance rate.

The Sunlight Exposure (SE) assessment has shown a level of compliance of c. 77%, which should be considered acceptable, and an increase to the compliance rates presented in the previous application.

The results for Sun on Ground (SOG), the false colour plans and shadow study diagrams are showing that future occupants will enjoy open amenity spaces that are capable of receiving good levels of sunlight.

In conclusion, 3DDB are of the opinion that the scheme is performing very well from a daylight and sunlight point of view.”

With reference to the concerns raised by the Planning Authority in relation to the design and function of balconies and level of amenity afforded by future occupants, we refer to the detailed response in Section 2.4 of this Report in response to Opinion Item 4.

2.9 Item 9 – Open Space & Landscaping

“Insufficient evidence has been provided to demonstrate that the proposed development is in accordance with the quantitative and qualitative standards for public and communal open space set out by the Dun Laoghaire-Rathdown County Development Plan, 2022-2028. This is particularly in terms of the high level of hard landscaping around the site, including the perimeter and streetscape facing boundaries and public facing/ shared areas e.g. planters (tress along northwest of Block A on Sallynoggin Road considered essential). There is a lack of detailing regarding any informal seating, and separation between blocks with regard to potential shadowing on amenity spaces and also consideration of overshadowing on planting plans, details regards the usability of communal open space, and access from Block A to Communal space, and Core should more easily connect to 5th floor roof garden regards only partial access from Block B, and boundary treatments softening of the pedestrian walkway. Lack of detailing regarding SuDS pits that may be blocked by tree planting (tree pits should be incorporated into SuDS scheme), and northeast watermain that may be a constraint and may restrict larger trees, noting potential surface water sewer relocation (which may also allow for larger trees and good proportion to buildings). Lack of detailing regarding Taking-in-Charge (TIC) if any and clear delineation, and boundary treatments to Lidl side of site, and Universal access map required. Also lack of details regards any resident's access to creche play area within the Communal open space and management and periods of access (weekdays/ weekends), etc. of said access.”

Applicant Response:

In direct response to this item, the open spaces within this development are of exceptional quality, and accessible and functional open spaces are scattered throughout the scheme which gives residents a variety of open space areas to avail of. A total of approx. 2,750 sqm open space is proposed as follows:

- Public Open Space (c. 1,848.4 sqm) in the form of a public plaza accommodating outdoor seating, planting, pedestrian and cyclist links;
- Residential/communal open space (c. 958.2 sqm) including c. 750.6 sqm at surface level including an enclosed playground, roof terrace at the fifth floor link of Block A and Block B (c. 151 sqm) and roof terrace at fifth floor level of Block B.

The Development Plan sets out a default minimum of 15% of the site area to be delivered as open space. The public open space requirement for the subject site of 0.74 ha is 1,110 sqm. Total Public Open Space provision is identified as 1,848.8 sqm (equating to c. 24.9% of the site area) proposed in the form of a public plaza which accommodates outdoor seating, planting, pedestrian and cyclist links and will make a positive contribution to the Neighbourhood Centre.

The central public plaza has been designed to allow permeability across the site to allow permeability across the site along the established desire path. Entrance to the public plaza is under a bridge or gate heralding the entrance to the scheme which encloses the public open space. The landscaping proposals create a striking and inviting entrance off Glenageary Avenue into the public plaza area. There is opportunity and space within the public realm fronting Glenageary Avenue to allow for the occasional use of market stalls. The subject development also proposes to hold a competition in partnership with Dun Laoghaire Institute of Art Design + Technology for a sculptural / art installation to be displayed on a podium within the entrance to the public plaza to act as a central and focal feature.

It is noted that in direct response to this Item, the overall quantum of hardscaping has been reduced in favour of more soft landscaping in the public plaza area and around the perimeter of the site at the interface with Sallynoggin Road and Glenageary Avenue. The landscape proposal greatly enhances tree and shrub planting on site with pockets of planted communal and public open spaces dispersed throughout the development, creating an improved sylvan residential setting.

It is highlighted to the Planning Authority that due to the fire tender access arrangements, there are limited opportunities to provide enhanced soft landscaping proposals between Blocks A and B. We refer the Planning Authority to the accompanying Landscape Design Statement prepared by Parkhood Landscape Architects for further details in this regard.

Further, the proposed raised planter beds will be a 450 mm high planter wall that will also allow integrated seating as inspired by the area outside Peoples Park, Dún Laoghaire.



Figure 5 – Proposed Raised Planter Beds with Seating

In addition to public open space, the Development Plan requires the provision of communal open space for apartments as follows:

Unit Type	Minimum Area per unit	Requirement	Proposed
1-bed	5 sqm	37 x 5 = 185 sqm	750.6 sqm at surface level 151 sqm roof terrace at fifth floor link 56.6 sqm roof terrace at fifth floor level of Block B
2-bed (3 person)	6 sqm	6 x 6 = 36 sqm	
2-bed (4 persons)	7 sqm	68 x 7 = 476 sqm	
3-bed	9 sqm	27 x 9 = 243 sqm	
Total		940 sqm	958.2 sqm

Table 2 – Communal Open Space Standards

The current proposal exceeds the Development Plan requirements and provides for a total of 958.2 sqm of communal amenity space which includes the roof terrace at the link of Block A and Block B and an additional roof terrace on the fifth-floor level of Block B has been introduced to ensure that all future residents of the scheme have access to a roof terrace.

Block B surrounds and encloses the south facing communal open space (c. 750.6 sqm) which will be exclusive to the residents of the scheme and has comprehensive landscaping proposals are included for the proposed development including a range of facilities for children of different ages, parents and the elderly. Residential communal open space is also proposed in the form of 2 no. roof gardens at link between Block A and Block B and at fifth floor level of Block B equating to c. 207.6 sqm. All future residents of the scheme will have access to a roof terrace. In direct response to this LRD Opinion Item, a roof terrace was introduced at fourth floor level of Block B1 which has a separate core to Blocks A and B1. Access to this roof terrace is available for all future residents of Block B2 from all floor levels by lift or stairs.

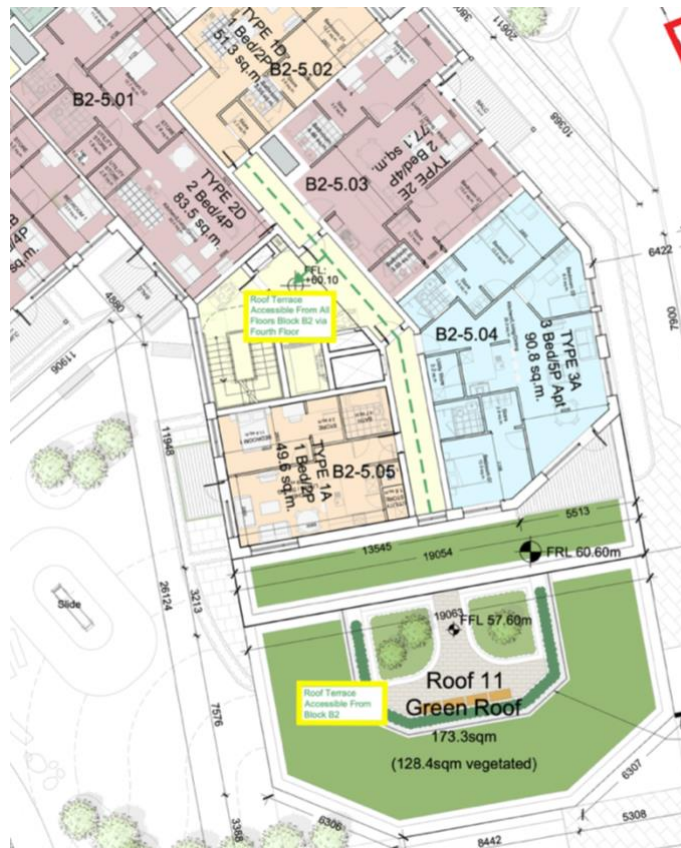


Figure 6 – Block B2 Roof Terrace Access Diagram

The future residents of Block A and Block B1 will have access to the roof terrace at the link of Block A and B1. Access to this roof terrace is available for all future residents of Block A and B1 from all floor levels by lift or stairs as shown in Figure 7 below.

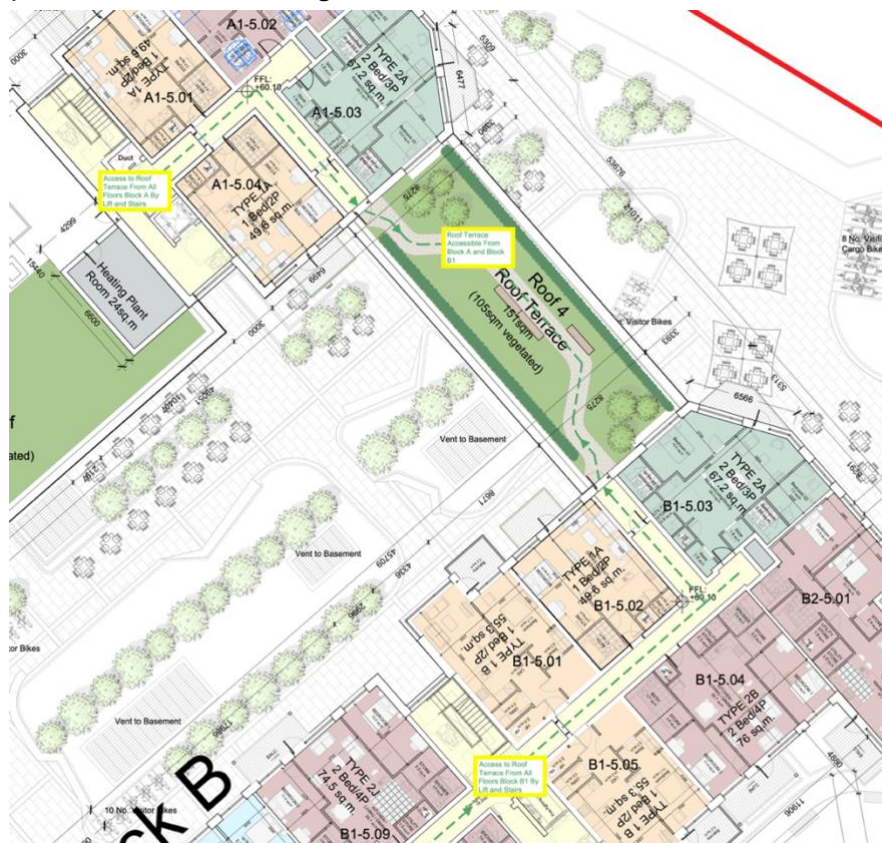


Figure 7 – Block B2 roof terrace access diagram



We trust that the above now clarifies the proposed access arrangements to the proposed roof terraces at the link of Block A and B1 and fourth floor level of Block B2.

Comprehensive landscaping proposals are included for the proposed communal open spaces including a range of facilities for children of different ages, parents and the elderly. A vibrant and multi-functional communal open space is provided to the south of Block B which benefits from safety, is free from cars and passive surveillance and can provide a space that offers small children's play area, picnic areas and benches. Section 12.8.9 of the County Development Plan notes that *"Play Facilities should incorporate the Nature-based play philosophy and approach to play provision."* A series of nature-based play spaces express a new direction in early learning environments and provide a range of diverse and flexible play spaces which lead to tactile experiences and nature play without ever prescribing the use of the areas.

Section 12.8.9 of the County Development Plan further notes that: *"Children's play needs around the apartment building should include:*

- *Within the private open space associated with individual apartments.*
- *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."*

We note that the formal children's play area measures 127.5 sqm and includes a range of facilities for children of different ages and spaces for parent / guardian supervision.

The communal amenity space has also been refined to more clearly delineate between the now separated creche outdoor play area (c. 39.5 sqm) for creche use only and a separate, segregated playground for use by the residents with the flexibility of the childcare facility to use the communal formal and informal children's play area as can be seen in Figure 8 below.

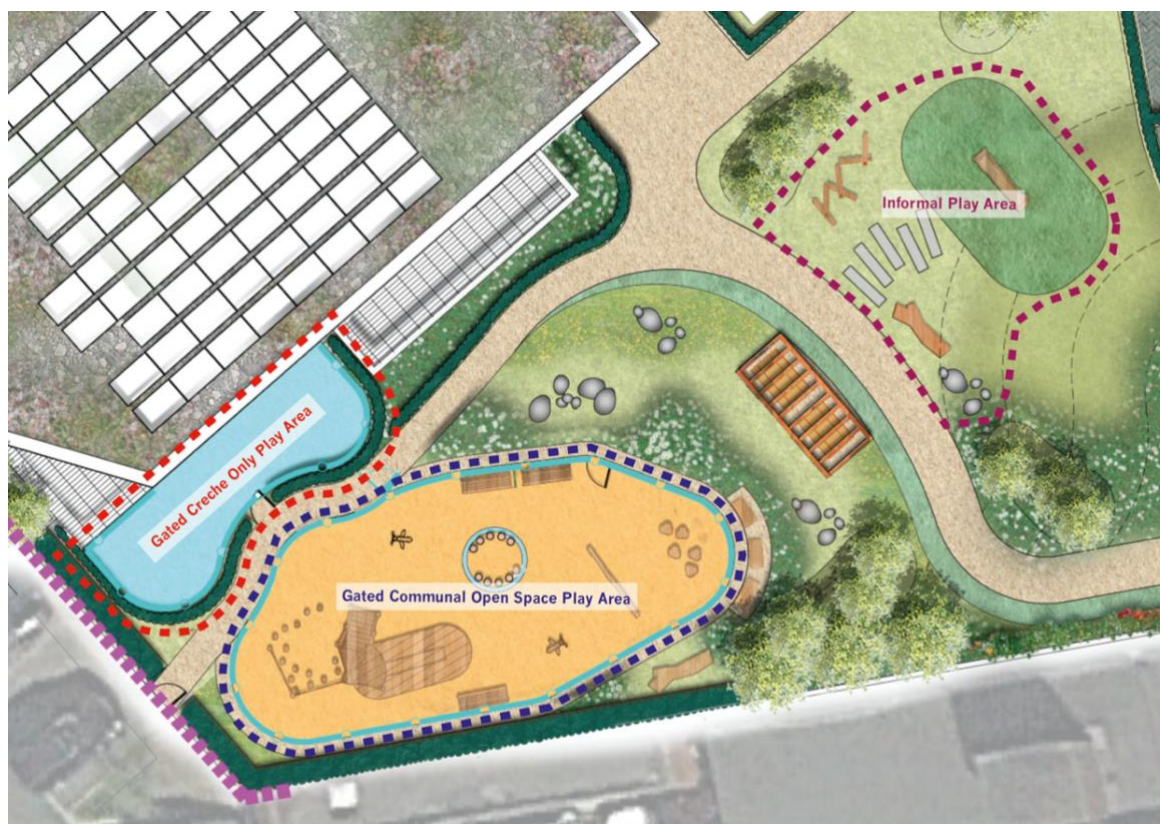


Figure 8 – Landscaping Plan showing 2 separated and gated outdoor play areas for creche use only and for residential use only

We now refer the Planning Authority to drawing no. 7655-L-1401-BOUNDARY TREATMENT prepared by Parkhood Landscape Architects for the full details of the proposed boundary treatment for the proposed development. The boundary treatment to the Lidl side will incorporate a 1.8 m vertical bar



railing and gate and a 1.3 m height hedge. This hedge will screen the adjacent communal open space and children's play area.

Adjacent to the proposed childcare facility, movable planters are proposed for screening behind the 1.8 m vertical bar railing. We refer to drawing no. 7655-L-1200-SOFTSCAPE PLAN which details that proposed oversized planters with multistem "Betula nigra" trees are proposed that reach a maximum height of 3 m to provide screening for the creche. It is confirmed that no planters are proposed to be placed on top of air vents. We refer the Planning Authority to the accompanying Landscape Design Statement Booklet prepared by Parkhood Landscape Architects for further information in this regard.

We note that adequate separation distances are proposed between blocks to preserve the residential amenities of the associated future residents and existing residential developments and, to ensure adequate circulation space at street level exists. We also refer the Planning Authority to the Sunlight and Daylight Assessment prepared by 3D Design Bureau and the assessment results have indicated that all outdoor open space areas within the proposal will be able to achieve good levels of sunlight exposure.

We refer the Planning Authority to the Landscape Masterplan on Drawing No. 7655-L-1000 and the Landscape Design Statement by Parkhood Landscape Architects for further details on the planting selection, informal seating detail, and material selection for the open space design of the proposed scheme. For details on the proposed SuDs, we refer the Planning Authority to AECOM's Infrastructure Report and Drawing No's 60690914-ACM-00-00-DR-CE-10-0520 and 60690914-ACM-00-00-DR-CE-10-0530.

This LRD application is also accompanied by a Universal Access Statement and Drawing No. GAV-JFA-ZZ-00-DR-A-OA2300 Universal Access Map prepared by John Fleming Architect's and a Taking In Charge Map on Drawing No. GAV-JFA-ZZ-00-DR-A-PA2400.

2.10 Item 10 – Environmental Enforcement (Waste)

"Insufficient evidence has been provided in relation to environmental planning matters, including with regard to Construction & Demolition Waste Management Plan, (CDWMP) (and notwithstanding the previous use history of the site), Construction Management Plan e.g. to include allocation of area for wheel washing, mitigation measures in relation to construction methodology, and for Operational Waste Management Plan (OWMP), a soft path analysis required regarding refuse collection."

Applicant Response:

This LRD application now includes a Construction and Environmental Management Plan prepared by Vision Contracting which includes allocations for areas for wheel washing with appropriate mitigation measures for noise, dust and vibrations during the construction stage. In addition, the Plan outlines the proposed procedures to control access and egress to the site; traffic volumes during construction; protection of the public; security of the site; traffic management during construction works and waste management during construction.

In addition, we refer the Planning Authority to the accompanying Resource & Waste Management Plan prepared by AWN which provides information necessary to ensure that the management of construction and demolition waste at the site is undertaken in accordance with all current legal and industry standards. The plan aims to ensure maximum recycling, reuse and recovery of waste with diversion from landfill where possible.

We also refer the Planning Authority to the Operational Waste Management Plan and the Resource and Waste Management Plan prepared by AWN. Drawing no. 60690914-ACM-01-00-DR-CE-10-0102 prepared by AECOM Consulting Engineers illustrates the swept path analysis prepared using Autodesk Vehicle Tracking which shows that the refuse vehicles will not impede vehicular movements on Glenageary Avenue or pedestrian / cyclist movements along footpaths.

We trust that this response and the accompanying documentation addresses this Item to the satisfaction of the Planning Authority.



2.11 Item 11 – Waste Management

“Insufficient details submitted regarding rubbish collection, or any other restaurant related set-down areas, deliveries/ pick-ups.”

Applicant Response:

We refer the Planning Authority to the accompanying Operational Waste Management Plan prepared by AWN Consultants.

We note that 2 no. refuse storage areas have been provided at basement level for residential use and 2 no. refuse storage areas have been provided at ground floor level of both Blocks A and B for commercial use. On waste collection days, bins from the proposed development will be brought to collection / staging areas by the waste contractor / facilities management prior to collection.

The waste collection area for the residential waste is located at the top of the basement ramp, in close proximity to the set down / loading bay. The collection point does not obstruct the ramp or access to the basement parking. Commercial bins will be staged and collected at the loading bay on the northern side of the development on Glenageary Avenue. Bins will be returned to their storage areas immediately following collection. The collection / staging areas are located in such a way so as to not obstruct traffic or pedestrians allowing a footway of at least 1.8 m. We refer the Planning Authority to drawing no. 60690914-ACM-01-00-DR-CE-10-0102 prepared by AECOM Consulting Engineers for the proposed Autotrack analysis for refuse vehicles using the loading bays for refuse collection.

In response to the Planning Authority’s query relating to any other restaurant related set-down areas, deliveries / pick ups, we refer the Planning Authority to Drawing No. 60690914-ACM-00-00-DR-CE-10-0001 prepared by AECOM Consulting Engineers for the Proposed General Arrangement which indicates that a set down area / loading bay is proposed on surface level at Sallynoggin Road and 2 no. set down areas / loading bays on Glenageary Avenue. In addition there is an accessible car parking space proposed adjacent to the set down bay capable of fitting 2 no. cars. These bays will be managed to allow for dual use of refuse collection, creche set down, general deliveries and visitor parking respectively with managed times for each use.

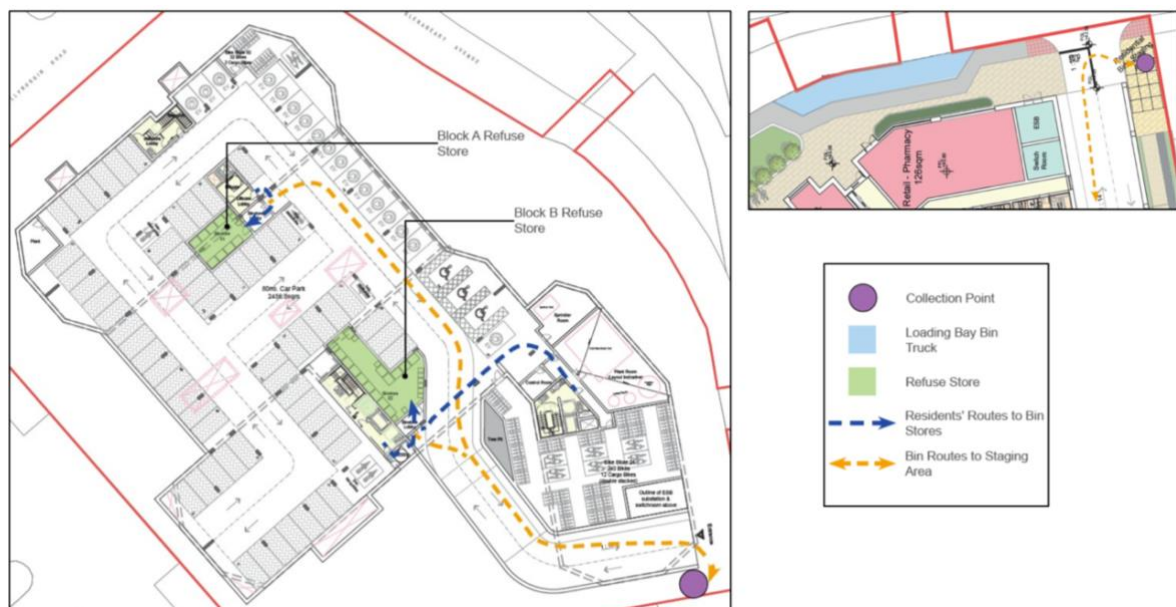


Figure 9 – Residential Waste Storage, Movement and Staging Area



Figure 10 – Residential Waste Storage, Movement and Staging Area

We trust that this response and enclosed material are now satisfactory to the Planning Authority.

Item 11 a – Environmental Infrastructure

“Insufficient information submitted to demonstrate that the development accords with Section 12.9 of the Development Plan in terms of noise and air pollution due to the potential noise from proposed restaurant units and traffic noise and air conditioning noise, etc, and survey regards how odours may impact on residential spaces.”

Applicant Response:

In response to this Item, a Noise & Vibration Impact Assessment has been prepared by AWN Consultants as an accompanying document for the planning application which concluded that applying the mitigation measures, there is no aspect of the constructed development that would be expected to cause a significant noise impact.

We also refer the Planning Authority to the Odour Mitigation Statement Prepared by JAK Engineers which identifies that the ventilation ductwork carrying odours from the ground floor restaurant kitchens have been designed to transmit from the ground floor internally to roof level where they will be terminated to atmosphere.

2.12 Item 12 – Transportation

“Evidence to address potential issues and concerns regarding:

- a) ***Transportation planning consider that the intensification of the existing ‘Lidl’ entrance is the preferred access into the subject site. The Applicant is requested to explore same and submit (a) Revised plans and particulars which details same or (b) documentary evidence which details why the use of the existing ‘Lidl’ cannot be provided.***



Applicant Response:

In direct response to this Item, we note that the existing Lidl car park access is located outside of the Applicant's ownership boundary and there is no right of way for access to the proposed site through these third-party lands.

The option to provide a vehicular access through the existing Lidl access off Sallynoggin Road has been considered and discussed between the Applicant and Lidl Ireland GmbH. We now refer the Planning Authority to the letter from Lidl Ireland GmbH appended to this Report which advises that while Lidl have no objections to the planning application in general, they are not agreeable to a vehicular right of way across the Lidl site.

We trust that the enclosed material now addresses this request.

- b) Detailed proposals in respect of the full connectivity between the subject site and the neighbouring site of 'Lidl'. Unimpeded access for pedestrians is required between the two sites.**

Applicant Response:

The proposed development provides for unimpeded pedestrian access and full connectivity between the subject site and the neighbouring site of 'Lidl'. There are no physical or visual barriers between the two sites. As stated above, Lidl are supportive of this interface and relationship between the two sites, and recognise the benefits for the wider area.

As can be seen from the layout, pedestrian priority is maintained within the scheme and adjoining it with new connections is also proposed. The proposed development occupies a corner site at a crossroads footpaths are provided along all street edges. Appropriate access points are provided to the development and the site is designed to be permeable, encouraging people to walk and cycle as all areas can be accessed via the new plaza which is placed on the current desire line between the existing local neighbourhood centre and the proposed development.

- c) Cycle parking: Compliance with Standards for Cycle Parking and associated Cycling Facilities for New Developments – January 2018'. The Applicant is requested to provide quality designed surface level cycle parking within the proposed development with a level of covered cycle parking also provided. A segregated basement ramp from cycle parking, as well as a lift to the proposed basement cycle parking area should be provided for cyclists.**

Applicant Response:

The proposed cycle parking provision has had full regard to the DLRCC's Standards for Cycle Parking as part of this LRD application. The minimum requirement for both short stay and long stay cycle parking have been exceeded as can be seen in Table 2 below.

Type	1 short stay (visitor) parking space per:	1 long stay parking space per:	Required Spaces	Proposed Spaces
Apartments	5 units	1 unit	27.6 visitor + 138 resident Total: 166	56 visitor + 254 resident Total: 310

Table 3 – DLRCC Bicycle Parking Requirements and Provision

A total of 254 no. bicycle parking spaces to include 10 no. cargo bicycle spaces are proposed at basement level for residents and 56 no. bicycle parking spaces including 16 no. cargo bicycle spaces are proposed at surface level for visitors. The minimum requirement for cycle parking numbers has been met using quality parking in the form of Sheffield Stands set out to the



dimensions recommended, the remainder of the long stay cycle parking outside of the required standards is stacked at basement level.

In accordance with DLRCC's standards, we confirm that a minimum of 50% of the total surface level / short-term bicycle parking spaces are to be covered by way of the proposed bicycle shelters detailed in the Landscape Design Statement prepared by Parkhood Landscape Architects and by the link between Block A and Block B. It is considered that the bicycle shelter design proposed is visually appealing through a dynamic shape combining a robust support structure and visually light glass.

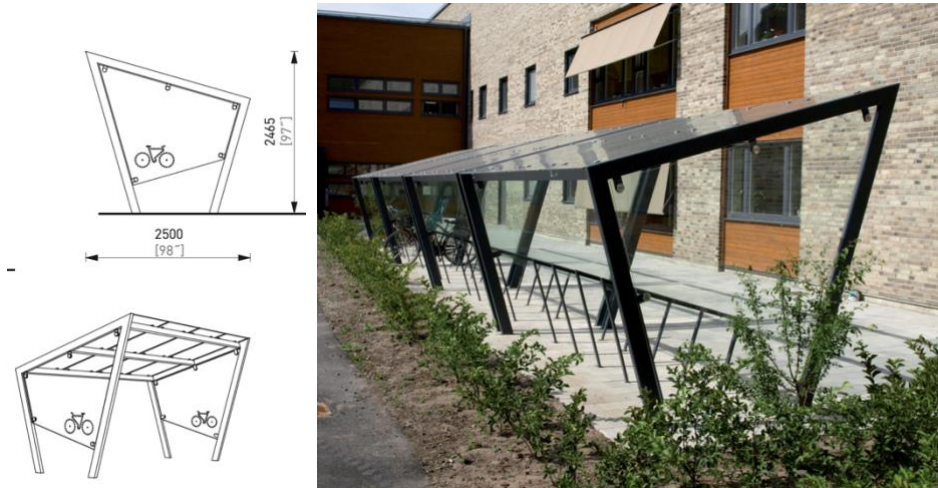


Figure 11 – Proposed Bicycle Shelter Design

We refer the Planning Authority to the accompanying Cycle Audit prepared by AECOM Consulting Engineers for further information in this regard.

- d) ***Basement access ramp gradient of 10% maybe excessive and unsuitable for cyclists. A revised cycle audit required.***

Applicant Response:

The basement access ramp now proposes a gradient of 7% (1:14) in line with DLRCC's standards. We refer the Planning Authority to the revised Cycle Audit prepared by AECOM Consulting Engineers.

- e) ***Proposed parking provision (appearing to be a significant departure from Development Plan). Also required, drawings and details which demonstrate arrangements for non- residential deliveries, set-down, creche drop off etc. including any arrangements proposed which employ dual use of on-site/off-site parking should be clearly outlined, and for 3 No. loading bays that are required in accordance with Section 12.4.5.7, and details of any car sharing schemes.***

Applicant Response:

This LRD application includes 80 no. car parking spaces including 3 no. accessible spaces and 2 no. GoCar sharing spaces at basement level. The car parking proposed at basement level is for residential use only and this results in a proposed car parking ratio of 0.56.

It is noted that the subject site is classified to be within Parking Zone 3 in the County Development and we highlight that the site is only marginally outside of the requirements set for Parking Zone 2 area. This is by virtue of the proposed development being located within a 14 minute walking distance to the nearest Dart station (Glenageary Dart Station) and also within a 10 minute walking distance to Kill Avenue.

We refer the Planning Authority to Drawing No. 60690914-ACM-00-00-DR-CE-10-0001 prepared by AECOM Consulting Engineers for the Proposed General Arrangement which indicates that a set down area / loading bay is proposed on surface level at Sallynoggin Road and 2 no. set down areas / loading bays on Glenageary Avenue. In addition there is an accessible car parking space proposed adjacent to the set down bay capable of fitting 2 no. cars. These bays will be managed to allow for dual use of refuse collection, creche set down, general deliveries and visitor parking respectively with managed times for each use.

We refer the Planning Authority to a specific response to this item providing justification for the proposed car parking ratio in line with the DLRCC Development Plan Section 12.4.5.2 and a response to any further comments provided by the Transportation Planning Department in the accompanying Traffic and Transport Assessment Report prepared by AECOM Consulting Engineers.

- f) ***Also, with regard to the Cherrywood to Dun Laoghaire Strategic Route (R118, Wyattville Road to Glenageary Roundabout) Applicant should liaise with DLRCC in order to agree necessary requirements in order to ensure that the proposed development will not hinder, or conflict, with any future proposals for the public realm improvement works associated with this 6 year objective.***

Applicant Response:

In Response to Item No. 2 (b), we confirm that AECOM Consulting Engineers have liaised with the DLRCC's Roads and Transportation Planning Department in relation to the referenced 'Cherrywood to Dun Laoghaire 6 Year Roads objective', as included in the Zoning Map 6 of the current County Development Plan 2022-2028.

We direct the attention of the Planning Authority to Section 5.7 of the County Development Plan which notes that "the majority of DLR's 6 Year Road proposals primarily consist of safety and facilities improvements for pedestrians and cyclists. All road projects listed in this Plan will consider all modes (walking, cycling and, if appropriate, bus in accordance with DMURS and the National Cycle Manual. **The roads shown on the Maps are purely diagrammatic with regard to location and dimensions. Variations and/or adjustments may be necessary as projects progress.**" This Roads Objective is indicated by a dashed black line on Zoning Map 6 of the County Development Plan 2022-2028.

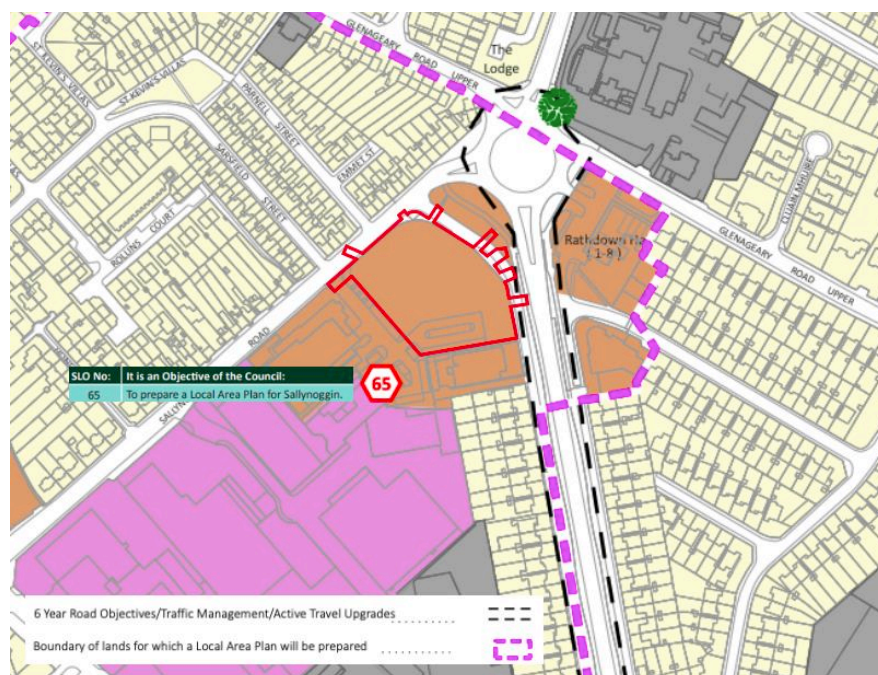


Figure 12– Extract Zoning Map from DLR CDP 2022-2028



AECOM Consulting Engineers have been in contact with Sean Keane from DLR's Transportation Planning Department who issued an historic indicative road layout for the works proposed for the '6-Year Road Objective' dated May 2008, which has no statutory basis.

Notwithstanding this, we refer the Planning Authority to Drawing No. 60690914-ACM-00-00-SK-CE-10-0010 prepared by AECOM Consulting Engineers for further details in this regard. It is highlighted that the proposed building, in principle, is not considered to make the signalised junction layout unfeasible. Further details of the discussion and agreement with the Transportation Department is provided in the report, prepared by AECOM, which accompanies this submission.

We also refer the Planning Authority to drawing no. 60690914-ACM-00-00-SK-CE-10-0011 prepared by AECOM Consulting Engineers which presents possible minor amendments to the signalised junction layout which would allow to facilitate the provision of a loading bay on Glenageary Avenue for the use of the proposed development.

As stated above, it has been highlighted that the footprint of the proposed signalised junction layout that has been provided by DLRCC Transport Planning far exceeds the extents of the referenced 6-Year Roads Objective, as indicated within the current development plan zoning maps and as referenced in Section 5.7 of the Plan that variations and / or adjustments may be necessary as projects progress. Furthermore, the proposed signalised junction layout provided is dated May 2008 and as confirmed by the Department to be likely outdated and would require significant amendments to meet current design standards.

We can confirm that in response to this Opinion Item, that the proposal does **'not hinder, or conflict, with any future proposals for the public realm improvement works associated with this 6-Year Roads Objective'**.

We trust that this response is now satisfactory to the Planning Authority.

- g) ***Bus Stop: Applicant is requested to explore and arrange for the replacement and upgrading of the existing bus stop (Stop 3205) to a bus shelter on Sallynoggin Road (liaise with DLRCC and NTA), and to liaise with DLRCC in order to agree proposed areas to be Taken-in-Charge (TIC).***

Applicant Response:

In response to this Item, we note that AECOM Consulting Engineers have made contact with both DLRCC's Transportation Department and the NTA in relation to the requested bus shelter. While this LRD application does not currently propose to provide a bus shelter at this location, the Applicant is amenable to facilitate this if required, and we invite the Planning Authority to attach a condition to a grant of permission relating to the potential upgrade of the bus stop to a bus shelter on Sallynoggin Road.

As with regard to the areas proposed to be taken-in-charge, we refer the Planning Authority to Drawing No. GAV-JFA-ZZ-00-DR-A-PA2400 prepared by John Fleming Architects for further details in this regard.

- h) ***Detailed Quality Audit should be submitted. It should be demonstrated that gradients and headroom associated with the refuse access point are acceptable in order to ensure ease of access for large refuse vehicles.***

Applicant Response:

We now refer the Planning Authority to the Quality Audit Report prepared by Bruton Consulting Engineers submitted as part of this LRD application. It is noted that refuse vehicles will not access the basements and will collect residential and commercial waste at surface level at the



proposed set down-areas which can accommodate a 10.2 m long bin lorry as illustrated on AECOM's drawing no. 60690914-ACM-01-00-DR-CE-10-0102

- i) ***Applicant should liaise with the Planning Authority to agree all proposed and required works to the public realm in the vicinity of the site - including works to improve pedestrian and cyclists connectivity (and details to include drawings which demonstrate the agreed changes shall be included as part of any final application), and (notwithstanding submitted MMP) that the submitted Mobility Management Plan (MMP) should be updated to demonstrate measures, targets and recommendations for the proposed childcare facility/creche, and for revised details for a Standalone Construction Management Plan to deal with traffic conflicts etc, (and the submitted TIA also noted).***

Applicant Response:

AECOM Consulting Engineers have directly liaised with the DLRCC Transport Planning Department in relation to the Item above and the following has been agreed in principle:

- A new raised table, complete with a 4m wide uncontrolled shared pedestrian / cyclist crossing, has been proposed on Glenageary Avenue, matching the desire line as requested.
- The existing pedestrian crossing on Glenageary Avenue, at the junction between Glenageary Avenue and Sallynoggin Road, is proposed to be increased in width from 1.2m wide to 2m wide.

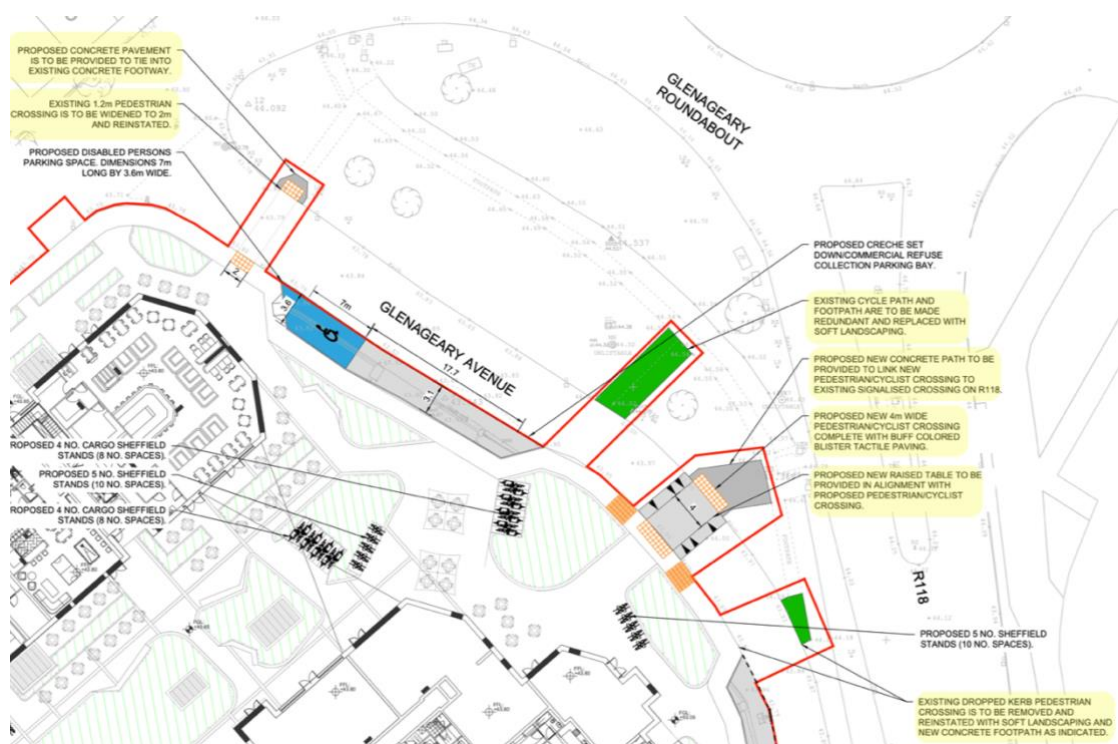


Figure 12 – Proposed Pedestrian Crossings on Glenageary Avenue

We refer the Planning Authority to Drawing No. 60690914-ACM-00-00-DR-CE-10-0001 illustrating the proposals agreed with DLRCC's Transport Planning Department to improve pedestrian and cyclist connectivity.

In addition, an updated Mobility Management Plan by AECOM Consulting Engineers is submitted to the Planning Authority along with the revised Construction and Environmental Management Plan prepared by Vision Contracting.



- j) *The submitted Mobility Management Plan by AECOM, dated January 2023 is noted. Transportation Planning consider that this document should be updated to demonstrate measures, targets and recommendations for the proposed childcare facility/creche.*

Applicant Response:

This LRD application includes a revised Mobility Management Plan prepared by AECOM Consulting Engineers.

- k) *Car Sharing / Cycle Sharing: Details of car sharing / cycle sharing.”*

Applicant Response:

In response to this Item, it is noted that cycle sharing schemes will be permitted within the visitor cycle parking areas at surface level of the proposed development.

A Letter of Support has been received from GoCar for 2 no. car sharing vehicle within the proposed basement. We refer the Planning Authority to Appendix C of the Traffic and Transport Assessment prepared by AECOM Consulting Engineers for the GoCar Letter of Support.

- l) *Revised public realm improvement works as detailed in the Transportation Planning Report.”*

Applicant Response:

We refer the Planning Authority to Drawing No. 60690914-ACM-00-00-DR-CE-10-0001 illustrating the proposals agreed with DLRCC’s Transport Planning Department to improve pedestrian and cyclist connectivity.

2.13 Item 13 – Boundaries & Ownership / Consent(s)

“The Applicant shall review and update all relevant drawings showing an update of the proposed works (Red line of works), and Blue lines (Land ownership), to facilitate the visualisation of works outside the control of the Applicant, to which necessary consents shall be obtained. Further consultation with Traffic and Road Maintenance Section is required with regard to above.”

Applicant Response:

We refer the Planning Authority to Drawing No. GAV-JFA-ZZ-SP-DR-A-PA1100 prepared by John Fleming Architects which shows the limit of the Applicant’s ownership boundary and the extent of the application boundary. The Applicant has obtained relevant consents from the relevant parties where works are proposed outside of the Applicant’s ownership boundary.

As detailed in the Applicant’s Response to Item 12 viii., AECOM Consulting Engineers were in consultation with Traffic and Road Maintenance Section. The proposals agreed to improve pedestrian and cyclist connectivity are detailed on Drawing No. 60690914-ACM-00-00-DR-CE-10-0001 by AECOM and appropriate consents have been received for these works proposed, we refer the Planning Authority to the accompanying Letters of Consent.

2.14 Item 14 – Drainage / Flooding

“Insufficient evidence has been provided to demonstrate that the proposed drainage infrastructure, and related infrastructure arrangements and proposals etc., is in accordance with the requirements of the Dun Laoghaire Rathdown County Development Plan.”

Applicant Response:

In response to this item, a comprehensive suite of reports and drawings are included with this LRD application in relation to Drainage / Flooding and related matters which includes the following:





- Infrastructure report by AECOM Consulting Engineers;
- Site Specific Flood Risk Assessment by AECOM Consulting Engineers
- Storm Water Audit by PUNCH Engineers and;
- Associated Drainage Layout Drawings prepared by AECOM Consulting Engineers.

We refer the Planning Authority to a specific response to this item and further comments provided by the Drainage Planning Department in the accompanying Infrastructure Report prepared by AECOM Consulting Engineers.

2.15 Item 15 – Public Lighting

“Insufficient information with regard to final design in terms of obtrusive light maybe an issue for some apartments to the south of the development, and apartments facing the courtyard area – withy baffles recommended.”

Applicant Response:

We refer the Planning Authority to the Public Lighting Drawings and Report prepared by JAK Engineers accompanying this report for the final lighting design proposals. Following comments received from Mary Hegarty from DLR’s Public Lighting Department, the following elements of the public lighting design are of note:

- Lights have been located >3m radius away from trees where possible;
- Internal shields have been introduced in some fittings to minimise back light into apartments;
- Reduced colour temperature of the LEDs of all fittings to accord with Dún Laoghaire-Rathdown County Council’s preference for residential developments, and reduced wattage of symmetric fittings to minimise obtrusive light in the public plaza.

In addition, we note from the LRD Opinion that the *“lighting design proposed for this development is acceptable to the public lighting section.”*

We trust that this response to Item No. 16 of the Opinion is acceptable to the Planning Authority.

2.16 Item 16 – Housing

“Insufficient information received, with regard to indicative costs that have not been provided in relation to Part V units on-site identified for transferring, and details are therefore required regarding inductive costs for consideration.”

Applicant Response:

In direct response to this Item, the Housing Department has been furnished with a Part V Proposal for 14 no. Part V units (10% of the total 138 no. units) with indicative costings. These units are identified in the Proposed Part V Layout Plans prepared by John Fleming Architects on drawing no’s:

- | | |
|-----------------------------|---------------------|
| • GAV-JFA-ZZ-00-DR-A-PA2100 | Ground Floor Part V |
| • GAV-JFA-ZZ-01-DR-A-PA2101 | First Floor Part V |
| • GAV-JFA-ZZ-02-DR-A-PA2102 | Second Floor Part V |

In addition, we refer the Planning Authority to the Indicative Costings prepared by Duke McCaffrey Construction Consultants and the Part V Validation Letter issued by DLRCC Housing Department.

We also refer the Planning Authority to the attached letter from AMOSS Solicitors which confirms that the Applicant owns the site and purchased the lands at Junction of Sallynoggin Road, Glenageary Avenue and Glenageary Roundabout, Glenageary, Co. Dublin on the 30th July 2021. In this instance, a 10% Part V requirement shall apply as the subject site has been purchased between 1st September 2015 and 31st July 2021.



2.17 Item 17 – Market Stalls

“Insufficient information also with regards to the operation, location/ layout, temporary or fixed installation design, etc. of the proposed Market Stalls.”

Applicant Response:

In response to this Item, we submit that there is opportunity and space within the public realm fronting Glenageary Avenue to allow for the occasional use of market stalls. Vendors would erect stalls / awnings on weekends during the Spring – Autumn period and would remove them at the end of the day when trading ceased. Stalls would be placed in the public realm area at Glenageary Avenue and would ensure that pedestrian movements would not be obstructed. We consider that the proposed occasional use of a portion of the site for market stalls would constitute exempted development under the Planning & Development Regulations, 2001, as amended under Class 37 which states:

“Development consisting of the use of land for any fair, funfair, bazaar or circus or any local event of a religious, cultural, educational, political, social, recreational or sporting character and the placing or maintenance of tents, vans or other temporary or movable structure or objects on the land in connection with such use.

The limitations on these uses are as follows:

1. *The land shall not be used for any such purposes either continuously for a period exceeding 15 days or occasionally for periods exceeding in aggregate 30 days in any year.*
2. *On the discontinuance of such use the land shall be reinstated save to such extent as may be authorised or required by a permission under the Act.”*

It is submitted that the occasional / temporary market use on site would not exceed in aggregate a total of 30 days in any year and would therefore be considered exempted development under the provisions of the Planning & Development Regulations, 2001.

The preferred location proposed for the market stalls is within the public realm fronting onto the Glenageary roundabout and has been indicated on the CGI below prepared by 3D Design Bureau.



Figure 13 – CGI View from Glenageary Avenue



2.18 Item 18 – Ecology

“EIA etc. check also details from previous application.”

Applicant Response:

In response to this Item, the previously refused SHD application under Reg. Ref. ABP-312321-21 has been reviewed and this LRD application is accompanied by the following ecological and environmental assessments:

- Environmental Impact Assessment Screening Report prepared by Verde Environmental Consultants;
- Screening Report for Appropriate Assessment prepared by Openfield;
- Ecological Impact Statement prepared by Openfield and;
- Climate Change Impact Assessment Report prepared by Enviroguide Consultants.



3 Specific Information to be Provided with LRD Planning Application

The LRD Opinion includes a section requesting that specific information be provided as per Article 16A(7) with any LRD Application in order to facilitate a full assessment of the scheme. This Section of the report quotes the relevant section of the LRD Opinion and cross references the additional information / reports accompanying the Planning Application documentation for the convenience of the Planning Authority.

3.1 Item 1

“A Phasing Plan clearly indicating the proposed development of the residential units, in conjunction with the necessary infrastructure - including any infrastructure diversions.”

Applicant Response:

This LRD application is accompanied by a Phasing Plan prepared by John Fleming Architects on Drawing No's. GAV-JFA-ZZ-00-DR-A-PA2200 – Ground Floor Phasing and GAV-JFA-ZZ-00-DR-A-PA2201 Second Floor Phasing. The Construction and Environmental Management Plan prepared by Vision Contracting also addresses the phasing of construction.

Phase 1 works will consist of the entire basement, Block A and the ESB Substation. Phase 2 will consist of Block B and Phase 3 will consist of the link between Blocks A and B.

3.2 Item 2

“A report that specifically addresses the proposed materials and finishes to the scheme including specific detailing of finishes, the treatment of balconies in the apartment buildings, landscaped areas, pathways, entrances, boundary treatment/s and retail / crèche area. Particular regard should be had to the requirement to provide high quality and sustainable finishes and details which seek to create a distinctive character for the development. The documents should also have regard to the long-term management and maintenance of the proposed development and a life cycle report for the apartments in accordance with section 6.3 of the Sustainable Urban Housing: Design Standards for New Apartments (2020).”

Applicant Response:

We now refer the Planning Authority to the ‘Material Finishes’ section of the Architectural Design Statement prepared by John Fleming Architects which specifically addresses the proposed materials and finishes including specific detailing of finishes and the treatment of balconies, retail / creche areas. For details on the proposed materials proposed in the landscaped areas, pathways, entrances, and boundary treatment we refer the Planning Authority to the Landscape Masterplan and Landscape Design Statement prepared by Parkhood Landscape Architects for further details in this regard.

We refer the Planning Authority to the Building Lifecycle Report prepared by JAK Consultants and the Operational Management Plan prepared by Hooke & MacDonald for further information on the long-term management and maintenance of the proposed development.

3.3 Item 3

“A complete set of floor plans, elevations, including contiguous elevations, and long sections, in addition with verified views, preferably including winter views, that would assist in understanding the relationship between the proposed development and its context.”

Applicant Response:

In response to this specific information request, this LRD application is accompanied by the following:

- Full set of Architectural Drawings prepared by John Fleming Architects;
- Photomontages, CGI's, Verified View and Aerials prepared by 3D Design Bureau;
- Townscape and Visual Impact Assessment Prepared by Parkhood Landscape Architects.



3.4 Item 4

“A Housing Quality Assessment which provides the specific information regarding the proposed apartments required by the Dun Laoghaire County Development Plan 2022- 2028 and the 2020 Guidelines on Design Standards for New Apartments. The assessment should also demonstrate how the proposed apartments comply with the various requirements of the Development Plan and the guidelines.”

Applicant Response:

We now refer the Planning Authority to the Housing Quality Assessment prepared by John Fleming Architects which provides an analysis of the proposed units and demonstrates compliance with the various requirements of the Development Plan and Apartment Guidelines.

3.5 Item 5

“A Building Lifecycle Report.”

Applicant Response:

We refer the Planning Authority to the Building Lifecycle Report prepared by JAK Consultants.

3.6 Item 6

“A Traffic and Transport Assessment including, inter alia, a rationale for the proposed car parking provision should be prepared, to include details of car parking management, car share schemes and a mobility management plan.”

Applicant Response:

In direct response to this specific item request, we refer the Planning Authority to the accompanying Traffic and Transport Assessment prepared by AECOM Consulting Engineers which includes a rationale for the proposed car parking provision, car parking management and GoCar sharing scheme. In addition, we refer the Planning Authority Mobility Management Plan prepared by AECOM Consulting Engineers.

3.7 Item 7

“A quantitative and qualitative assessment which provides a breakdown of the communal, and public open space. The assessment shall detail the functionality of the public space and shall disregard any areas required for circulation space such as footpaths between buildings etc.”

Applicant Response:

In direct response to this item, the open space within this development are of exceptional quality, with accessible and functional open spaces scattered throughout the scheme. The landscaped elements are divided between several areas throughout the site which gives residents a variety of open space areas to avail of.

The Development Plan sets out a default minimum of 15% of the site area to be delivered as open space. The public open space requirement for the subject site of 0.74 ha is 1,110 sqm. Total Public Open Space provision is identified as 1,848.8 sqm proposed in the form of a public plaza which accommodates outdoor seating, planting, pedestrian and cyclist links and will make a positive contribution to the Neighbourhood Centre. The overall quantum of hardscaping has been reduced in favour of more soft landscaping in the public plaza area and around the perimeter of the site at the interface with Sallynoggin Road and Glenageary Avenue.

In addition to public open space, the Development Plan requires the provision of communal open space for apartments as follows:



Unit Type	Minimum Area per unit	Requirement	Proposed
1-bed	5 sqm	37 x 5 = 185 sqm	750.6 sqm at surface level 151 sqm roof terrace at fifth floor link 56.6 sqm roof terrace at fifth floor level of Block B
2-bed (3 person)	6 sqm	6 x 6 = 36 sqm	
2-bed (4 persons)	7 sqm	68 x 7 = 476 sqm	
3-bed	9 sqm	27 x 9 = 243 sqm	
Total		940 sqm	958.2 sqm

Table 4 – Communal Open Space Standards

The current proposal exceeds the Development Plan requirements and provides for a total of 958.2 sqm of communal amenity space which includes the roof terrace at the link of Block A and Block B and an additional roof terrace on the fifth-floor level of Block B has been introduced to ensure that all future residents of the scheme have access to a roof terrace. There are many opportunities for people to gather and meet in a variety of communal amenity areas and public open space areas.

Comprehensive landscaping proposals are included for the proposed communal open spaces including a range of facilities for children of different ages, parents and the elderly. A vibrant and multi-functional communal open space is provided to the south of Block B which benefits from safety, is free from cars and passive surveillance and can provide a space that offers small children’s play area, picnic areas and benches. A series of nature-based play spaces express a new direction in early learning environments and provide a range of diverse and flexible play spaces which lead to tactile experiences and nature play without ever prescribing the use of the areas.

The public and communal spaces within the scheme are easily accessible from all units and avoid physical and visual barriers. The layout of communal open space areas has been arranged to ensure that these spaces are safe secure and well maintained. The spaces will have the benefit of passive surveillance from apartments.

We refer the Planning Authority to the Landscape Masterplan on Drawing No. 7655-L-1000 and the Landscape Design Report by Parkhood Landscape Architects for further details on the planting selection, informal seating detail, and material selection for the open space design of the proposed scheme.

3.8 Item 8

“Design of the proposed surface water management system including attenuation features and cross sections of all SuDS features proposed on site in the context of surface water management on the site, discharge rates equal to greenfield sites, integration of appropriate phased works.”

Applicant Response:

As detailed in the accompanying Infrastructure Report prepared by AECOM Consulting Engineers, the aim of the proposed drainage system is to replicate the natural characteristics of rainfall runoff, minimising the environmental impact from rainfall events by reducing runoff leaving for small rainfall events. Blue Roofs are incorporated into the design on podium and roof level, with permeable paving and vegetated surface to attenuate surface runoff and slowly release the water into the drainage system below. Extensive green roofs are also proposed as part of the design.

We refer the Planning Authority to Drawing No’s 60690914-ACM-00-00-DR-CE-10-0520 and 60690914-ACM-00-00-DR-CE-10-0530 prepared by AECOM Consulting Engineers for further information on the proposed SuDS layout and detail.



3.9 Item 9

“Submission of a Taking-in-Charge-Map.”

Applicant Response:

We refer the Planning Authority to Drawing No. GAV-JFA-ZZ-00-DR-A-PA2400 prepared by John Fleming Architects for details of the areas proposed to be taken-in-charge.

3.10 Item 10

“Submission of Wind and Pedestrian Comfort Study.”

Applicant Response:

This LRD application includes a Microclimate Assessment prepared by AWN Consultants which includes a wind and pedestrian comfort study.

3.11 Item 11

“Submission of a Construction Management Plan.”

Applicant Response:

This LRD application includes a Construction and Environmental Management Plan prepared by Vision Contracting.

3.12 Item 12

“The information referred to in article 299B(1)(b)(ii)(II) and article 299B(1)(c) of the Planning and Development Regulations 2001-2022, unless it is proposed to submit an EIAR at application stage.”

Applicant Response:

We refer the Planning Authority to the Environment Impact Assessment Screening Report prepared by Verde Environmental Consultants for further information in this regard.

3.13 Item 13

“A letter from Irish Water confirming that there is sufficient capacity in the public infrastructure to facilitate a connection for the proposed development obtained no more than 6 months before the date of lodgement of the LRD Application.”

Applicant Response:

Appendix M of the accompanying Infrastructure Report Prepared by AECOM Consulting Engineers contains Confirmation of Feasibility from Uisce Éireann dated 13th February 2023 and 3rd October 2022. Uisce Éireann have provided us with reference ID CDS230007981 on 24th October 2023 for the issue of a new CoF.

3.14 Item 14

“A report that addresses any concerns of the Biodiversity Officer.”

Applicant Response:

No concerns were raised by the Biodiversity Officer in the LRD Opinion.





3.15 Item 15

“Revised proposals that addresses the concerns of the Drainage Planning Department as detailed in report dated 29/09/2023.”

Applicant Response:

We refer the Planning Authority to a specific response to this item in the accompanying Infrastructure Report prepared by AECOM Consulting Engineers.

3.16 Item 16

“Revised proposals that address the concerns of the Transportation Planning Department as detailed in report dated 14/09/2023.”

Applicant Response:

We refer the Planning Authority to a specific response to this item in the accompanying Traffic and Transport Assessment prepared by AECOM Consulting Engineers.

3.17 Item 17

“Revised proposals which address the concerns of Parks and Landscapes Dept, as detailed in report dated 21/09/2023.”

Applicant Response:

We refer the Planning Authority to a response contained within the Landscape Design Statement and accompanying drawings prepared by Parkhood Landscape Architects.

3.18 Item 18

“A report detailing how the proposed development accords with the objectives and policies set out in Chapter 3 of the County Development Plan, Climate Action, in achieving a sustainable planning outcome to include any proposals they may have for e.g. passive housing, renewable energy, solar and wind energy infrastructure, district heating, etc.”

Applicant Response:

In response to this specific further information request item, we refer the Planning Authority to the Climate Change Impact Assessment Report prepared by Enviroguide Consulting detailing how the proposed development accords with Chapter 3 of the County Development Plan and Dun Laoghaire-Rahtdown County Council’s Climate Change Action Plan 2019-2024.





4 Conclusion

This report, read in conjunction with Design Team's accompanying reports and drawings addresses, in full the issues raised by the Planning Authority in the LRD Opinion dated 18th October 2023.

It is submitted that the proposed development is in accordance with the proper planning and sustainable development of this area and we trust that the above report and enclosed documentation fully addresses the issues raised in DLRCC's LRD Opinion.

All relevant details are further addressed in the revised design, now proposed and we ask the Planning Authority to refer to the complete application package for full details of the proposal now put forward.





Appendix I – Letter in response to Item 12 a)



Mr. Neil O'Sullivan,
Red Rock Developments
83-87 Main Street
Ranelagh
Dublin 6
D06 EOH1

21 August 2023

RE: GLENAGEARY GATE PLANNING APPLICATION: REQUEST FOR RIGHT OF ACCESS OVER LIDL
LANDS TO FACILITATE BASEMENT ACCESS

Dear Neil,

I refer to our recent discussions regarding a request for right of way passage over our lands to facilitate access to the basement car park which forms part of your current design for the adjacent Glenageary Gate site, subject to planning with Dun Laoghaire Rathdown CC.

We wish to advise that, while we have no objection to your planning application in general, we are not agreeable to a vehicular right of way across the Lidl site as we feel that the subject site is more appropriately accessed from a separate access from Glenageary Avenue as per Ref D14A/0865

I trust you understand our position in this regard.

Your Sincerely,

MaryKate McLoughlin

Leasing and Disposal Senior Project Manager

On behalf of Lidl Ireland GmbH

Lidl Ireland GmbH

Head Office, Main Road, Tallaght, Dublin 24, Rep. Ireland. – VAT Reg. No.: IE9513674T – Company Reg No.: 904141

Tel.: + 353 (0) 1 421 2000 – www.lidl.ie

Bank Details: AIB p.l.c., Dublin. BIC: AIBKIE2D, IBAN: IE64 AIBK 9323 5308 2000 54 (EUR)

AIB p.l.c., Dublin BIC: AIBKIE2D, IBAN: GB50 AIBK 2385 9005 9590 12 (GBP)

Dresdner Bank AG, Heilbronn, BIC: DRESEDEFF620, IBAN: DE44 6208 0012 0701 0722 00 (EUR)





ARCHITECTURAL DESIGN STATEMENT GAV-JFA-ZZ-XX-DS-A-PA7200

RESPONSE LRD OPINION TO ITEMS 4 & 6 OF REF NO. PAC/LRD2/004/23 | GLENAGEARY GATE, GLENAGEARY AVENUE, CO. DUBLIN

RED ROCK GLENAGEARY LTD.
JOB NO. 2225
OCTOBER 2023

00 INTRODUCTION

RESPONSE TO LRD OPINION- ITEMS 4 & 6 OF NO. PAC/LRD2/004/23

INTRODUCTION:

The following pages have been prepared in respond to items number 4 and 6 of LRD which concern the balconies and material pallet.

4.

Balconies: The Planning Authority have concerns regarding the design and form of the proposed balconies, which read as 'add-ons' to the proposed blocks. The applicant is advised to modify the design so that the balconies read as part of and integral to the proposed building structure, by providing recessed balconies or similar which would result in a high quality design and provide a high level of amenity for future residents. The Applicant is requested to also consider the visual impact of the proposed balconies, as viewed from the public realm, when in use by residents and submit proposals for balcony screening (enclosing balconies or screening materials) which ensure that the use of balconies in the long term does not result in an adverse visual impact when viewed from the public realm.

6.

Materials – Insufficient justification provided in relation to proposed materials. Applicant to reconsider lead type roof parapet materials detailing e.g. to Sallynoggin Road and to have regard to the surrounding area and existing materials, in particular the use of a light coloured brick.

The Applicant should reconsider the extent of glazing for the proposed balconies, in terms of the functionality of same as private open space for future occupants, where the balconies are viewed from public areas.



Application Image

02 DESIGN STRATEGY

RESPONSE TO LRD OPINION- ITEMS 4 & 6 OF NO. PAC/LRD2/004/23

INTRODUCTION:

JFA were tasked by the client to consider, from the outset, several options for the elevation treatment and the design and incorporation of balconies.

The available options included fully recessed, part recessed, and projecting balconies. The option of providing winter gardens in lieu of balconies was also considered.

From the outset, the brief was to provide lively active facades that encourage interaction with the street, and appropriate animation of the site on all levels. This activity is required to reflect the neighbourhood centre use and to meet the objective of delivering a development that is attractive and inviting to the general public, whilst ensuring the residential amenity of future and existing residents. The client also tasked JFA with delivering a high quality scheme through the use of exemplar materials.

The design evolution and consideration of these options is now set out below:

01 : RECESSED BALCONIES / PART RECESSED BALCONIES

The design team had a number of aesthetic and technical concerns with recessed balconies. Firstly, from an aesthetic point of view, recessed balconies can provide a neat and unobtrusive façade, however, they invariably read as dark black holes on the front of any building. By being enclosed on three sides and having low ceiling heights (expanded technical explanation on Page 7), they are always dark and heavily shadowed. See sketch and image below:



Recessed Balconies Elevation

From the outset, the brief for this project has been to provide lively active facades that encourage interaction with the street. Recessed balconies would fail to achieve this goal.

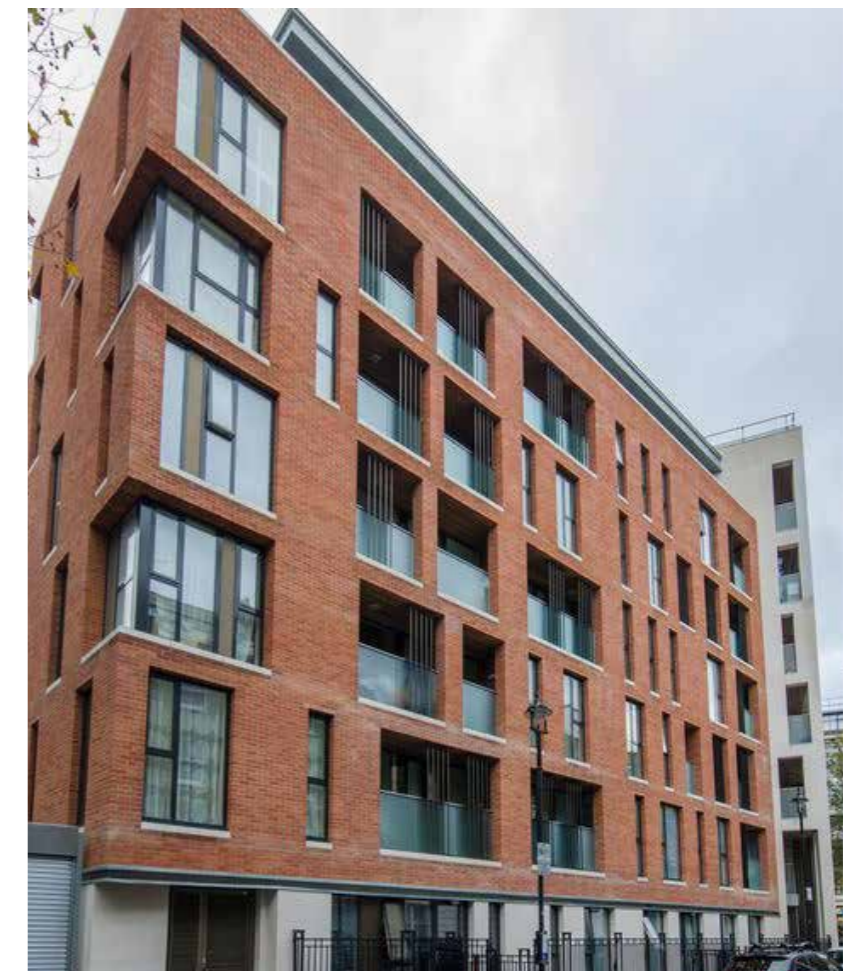
Furthermore, on technical grounds recessed balconies carry with them considerable disadvantages both structurally and environmentally, and are at much greater risk of long-term flaws and defects. The primary disadvantage is that the floor slabs for the apartment, must drop approximately 300mm as it exits the envelope of the building. This is because Part M of the building regulations requires level access from the apartment out onto the balcony. To achieve this requirement, the slab must be dropped, with complex detailing of damp proof membranes, firestopping and insulation, all of which are at risk of long-term failure and latent defects.

From the technical drawings on the next page, you will appreciate that the need to drop the slab substantially reduces head height on the balcony below (by at least 300mm/1ft).

Besides inadequate headroom, there is a significant loss of daylight into the room serving the balcony. In fact, the current standards applied concerning daylight, sunlight and visibility of the sky are so demanding that all balconies pose challenges. Therefore, recessed balconies are effectively impossible to use.



Example of Recessed Balconies



Example of Recessed Balconies

02 DESIGN STRATEGY

RESPONSE TO LRD OPINION- ITEMS 4 & 6 OF NO. PAC/LRD2/004/23

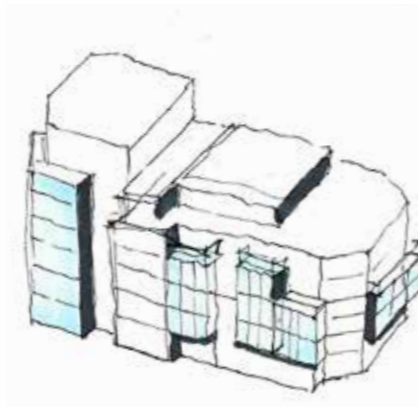
02 : FULLY GLAZED BALCONIES (WINTERGARDEN)

The exploration of the use of winter gardens raised issues as they visually dominated the façade with their size and scale (balconies are required 5-7sqm approximately in size).

Also, from recent experience of Part B, and fire safety design, winter garden balcony types are generally unacceptable to fire officers. They are considered to be an inner room. This means you have to travel through one room to get to another and there is fear of people becoming trapped in the winter garden in a fire.



Wintergarden Balconies Elevation



Impact on Overall Massing



Example of Wintergarden Balconies

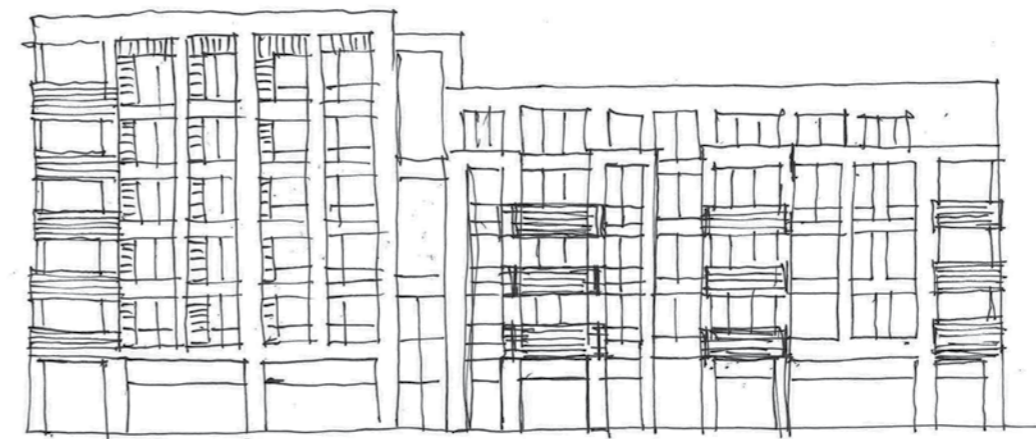


Example of Wintergarden Balconies

03 : BRICK BALCONIES

Solid brick balconies of 1100mm were also considered. Their supporting columns would span over the footpath where the public would have to walk through. During the design process, JFA was conscious of a previous refused proposal on the site and the associated Board Pleaneala (Ref. 312321-21), which pointed out concerns about large support columns on recessed balconies and a ground floor colonnade and the lack of light it created.

As the recessed balconies, brick balconies have a significant loss of daylight + visibility of the sky which are impossible to remedy to satisfy current regulations.



Brick Balconies Elevation



Example of Brick Balconies

02 DESIGN STRATEGY

RESPONSE TO LRD OPINION- ITEMS 4 & 6 OF NO. PAC/LRD2/004/23

04 : LIGHTWEIGHT BALCONIES

The main inspiration on Sallynoggin Road was to break up the facade vertically by introducing different brick types. JFA's intention was that the facade was read as a series of solid brick terrace buildings. Putting lightweight glass balconies on the main structure follows through this intention by minimally obstructing the view of the facade. Privacy is retained as none of their balconies are shared with the neighbouring unit. Most of the balconies are staggered to enable the best possible daylight into each living space.



Lightweight Balconies



Example of Lightweight Balconies



Example of Lightweight Balconies



Reference Image Showing Coloured Terraced Brickworks
Lightweight Balconies will Showcase the Brickworks

02 DESIGN STRATEGY

RESPONSE TO LRD OPINION- ITEMS 4 & 6 OF NO. PAC/LRD2/004/23

RECESSED BALCONY

Limited Space:

Recessed balconies are constrained by the depth of the building's walls, which can limit the available outdoor space. This limited space may make it challenging to accommodate furniture or create a comfortable outdoor environment.

Limited Views:

Because recessed balconies are set back into the building's facade, they may offer limited or obstructed views, especially in urban environments where neighbouring structures or other obstacles can impede sightlines.

Reduced Natural Light:

Recessed balconies can block natural light from entering the interior of the building, potentially making rooms darker and reducing the amount of daylight that reaches the living space.

Maintenance Challenges:

Recessed balconies are often more exposed to the elements, including rain, snow, and debris. This exposure can lead to increased maintenance requirements, such as regular cleaning and repairs to the balcony and its components.

Potential Water Ingress:

Recessed balconies can be more susceptible to water ingress, which can lead to moisture problems, including leaks and mold growth. Proper waterproofing and drainage systems are crucial to mitigate this risk.

Temperature Extremes:

Recessed balconies can experience more extreme temperature variations, as they are sheltered from direct sunlight and ventilation. This can make the balcony uncomfortable during hot summers or cold winters.

Limited Design Flexibility:

The architectural design of the building may dictate the size and shape of recessed balconies, limiting customization options and making it challenging to create unique outdoor spaces.

Construction Complexity:

Building recessed balconies can be more complex and costly during the construction phase, as they may require additional structural elements and special attention to waterproofing and insulation.

Potential for Reduced Property Value:

Recessed balconies may be less appealing to potential buyers or renters due to their limitations in space, privacy, and views. This could potentially lead to a decrease in property value or desirability.

Challenges for Planting and Gardening:

Recessed balconies may not receive as much sunlight or airflow, making it difficult to maintain plants and gardens. The limited space can also restrict the types of plants that can be accommodated.

Level Access:

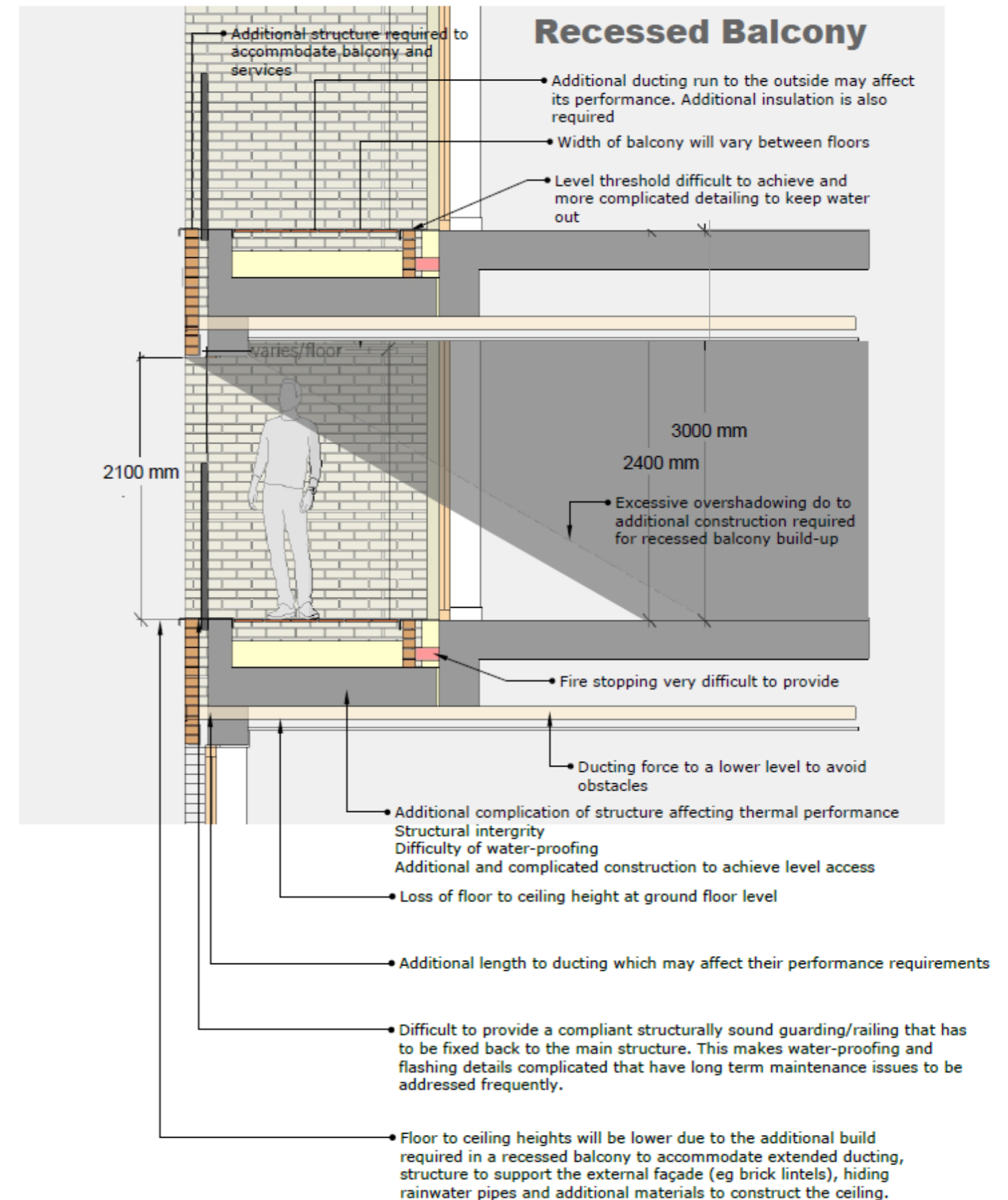
Due to the more complicated measure to construct achieving level access can be challenging

Thermal Line:

Recessing the balcony requires fixing to three sides and mixed with more complicated building methods can lead to interruption of the thermal line which makes it challenging to meet the requirements of Part L. This is particularly acute at first floor level where the balcony has to act as a balcony and a roof. Not only is Part L (Thermal) difficult to achieve due to likely cold-bridging but also keeping water out of the building is difficult as it is basically a basin. A high level of maintenance is required.

Size of balcony:

Due to the additional construction complications a consistent balcony depth is difficult to maintain, particularly between the first floor and typical floors and sometimes the top level.



02 DESIGN STRATEGY

RESPONSE TO LRD OPINION- ITEMS 4 & 6 OF NO. PAC/LRD2/004/23

CANTILEVERED BALCONY

Structural Integrity:

Cantilevered balconies are typically engineered to be stronger and more stable than recessed balconies. They are designed to extend from the building's structure, often with support from beams or brackets, providing a more solid and reliable platform for occupants. In contrast, recessed balconies may rely on the building's existing structure, which can limit their size and loadbearing capacity.

Increased Space:

Cantilevered balconies can extend further from the building's facade without the need for additional interior space. This provides residents with more usable outdoor space and a better view, as they are not limited by the depth of the building's walls. Recessed balconies, on the other hand, are constrained by the building's architectural design and available space.

Design Flexibility:

Off-site manufactured cantilevered balconies offer greater design flexibility. They can be custom-made to fit the specific requirements and aesthetic preferences of a building, contributing to a more unique and attractive architectural design. Recessed balconies are often standard in design and may not offer the same level of customization.

Faster Installation:

Cantilevered balconies that are manufactured off-site can be installed more quickly and efficiently. They arrive ready to be attached to the building, reducing the construction timeline and minimizing disruptions for residents. Recessed balconies, in contrast, require more complex on-site construction, which can lead to longer project durations and increased construction-related inconveniences.

Reduced Maintenance:

Cantilevered balconies are often designed with materials and coatings that require less maintenance over time. They are less exposed to the elements compared to recessed balconies, which can be subject to moisture and weather-related wear and tear. This results in lower long-term maintenance costs for the building owner.

Improved Energy Efficiency:

Cantilevered balconies can provide shade and protection for the building's facade, reducing solar heat gain during the summer and heat loss during the winter. This can lead to improved energy efficiency and reduced heating and cooling costs, which may not be as effectively achieved with recessed balconies.

Enhanced Aesthetics:

Cantilevered balconies often contribute to a building's visual appeal, creating an interesting architectural feature that can make the structure stand out. Their design can add a modern and stylish element to the building's overall appearance with the ability to use multiple types of materials from steel railings, steel/aluminium sheeting and glazing, enhancing its marketability and property value.

Light:

Cantilevered balconies will have a lighter frame build up which in turn can offer a higher floor to ceiling height (external) and thus can allow for a larger projection of sunlight into its adjacent apartment.

Ventilation:

Cantilevered balconies having a shallower depth allow ducting to be installed with much less complication as it will be able to extend to the external perimeter uninterrupted. The ducting requirement in apartments will be circa 5m and access to the external envelope via the shortest route is paramount to their performance. Ducting is required for heat pumps air in-take and extract, cooker extracts and WC extracts. The majority of these ducts will typically have to pass through the living room where typically a balcony will be located.

Thermal performance:

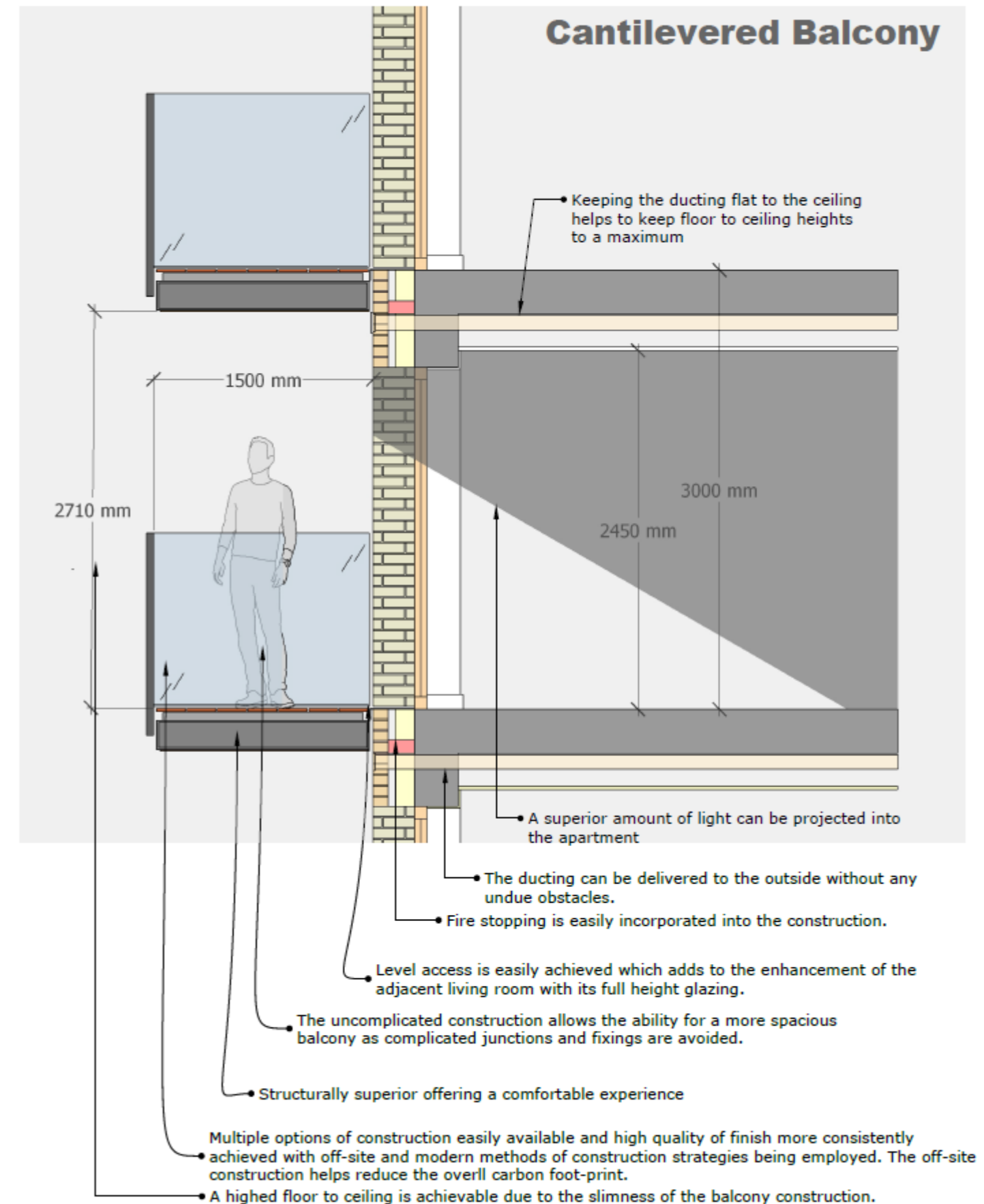
Cantilevered balconies are designed well in advance allowing the contractor install thermally broken fixing anchors. This allows for a superior thermal envelope and in turn a better overall thermal performance throughout the whole building.

Fire Stopping:

Fire stopping is required at all floor levels. A horizontal fire barrier is easily incorporated at the compartmentation (floor) line.

Part M:

Cantilevered balconies due to their uncomplicated construction method allow for easier Part M level threshold access and without compromising other requirements related to thermal performance, fire and mechanical ducting etc.

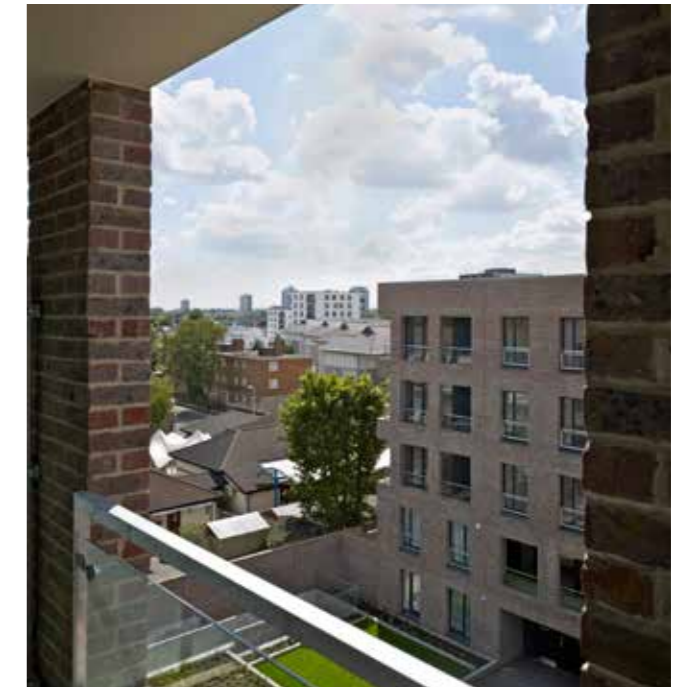


BALCONY COMPARISON

TECHNICAL COMPARISON

Through site experience with many projects recessed balconies have a negative impact on neighbouring apartments. Internal / recessed balconies require a step down in concrete to comply with part M so that the internal and external floors are level. The step down is reflected in the apartment below by lowering the ceiling. See photo which shows the step in a floor at roof level before the suspended balcony covering is placed. The step allows for insulation to be wrapped up and over the step to avoid a cold bridge and condensation within the apartment. In comparison, the balconies proposed as part of the subject scheme have a built-in insulated connector designed to stop cold bridges and is placed level with the floor. A flush seamless slimmer structure is achieved by using this high end quality designed, guaranteed balcony.

Internal / recessed balconies also affect the level of sunlight and daylight entering the main living spaces, and external balconies outperform them creating a brighter living area for the occupant. In conclusion internal balconies were discounted due to certain design risks associated with them.



Recessed Balconies showing overbearing column support



Recessed balcony picture showing step needed during the construction process



High quality external balcony placed level with the internal floor level of the apartment

02 DESIGN STRATEGY

CONCLUSION

After thorough examination of the four options, it was determined that lightweight balconies are the most suitable choice for the site. These lightweight balconies seamlessly integrate with the proposed building's appearance, help visually break up the building's massing, and ensure ample daylight and sunlight for future residents.

The balconies will only function properly if they are projecting balconies fitted outside the envelope of the building. In summary:

- They allow maximum sunlight / daylight into the living areas.
- They comply with Part M level access into the apartment
- The cold bridge from outside to inside is dealt with elegantly and efficiently
- The glass balconies area light addition on the facade which allows the building to be seen.



03 PROPOSED DESIGN BALCONY TREATMENT OPTION A

INTRODUCTION:

Following the Design Strategy conclusion, we examined the five options for different projecting balconies.

OPTION A : ALUMINIUM BALUSTRADE TYPE

JFA have used aluminium balustrade very successfully in a number of projects. However, when looking at the proposed elevation, it is obvious that the continuous balustrade distract the view of the different colour brickwork which is the prominent feature in this project. When the balcony becomes the prominent feature, the building is lost behind them (See rendered image). The scale of the building is broken down with the use of different brick colours which faces small cottages across the road. These mimic the different brick of these cottages. See the reference image placed beside this paragraph.



RESPONSE TO LRD OPINION ITEM 4



Example of Balustrade Balcony



Reference Image



Balustrade Balcony Distracting the Form



A. Balustrade Type



Sallynoggin Road Render with Balustrade Railing

03 PROPOSED DESIGN BALCONY TREATMENT OPTION B

B : ALUMINIUM BALUSTRADE WITH PARTIAL SOLID PANEL TYPE

Similar to Option A, Option B, an aluminium balustrade with a solid panel can be considered to provide a barrier between the residents and the public realm. However, similarly to Option A this option is a much stronger and heavier element on the facade when compared with the clear glazing option. Looking from the public realm on the 3D, it appears the entire balcony is solid and obscures the brickworks of the elevation which is not the design intent.



03 PROPOSED DESIGN BALCONY TREATMENT OPTION C

C : BRICK BALCONIES

Brick balconies are also a consideration, but they need substantial support on all floors and especially on the ground. This results in columns on each floor and a colonnade on the ground floor pathway where the public walk through.

The conclusion is that the brick balconies are not only detrimental to the daylight + sunlight study but also block the views to the public realm for passive surveillance. Additionally, the brick balconies are dominant on the facade and detract from the design intent and the building form (See the rendered image). this option is not a suitable design solution.



Brick Balconies with Columns
on Ground Floor



C. Brick Balconies



Sallynoggin Road Render with Brick Balconies

03 PROPOSED DESIGN BALCONY TREATMENT OPTION D

D : OPAQUE GLAZING

Opaque glazing offers slightly more privacy than clear glass balconies. However, it obscures the main elevation where the design intent is to expose. It also affects the sunlight and daylight test result. Opaque glazing creates a strong sense of a horizontal line which goes against the design intent of the emphasis on the verticality of the brickwork massing. Furthermore, it interrupts views to the public realm from the living space.



03 PROPOSED DESIGN

PROPOSED BALCONY TREATMENT OPTION E

E : CLEAR GLAZING

Clear glazing is considered to be the optimum balcony treatment in relation to the sunlight and daylight effect, and also the visual impact from the public realm. The main brick terrace feature of the elevation remains visible, and balconies become secondary to the main structure which was the design intent. The current balcony arrangement and palette of materials are of high-quality and are a site-specific design solution. The views are retained, and the glass balconies are a light touch on the facade.

In conclusion, JFA believes that through experience that the proposed projecting balconies with glazed balustrades are the appropriate aesthetic, functional, and environmentally a long term solution.



Clear Glazing



Clear Glazing



E. Clear Glazing



Sallynoggin Road Render with Clear Glazing



Example of Brick on Sallynoggin Road - Yellow Brick with Red Brick Arches and Door Jamb



Example of Brick on Glenageary Roundabout - Yellow Brick with Red Brick Arches and Soldier Course



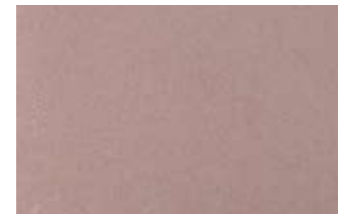
Shopfront Cladding Colour to Match Brick Above



1 - Red Brown Brick with Grey Mortar to future selection



2 - Buff Brick with Grey Mortar to future selection



3 - Red Sandstone or similar approved



4 - Beige Limestone or similar approved



5 - Glass Balustrade to Balconies Generally; Square Top Railing and Edge to Selected RAL Colour



Part North-West Elevation of Block A | Scale 1:100

Opinion; Item 6 - Materials

Insufficient justification provided in relation to proposed materials. Applicant to reconsider lead type roof parapet materials detailing e.g. to Sallynoggin Road and to have regard to the surrounding area and existing materials, in particular the use of a light coloured brick.

The proposed materials have been selected to provide a durable, high quality finish. The predominant finish on the facade of the buildings will be brick in four colours. This is consistent through the development with variation and interest created through variability in pattern and use of the four tones of brick. Hard wearing brick is proposed to be selected from local sources to reduce environmental impact.

The brick colours in part take their cue from the existing houses on Sallynoggin Road and Glenageary Roundabout. These buildings use a mix of yellow Dublin stock brick and red brick for details such as arches, door surrounds, and soldier courses.

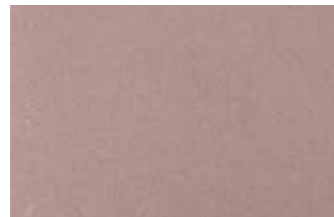
On the block facing Sallynoggin Road in particular it is proposed to use a mix of buff and red brick in keeping with the surrounding existing material language. The contrasting colours would be used to emphasize certain details. For example, different colour panels above windows evoking the contrasting colour arches on the existing houses.

Brick details articulate the facade and give a sense of a high quality finish.

It's proposed to use matching colour stone at ground level to make a shopfront type atmosphere around the active frontage.



1 - Red Brown Brick with Grey Mortar to future selection



3 - Red Sandstone or similar approved



5 - Glass Balustrade to Balconies Generally; Square Top Railing and Edge to Selected RAL Colour Generally, Soffit to Match Brick Colour



6- Aluminium Windows to Selected RAL Colour Generally



7 - White Brick with White Mortar; Wienerberger Platinum White or Similar Approved



8 - Dark Grey Brick with White Mortar; Forterra Blue Smooth or similar approved



9 - Selected Aluminium Curtain Wall System to Core Entrances



10 - Selected Aluminium Curtain Wall System to Amenity Areas, Retail, and Restaurant



Part North-West Elevation of Block A | Scale 1:100

Opinion; Item 6 - Materials

Insufficient justification provided in relation to proposed materials. Applicant to reconsider lead type roof parapet materials detailing e.g. to Sallynoggin Road and to have regard to the surrounding area and existing materials, in particular the use of a light coloured brick.

On other parts of the scheme it is proposed to use a combination of dark grey and light grey bricks. Ground and first floor would be in dark brick, ending at a datum line at first floor top of window level. This allows the ground and first floor to read as one and has the effect of visually shortening the building.

Above first floor the facade is proposed to be in white brick with dark grey brick details visually connecting windows across floors and creating interest in the elevation. The bright colour changes to a modern lighter building on the main corner addressing the large roundabout and visually the colour does not become overbearing and dull the impressive large space it faces.

High quality glazing systems will be used to ensure longevity of the development and minimise maintenance. Glass balustrade balconies will give a high standard finish to the development.

The metal lead type cladding at fourth floor level of Block A has been revised as brick, as requested in the LRD Opinion.

03 PROPOSED DESIGN

RESPONSE TO LRD OPINION- ITEMS 6 - MATERIAL FINISH OF NO. PAC/LRD2/004/23

RESPONSE TO LRD OPINION ITEM 6



5 - Glass Balustrade to Balconies Generally; Square Top Railing and Edge to Selected RAL Colour Generally, Soffit to Match Brick Colour



11 - Aluminium Sliding Door to Selected RAL Colour Generally



7 - White Brick with White Mortar; Wienerberger Platinum White or Similar Approved



8 - Dark Grey Brick with White Mortar; Forterra Blue Smooth or similar approved



10 - Selected Aluminium Curtain Wall System to Amenity Areas, Retail, and Restaurant



12 - Tapered Concrete Column



Part North-East Elevation of Block A | Scale 1:100

Opinion; Item 6 - Materials

Insufficient justification provided in relation to proposed materials. Applicant to reconsider lead type roof parapet materials detailing e.g. to Sallynoggin Road and to have regard to the surrounding area and existing materials, in particular the use of a light coloured brick.

The link bridge element connecting Blocks A and B is to be treated differently from the rest of the scheme. As a feature piece within the development it would have a distinct character.

It is proposed to use a facade treatment with more glazing to give a lighter feeling to the bridge. Spandrel panels in a selected RAL colour tie together openings. A concrete frame effect gives a structural language to the facade.

Four tapered concrete columns are both functional and a sculptural element in the space. The double height opening under the link bridge allows ample light to the undercroft area and creates a monumental entrance to the public space on the site, while allowing visibility of the vibrant public plaza from the roundabout.

Another glass balustrade at parapet level gives appropriate guarding to the roof terrace atop the link bridge and also finishes off the link with a high quality topping.

PLEASE SEE PARK HOOD LANDSCAPE ARCHITECTS DRAWINGS AND DESIGN STATEMENT FOR FURTHER INFORMATION ON PROPOSED HARD LANDSCAPE MATERIALS AND BOUNDARY TREATMENT

Opinion; Item 6 - Materials

LRD Opinion: The applicant should re consider the extent of glazing for the proposed balconies in terms of functionality of same as private open spaces for future occupants where balconies are viewed from the public realm.

Response: The main focus of the design was to create a mixed use development and a lively neighbourhood centre with passive surveillance by the residents over the streets to create a safe place to live. In order for this to happen, clear glazed balconies are required so that there is an interaction between the residents and the public realm.

The occupants will also benefit from maximum daylight + sunlight from their living rooms which is an important design consideration. All balconies serve individual apartments and are therefore not excessive in size so their impact from the public realm will be minimal especially when there is a strict balcony management policy in place. There are a number of neighbourhood centre schemes on site in Dublin that have adopted the same approach with balconies over the public realm commercial units below. See images.



Valley Drive Cherrywood, co. Dublin (DLR Co.Co.)
Just completed construction with suspended balconies over mixed-use commercial units



The Cornerstore Stillorgan, co. Dublin (DLR Co.Co.)
Residential units with balconies above commercial units.



The Tree House, 17 Richview Office Park,
Clonskeagh, Dublin 14
(+353 1) 668 9888
info@jfa.ie
www.jfa.ie