



LRD Planning Design Statement

December 2025

Proposed Development at White Heather Industrial Estate

South Circular Road, Dublin 8

for Green Urban Logistics 3 White Heather Propco Limited.

o'mahony pike

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 	architecture urban design	Dublin	Cork
	www.omahonypike.com	The Chapel	One South Mall
	info@omp.ie	Mount Saint Anne's	Cork City
		Milltown, Dublin 6	Co. Cork
		D06 XN52 Ireland	T12 CCN3 Ireland
	Tel: +353 1 202 7400	Tel: +353 1 202 7400	Tel: +353 21 427 2775

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

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

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1 | Introduction

1.1 Project Overview



This report has been prepared by O’Mahony Pike Architects on behalf of Green Urban Logistics 3 White Heather Propco Limited. for the development of lands at White Heather Industrial Estate, South Circular Road, Dublin 8.

Permission is sought to develop the White Heather Industrial Estate, South Circular Road, Dolphin’s Barn, Dublin 8 and No. 307/307a South Circular Road, Dublin 8 and an industrial building at 12a St James’s Terrace. The proposed mixed-use Large-Scale Residential Development (LRD) will comprise the demolition of all existing commercial and warehouse buildings and structures on the site, and the construction of 250 no. residential units within six blocks (Blocks 01, 02(A/B), 03(A/B), 04(A/B)). The development will include 12 no. studio apartments, 148 no. one-bedroom apartments, 74 no. two-bedroom apartments, 8 no. one-bedroom duplex units, and 8 no. two-bedroom duplex units. .

All residential units will include private balconies or terraces, oriented north, south, east, or west.

The proposal also includes the conversion of the existing residential dwelling at 307/307A South Circular Road to a crèche with an associated external play area. A new kiosk/café and adjoining open space will be provided adjacent to 307/307A South Circular Road, along with car and bicycle parking. The development will provide public open spaces between Blocks 03 and 04, as well as to the north and south of the apartment blocks, the latter overlooking the Grand Canal, together with communal open spaces throughout the scheme. Vehicular, pedestrian, and cyclist access will be provided from the northeast of the site via South Circular Road, with additional pedestrian and cyclist access from the west via St James’s Terrace.

The proposal also includes landscaping, public and communal open spaces, and all associated site development works required to facilitate the project. These works include boundary treatments, plant and waste management areas, and other service provisions, including ESB infrastructure.

The proposed development is intended to provide for a vibrant and diverse community, while delivering a connected residential neighbourhood which knits in to both the established and the emerging residential developments in the area. High-quality landscaping and public realm is proposed. A new street would run east-west across the north of the site and the creation of a new public space at the heart of the proposed scheme would connect to a publicly accessible linear park along the canal to the south. Permeability is a key feature of the proposed pedestrian realm, including a mix of dedicated and shared surface areas through the site with a c. 190m continuous amenity strip along the Grand Canal Linear Park.

The entrance to the scheme will be from the existing junction at the South Circular Road, which will be enhanced by way of a new public garden and pedestrian and cycle entrance. The existing access road at St James’s Terrace will provide pedestrian and cycle access only. Car parking is proposed at undercroft and at surface levels, with a number of dedicated car sharing spaces in convenient locations. Covered and secure bicycle storage facilities are located at undercroft and at surface level, adjacent to block entrances. A sustainable travel approach has been adopted, particularly with regards to access to Dublin City Centre, with the Luas (850m) and Dublin Bus stops adjacent to the development site. The City Centre area is also accessible by bicycle and walking, at approximately 10 and 30 minutes respectively.

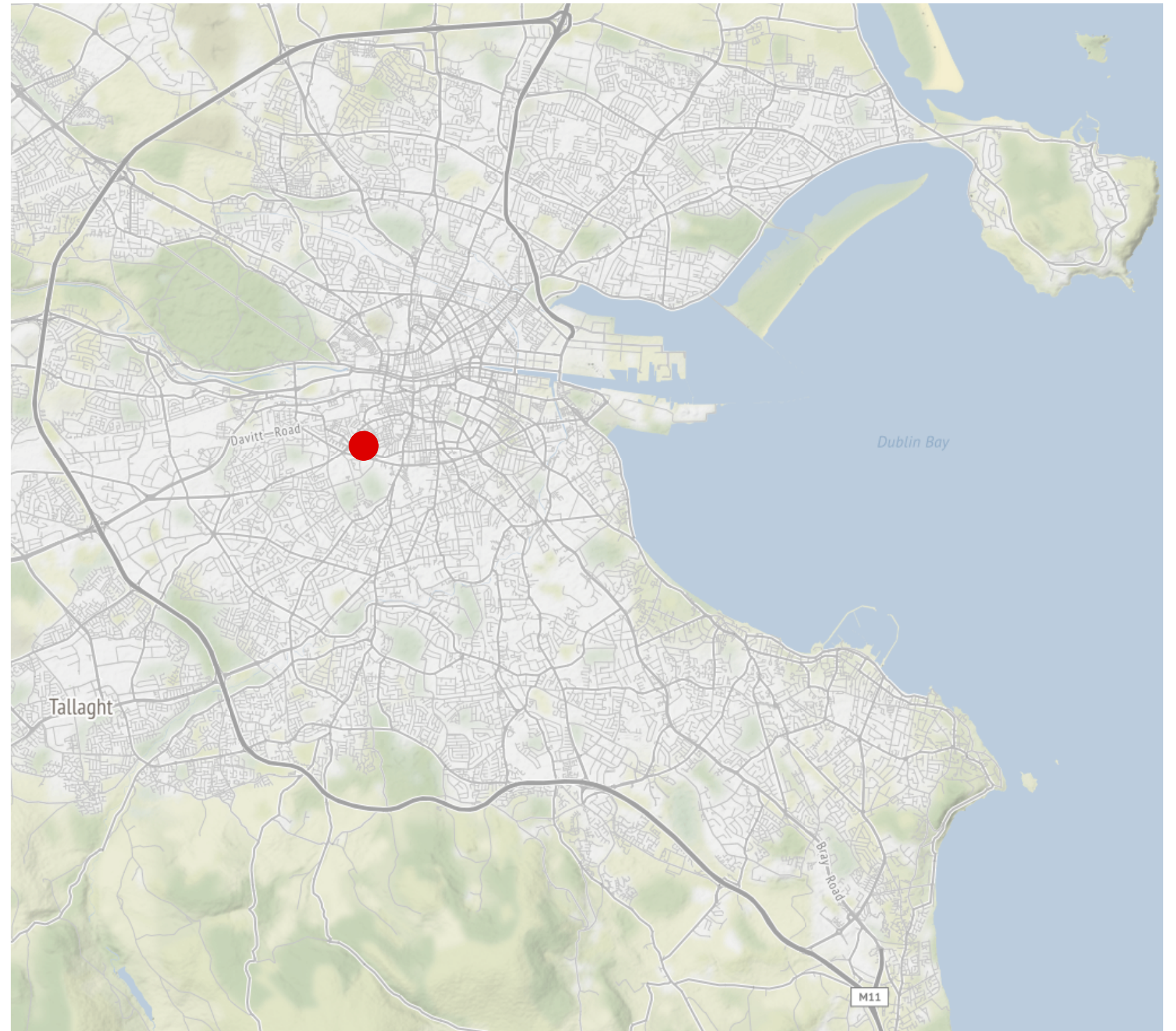
1.2 Project Summary

The proposed development consists of the following:

- Construction of 250 no. apartments (comprising of 12 no. studio apartments, 148 no. one-bedroom apartments, 74 no. two-bedroom apartments, 8 no. one-bedroom duplex units, and 8 no. two-bedroom duplex units. The proposal includes the conversion and extension of No.307 South Circular Rd to provide a childcare facility with an associated external playspace, and residential amenities with an adjacent external area at the Lower Ground level of Block 03.
- Balconies and/or private terraces are provided for all apartments.
- The proposal includes the provision of 19 no. car parking spaces at surface level. 58 resident car parking spaces and a total of 421 cycle parking spaces are provided throughout the development.
- The proposed development includes ESB substations and switchrooms, a residents amenity area, public open space, communal open space, landscaping, bin stores, plant rooms, site services and all associated site works.



Context Aerial View



2 | Planning Context

2.1 National and Regional Policies

National Planning Framework

The National Planning Framework (NPF) is the Governments’ plan for shaping the future growth and development of our country, to the year 2040. As noted by the NPF, carefully managing the sustainable growth of compact cities, towns and villages will add value and create more attractive places where people can live and work.

The NPF sets out the importance of development within existing urban areas by “making better use of under-utilised land including ‘infill’ and ‘brownfield’ and publicly owned sites together with higher housing and job densities, better services by existing facilities and public transport”.

The NPF includes 10 no. national strategic outcomes, including ‘Compact Growth’, which recognises that urban settlements contain many potential areas and activating these areas could achieve effective density and consolidation rather than more sprawl. The NPF also include a number of objectives and key principles, which will also inform the Regional Spatial and Economic Strategy. This includes a target of half (50%) of future population and employment growth will be focused in the existing five cities and their suburbs (NPO 2) and to deliver at least 40% of all new homes nationally, within the built-up footprint of existing settlements (NPO3a).

Sustainable Urban Housing: Design Standards for New Apartments

The Sustainable Urban Housing: Design Standards for New Apartments, Guidelines for Planning Authorities (Apartment Guidelines 2023) provide for updated guidance on apartment developments. The overall purpose of the Guidelines is to strike an effective regulatory balance in setting out planning guidance to achieve both high quality apartment development and a significantly increased overall level of apartment output, reflecting national policy to increase housing supply in the form of a dramatic increase in the provision of apartment development. As with housing generally, the scale and extent of apartment development should increase in relation to proximity to core urban centres, public transport nodes, locations of employment and a range of urban amenities including shopping and other services. Further details on compliance with the relevant apartment standards and development plan requirements are discussed in the subsequent sections of this document.

Sustainable Residential Development and Compact Settlement Guidelines (2024)

The Guidelines provide for different densities to respond to settlement size, greater flexibility in residential design standards, setting national standards that support innovation in housing design and a greater range of house types, and more compact own-door housing as an alternative to apartment development. This in turn supports higher densities for own door housing schemes.



Regional Spatial Economic Strategy – Eastern + Midland Regional Assembly (2019-2031)

The Eastern and Midland Regional Assembly’s Regional Spatial Economic Strategy 2019-2031 (RSES) is a strategic plan which identifies regional assets, opportunities and pressures and provides appropriate policy responses in the form of Regional Policy Objectives. The principal statutory purpose of the RSES is to support the implementation of Project Ireland 2040 – National Planning Framework and National Development Plan 2019-2027 and the economic policies of the Government by providing a long-term strategic planning and economic framework for the development of the Regions.

The RSES supports the consolidation and re-intensification of infill sites to provide high density and people intensive uses within the existing built up area of Dublin city and suburbs and in the key metropolitan towns, and ensure that the development of future development areas is co-ordinated with the delivery of key water infrastructure and public transport projects.

The RSES includes the Dublin Metropolitan Area Strategic Plan (MASP), a strategic planning and investment framework for the growth of the Dublin Metropolitan area over a 12 to 20 year horizon. It includes a vision for the future growth of the Dublin Metropolitan area, identifying strategic corridors based on their capacity to achieve compact sustainable and sequential growth along key public transport corridors. The MASP supports a sequential approach to residential development with a primary focus on the consolidation of sites within or contiguous to Dublin City and Suburbs.

2.2 Local Policy & Context

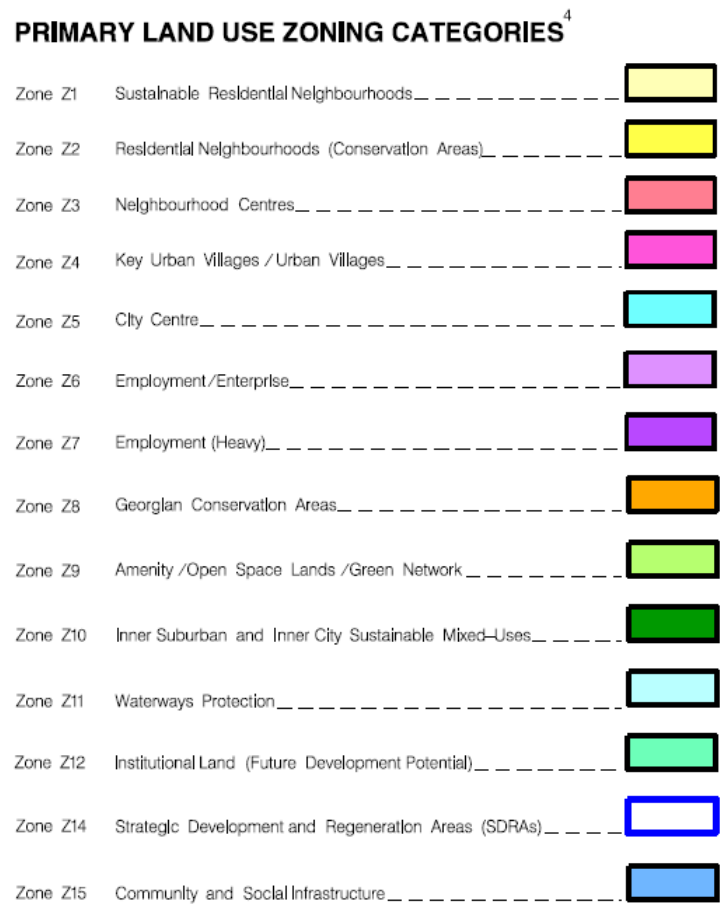
Dublin City Council Development Plan 2022-2028

Under the Dublin City Development Plan 2022-2028, the majority of the site is subject to the zoning objective Z1 (residential), where the proposed residential use is acceptable in principle. The White Heather Industrial Estate is located on the South Circular Road at Dolphin’s Barn, Dublin 8. The site is bound by

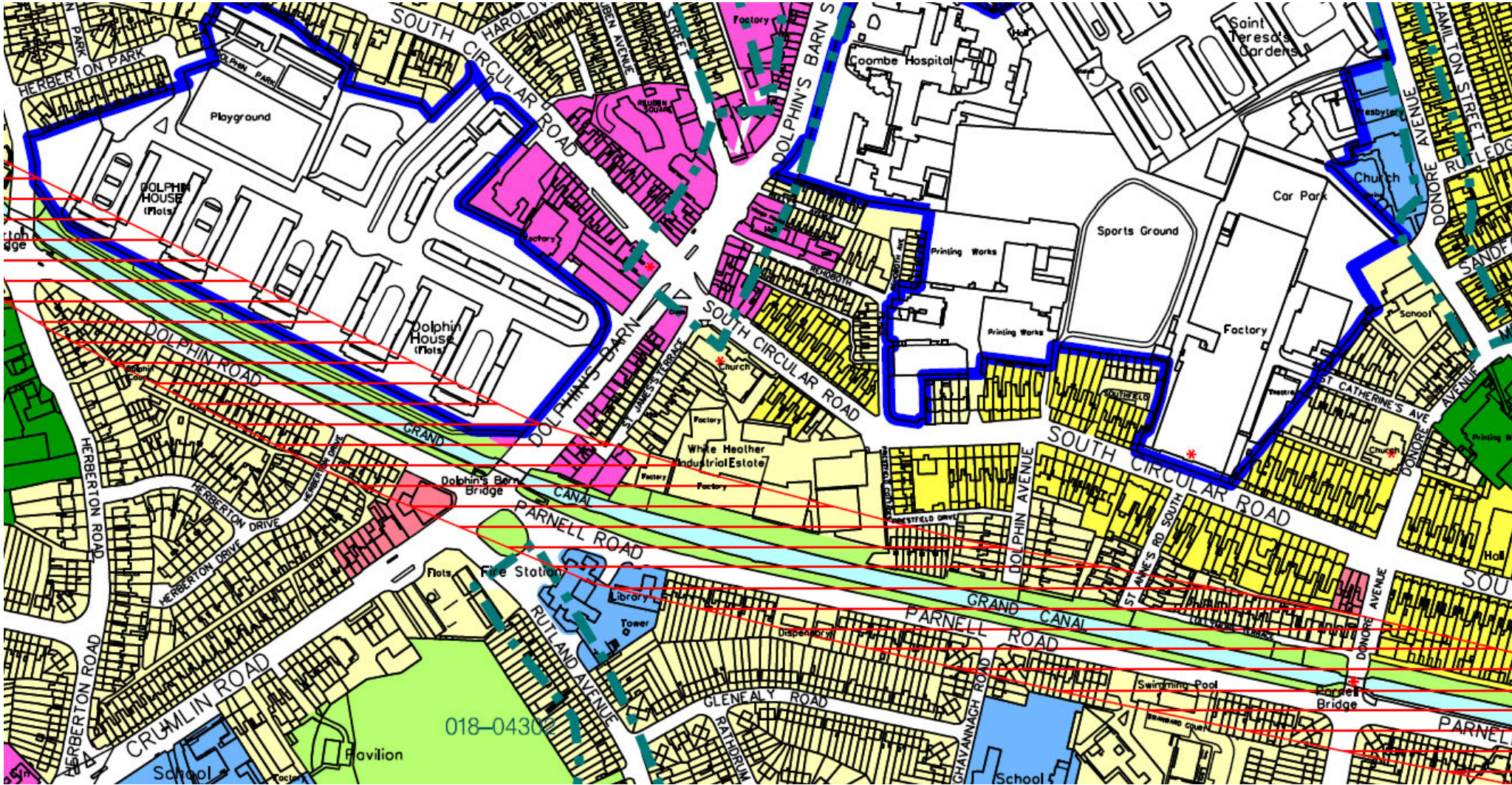
residential properties situated on the South Circular Road to the north, Priestfield Cottages to the east and St. James’s Terrace to the west.

The Grand Canal runs parallel to the south of the site, with the application site bound by a linear strip of ‘open space’ along the length of the canal bank. Our Lady of Dolour’s Church is situated

to the north west of the site, with local retail/commercial uses located to the south west of the site. The subject site is situated just over 2km from Dublin City Centre. The site is approximately 2.3km from St. Stephen’s Green, 0.5km from Coombe Women’s Hospital, 1.6km to St. James’s Hospital, 1.9km to Heuston Station, 800m to Fatima Luas Stop and 2.2km to Christ Church Cathedral.



Aerial view of Site



2.3 Zoning

The application site is zoned Z1- Sustainable Residential Neighbourhoods, with the canalside lands zoned Z9.

- Z1 Sustainable Residential Neighbourhoods- To protect, provide and improve residential amenities.

Z1 – Permissible Uses

Assisted living/retirement home, buildings for the health, safety and welfare of the public, childcare facility, community facility, cultural/recreational building and uses, delicatessen, education, embassy residential, enterprise centre, halting site, home-based economic activity, medical and related consultants, open space, place of public worship, public service installation, residential, shop (local), sports facility and recreational uses, training centre.

Z1 – Open for Consideration Uses

Allotments, beauty/ grooming services, bed and breakfast, betting office, Build to Rent residential, café/tearoom, car park, civic and amenity/recycling centre, garden centre/plant nursery, guesthouse, hostel (tourist), hotel, industry (light), laundromat, live/work units, media-associated uses, mobility hub, off-licence, off-licence (part), office, park and ride facility, petrol station, pigeon loft, postal hotel/motel, primary health care centre, public house, residential institution, restaurant, student accommodation, veterinary surgery.

'Z1 – Sustainable Residential Neighbourhoods

Residential use is acceptable in principle in the Z1 zone.

The footprint of the proposed residential building is entirely contained within the Z1 zoning. The Z1 residential objective is achieved with the delivery of 250no. residential homes, associated internal residential amenity facilities and external private and

communal amenity open spaces. In meeting the relevant residential design standards of the City Development Plan and/or the relevant SPPRs contained in relevant Ministerial Guidelines for sustainable residential development in urban areas, as described elsewhere in this report, the proposed residential development will ‘... *protect, provide and improve residential amenities*’ in this residential area, in respect of existing neighbouring and proposed development. The proposed development will enhance the range of accommodation available within sustainable communities, where residents are within easy reach of services, open space and facilities such as shops, education, leisure, community facilities and amenities, on foot and by public transport and where adequate public transport provides access to employment, the city centre and key district centres.

2.4 Relevant Recent Planning History

ABP Ref.: ABP-313278-22

Planning permission was previously refused for application ref. ABP-313278-22 as per the details of the planning history of the application.

The reasons for refusal - as per the extract text below- pertain to

- Adverse Impact on adjacent residential amenity.
- Adverse impact on the adjoining Z2 Conservation Area.
- Inadequate provision of private open space for apartment units and inadequate standards of daylight and sunlight within apartment units.

Section 5 of this report demonstrates how the relevant recent planning history has informed the current proposals and provides a comprehensive response to the Planning Report on Recommended Opinion (LRD6086/25-S2).



Views from Reg. Ref.: ABP-313278-22

<p>1. Having regard to the design and layout of the development and in particular the scale and proximity of elements adjacent to existing residential properties, it is considered that the development would have significant adverse impacts on residential amenities by way of overlooking, overbearing, and overshadowing. The development would, therefore, be contrary to proper planning and sustainable development of the area.</p> <p>2. The proposed development would have an adverse impact on the adjoining Z2 Conservation Area at South Circular Road, in particular houses nos. 309-319 South Circular Road by way of overlooking, overshadowing and visual impacts, contrary to Policy BHA9 of the Dublin City Development Plan 2022-2028, which seeks to protect the special interest and character of Z2 Conservation Areas. The development would, therefore, be contrary to proper planning and sustainable development of the area.</p> <p>3. Having regard to the provisions of the Guidelines for Sustainable Residential</p>	<p>Developments in Urban Areas and the accompanying Urban Design Manual, A Best Practice Guide, issued by the Department of the Environment, Heritage and Local Government 2009, to accompany the Sustainable Urban Housing, Design Standards for New Apartments, Guidelines for Planning Authorities issued by the Department of Housing, Planning and Local Government in December 2020, and the design and layout of the proposed development, it is considered that the proposed development by reason of inadequate provision of private open space for apartment units and inadequate standards of daylight and sunlight within apartment units, in the absence of compensatory measures, would contravene policies QHSN36 High Quality Apartment Development and QHSN37 Houses and Apartments of the Dublin City Development Plan 2022-2028. The proposed development would, therefore, be contrary to proper planning and sustainable development of the area.</p>
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Extract from ABP Board Direction BD-017390-24 Ref.: ABP-313278-22

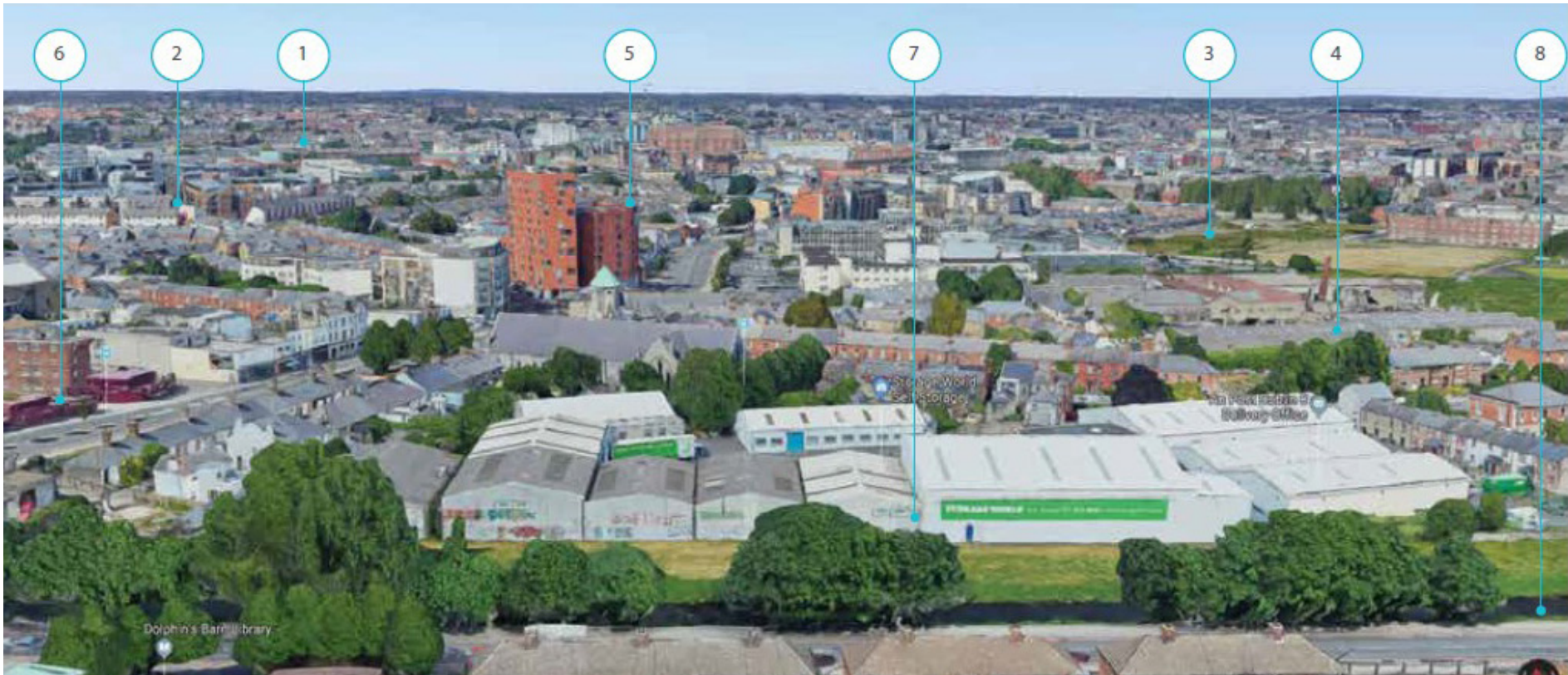
3 | Site Analysis

3.1 Wider Context

The application site is located within a well-connected area of residential regeneration. It is adjacent to the amenity corridor of the Grand Canal, with precedent of height in the wider neighbourhood, both existing and proposed.

- 1. Luas Line- Rialto Stop
- 2. Adjacent Fatima Regeneration Site
- 3. Adjacent St.Theresa’s Gardens Regeneration
- 4. Former Bailey Gibson Site
- 5. Reuben Street 12 Storey Landmark Element
- 6. Dolphin House Regeneration Site
- 7. White Heather Industrial Estate
- 8. Grand Canal

Grand Canal
Luas

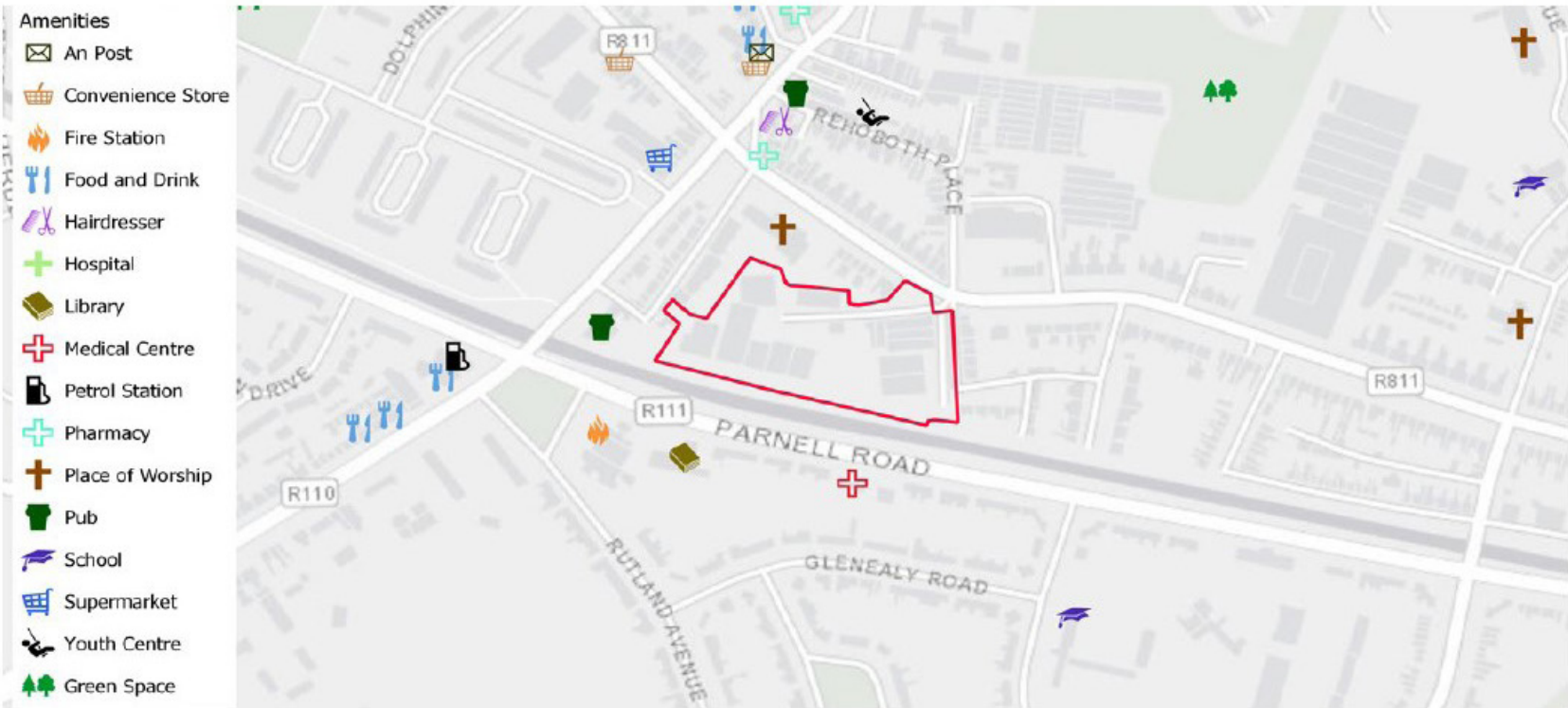


3.2 Access + Movement

The subject site is well served in terms of public transport provision. The site is located within a 5-minute walk of numerous high frequency Dublin Bus & Go-Ahead services along Dolphin’s Barn Street/Cork Street, a dedicated Quality Bus Corridor, and the South Circular Road. The development is served by eight different bus routes, providing a combined peak frequency of one bus every 2 minutes. It is also a 9-minute walk to the Fatima Red line Luas stop.

There are no formal public transport accessibility measures for Dublin however a document published by the European Commission, “Measuring Access to Public Transport in European Cities”, provides a methodology for rating the public transport accessibility of areas. The development site is considered to have a ‘high’ accessibility by public transport as assessed in the document above.

The site is within a convenient walking distance of the city centre and a number of large employment centres as well as leisure and retail facilities. The Coombe Maternity Hospital is located within less than a 6-minute walk of the site. St. James’s Hospital, home to the future National Children’s hospital, is within 15-minute walk of the site as is Griffith College and the Guinness Storehouse. The city centre is a 25-30 minute walk. Heuston Station, the Phoenix Park and the Royal Hospital Kilmainham are also within a 30-minute walk of the site. In addition to the employment centres outlined above, there are many local schools, convenience shops and supermarkets, sports and youth clubs and parks & community gardens within easy walking distance.

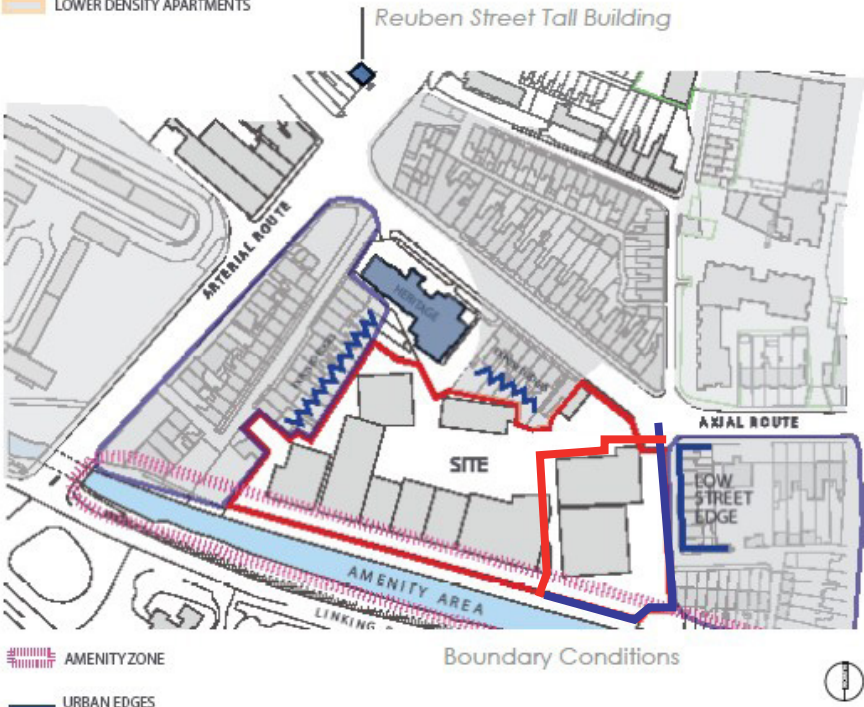
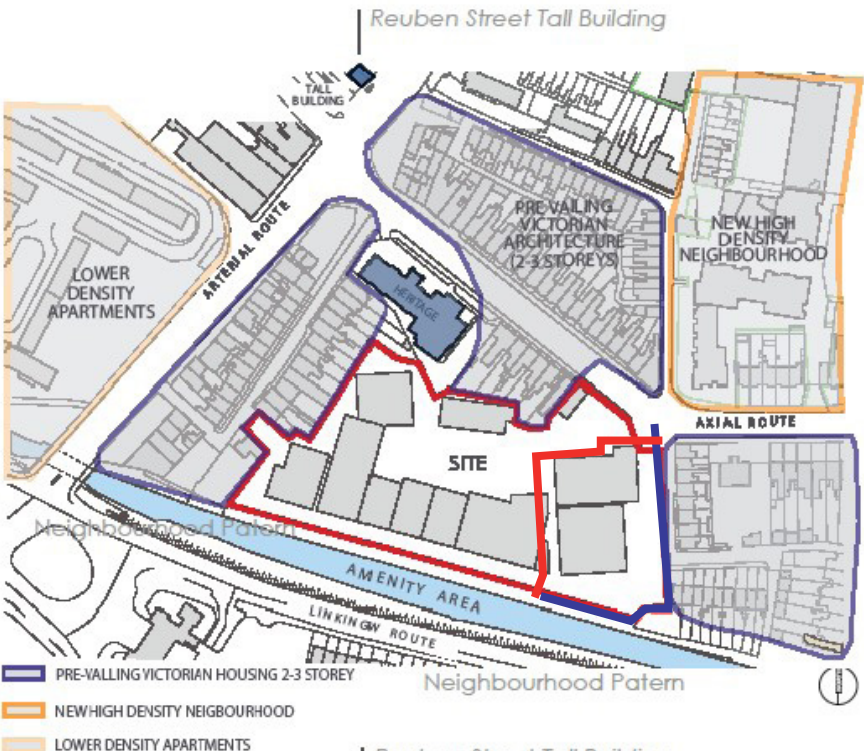
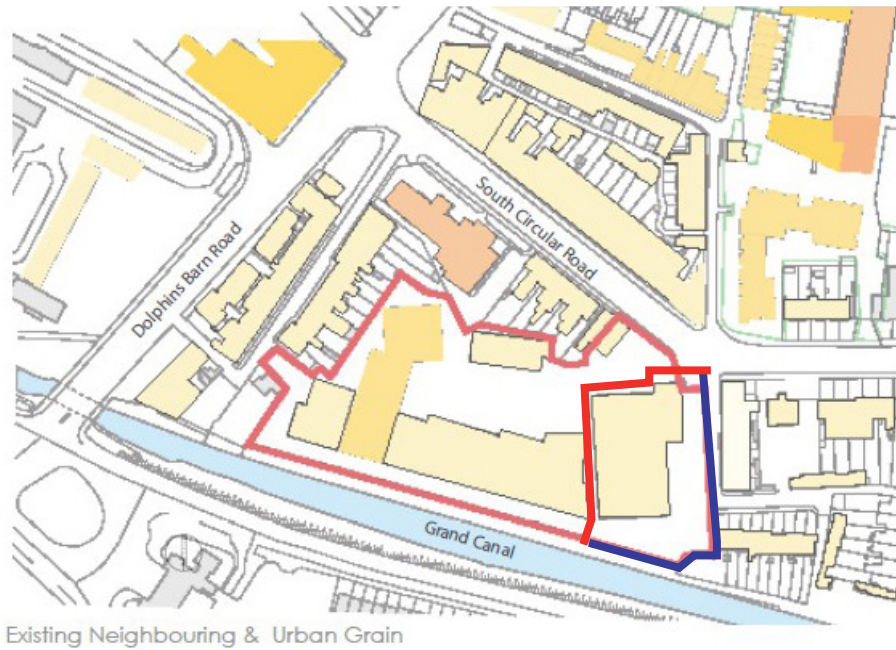
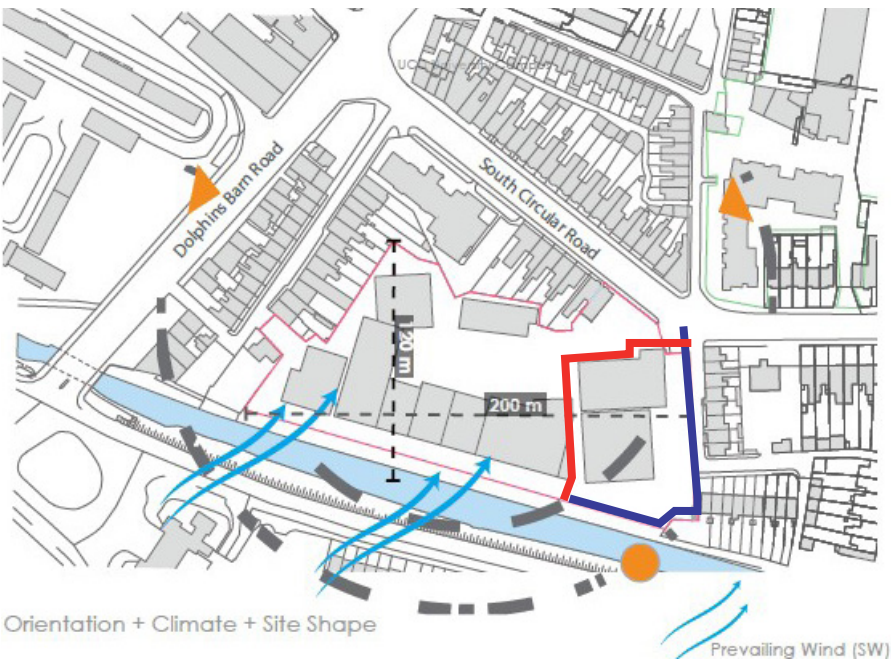
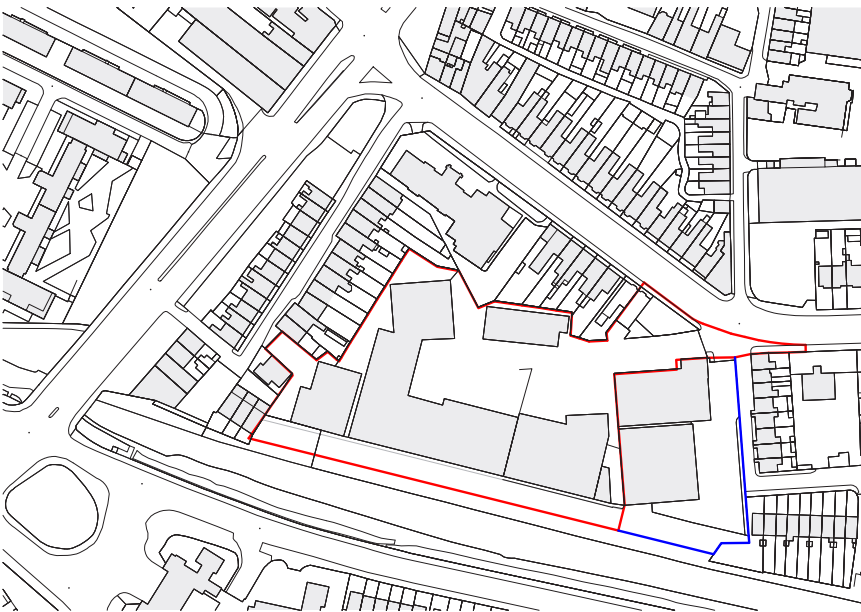


3.3 Existing Context + Conditions

The immediate and receiving context is defined by the juxtaposition of St Therasas Church and the existing warehouses against the varieties of residential typologies, forming streets parallel or perpendicular to the urban arteries of the South Circular Road to the north, Priestfield Cottages to the East, The Grand Canal to the south, and St.James’ Terrace and Dolphin’s Barn Road leading to Cork Street to the west.

The potential of the site include:

- South facing orientation and views
- Site opening to the amenity of the Grand Canal
- South Circular Road provides good vehicular access
- Within 850m walk to a Luas Stop
- Adjacent to bus services
- Opportunity to replace underused industrial activities with a new residential neighbourhood
- Opportunity to provide a positive connective public realm

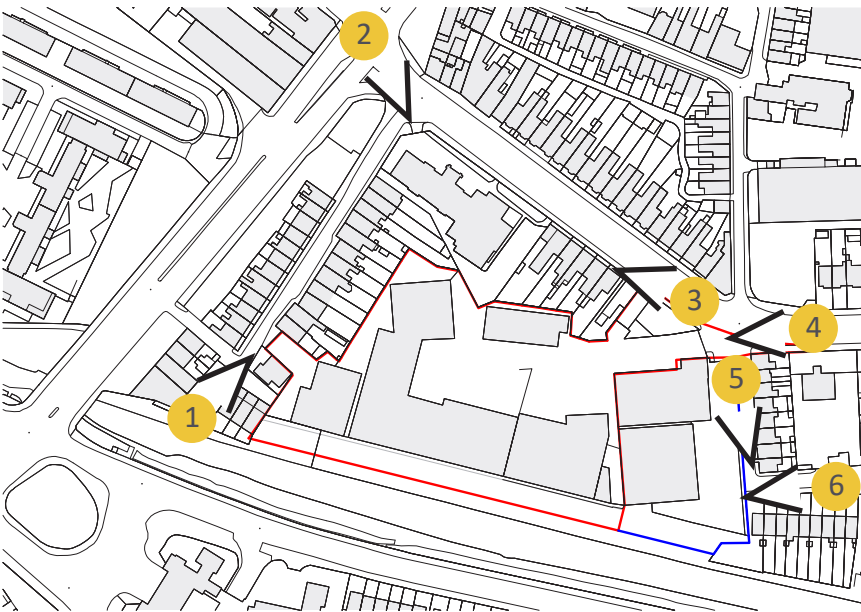


3.4 Local Character

The infill site is surrounded by typical fine-grain Victorian development to the north east and west, and the canal to the south, creating two edge conditions; an open amenity edge to the south and backland boundaries all other sides. The prevailing heights are 2-3 storey, with the exception of the church.

The established architectural character of the South Circular Road- red brick terraces with decorative detailing, reflects its status as a primary thoroughfare and defines the site entrance, at the junction of SCR, Rehoboth Place and Priestfield Cottages.

As a secondary roadway St James Terrace contains dwellings of a smaller scale, with facades of far less decorative detail and a painted render finish.



St. James's Terrace



St. James's Terrace meets South Circular Road at St. Teresa's Church



307 South Circular Road (Forming part of the White Heather Site)



Junction of Priestfield Cottages, Rehoboth Place & SCR



Priestfield Cottages with An Post to Right



Priestfield Drive, Left, An Post, Right

3.5 Site Interfaces & Gateways

The main site entrance to White Heather Industrial Estate shares the four-axis junction of SCR, Rehoboth Place and Priestfield Cottages.

Instead of terminating its terrace with a blank gable, No. 307 SCR is orientated south-east, its primary facade facing the eastward axis of the South Circular Road, and providing a visual focal point on approach along that axis. The symmetrical double-fronted facade with its hipped roof and paired chimneys faces a triangular shaped garden formed from the forked roadways, containing some mature trees and bounded by a red brick wall.

There is a similar quality and character to the chamfered corner building containing a dental surgery at the end of Rehoboth Place. The red bricked house on the corner of Priestfield Cottages is a simpler reflection of its finer neighbours, but the Storage World administrative building is a poor contemporary interpretation. These four elements frame the primary entrance into the site.

St James Terrace is accessed past the entrance to the church off the SCR, or from the side of the small grouping of commercial units along Dolphins Barn Road, onto which the backgardens of the terrace face. It is more visually discrete and more dimensionally constrained than the entrance from SCR.



Aerial View of Junction Between SCR Reheboth Place Priestfield Cottages and White Heather Industrial Estate



Aerial View of Junction Between St James Terrace and White Heather Industrial Estate



Photomontage of SCR Junction and Existing Warehouses, New Entrance Plaza and Retained Trees and Proposed Scheme Seen Beyond

Image extracted from Photomontage document by Modelworks



CGI View of Gateway from SCR Through New Entrance Plaza with B04 Seen Beyond



Photomontage of Gateway from St Kevins Terrace with B01 Seen Beyond

Images extracted from CGIs and Photomontages documents by Modelworks

4 | Site Layout Strategy

4.1 Overview/ Vision/ Placemaking Strategy

Overview

White Heather gives the opportunity to revitalise a section of ‘lost’ canal frontage and create an access to a new public amenity by the Canal. The form of the site offers a long and ‘open’ southern perimeter, which we propose to exploit in terms of views over the Canal amenity and the south city. The proposed development can passively supervise this new park and the streets and squares that bring people there. This new neighbourhood offers variety of passive & active recreation and stitches the new community into the existing. A series of markers and south facing residential courtyards, attract activity onto a new revitalised canal front, expanded, landscaped and ‘public in character and ‘feel’. Previous consultation with Waterways Ireland proved successful as they welcomed proposals for a landscaped congregation space, with a dedicated vehicular route to access it for maintenance purposes.

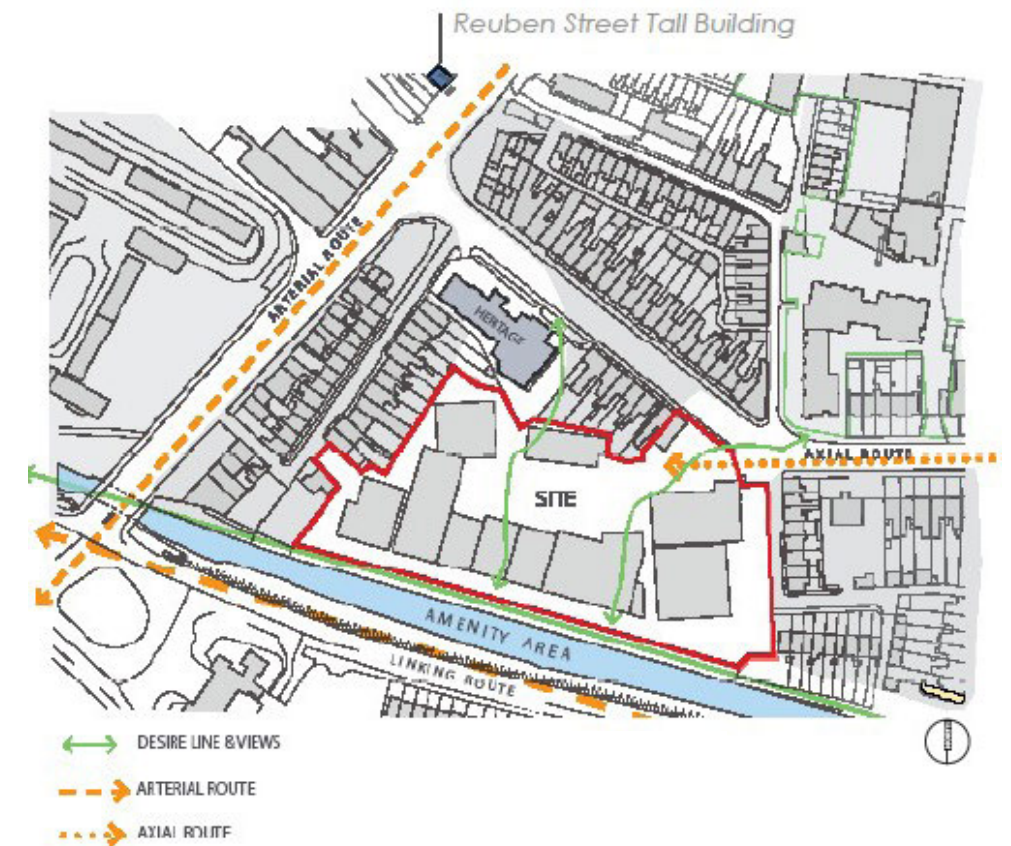
The markers in the surrounding area are picked up in the form of the 12 storey building at Reuben Street, the spire of the church and the fire station tower. Access responds to the bend in the road and the natural desire lines of movement through the site.

The proposed response to the surrounding context is:

- Perpendicular arrangement of forms to the south, with amenity space inbetween to allow light and views to penetrate the depth of the site.
- ‘Buffers’ of finer grain and smaller scale to the north and west to mitigate the potential impact of the proposed development.

The key potentials of the site were identified as followed:

- Long ‘open’ southern perimeter
- South facing Orientation and Views
- Potential for integration of the Public Linear Park/ Canal Amenity into site
- Borrowing from the Heritage of neighbouring Church and area of architectural Conservation
- Integration with the expanding residential community of Dublin 8
- Connection of the wider community to the Canal Linear Park, by connective Public Realm
- Potential Connection through the Church Lands, to the canal, with a public open space at the interchange subject to agreement with the Church
- Efficient use of the lands



4.2 Connective Public Realm

White Heather offers a permeable streetscape with the potential for two clear routes for pedestrians and cycles to the south-facing Canal Park, and integration of routes for residents of other apartment schemes in the locality- Bailey Gibson lands etc.

Primary vehicle access to the development would remain from South Circular Road, with appropriate improvements to the arrangement of the existing junction, and a new pedestrian and cycle entrance formed along the front of No.309 South Circular Road, through a new public plaza extending to the new public space between Blocks 03 and 04 of the proposed scheme. An additional pedestrian and cycle access is proposed from St James Terrace, providing connectivity through the site from the west and Dolphins Barn beyond.



4.3 Pedestrian + Cycle Connectivity

The proposals seek to improve the pedestrian and cycle connectivity in the following ways:

Site entrance strategy focused on the new pedestrian and cycle entrance from South Circular Road.

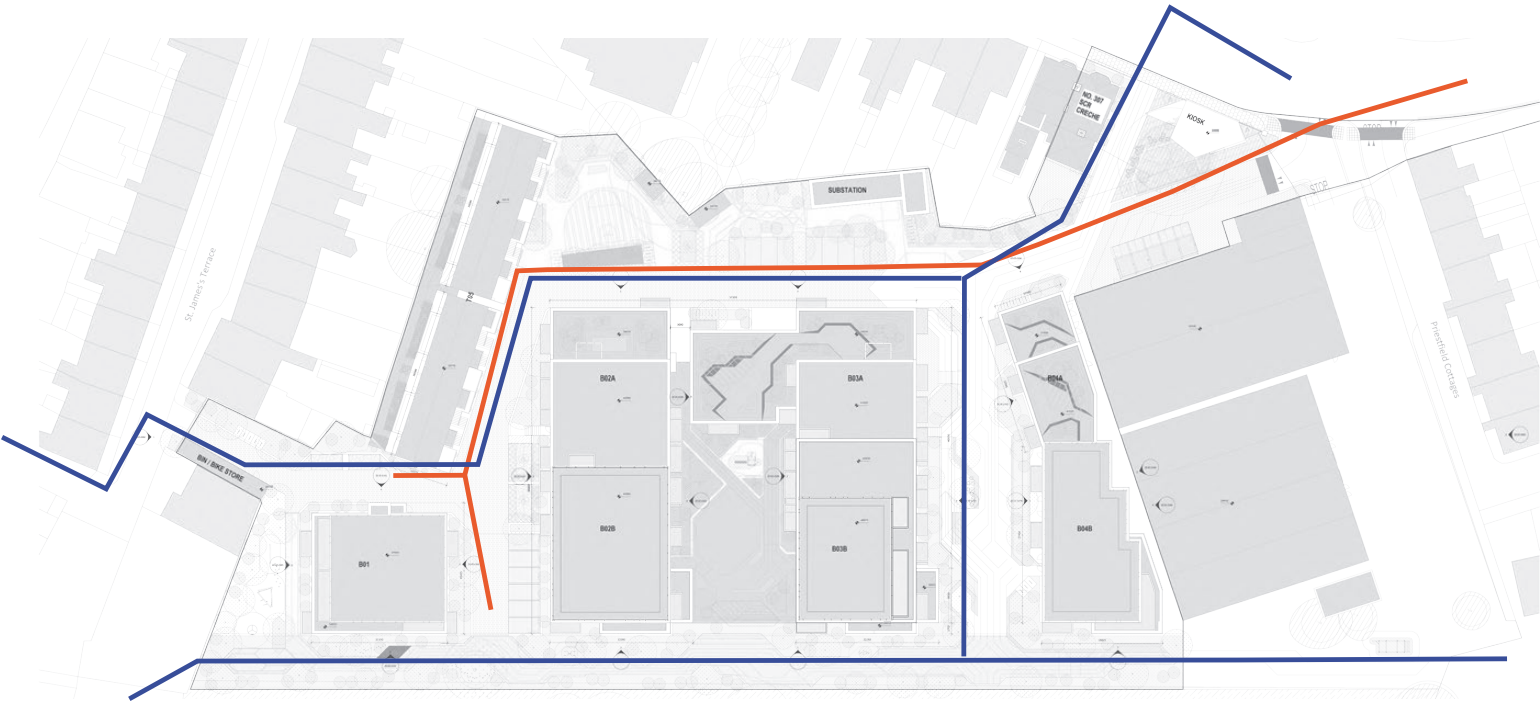
New public space between Blocks 03 and 04 with direct connections from new entrance plaza and to canalside park.

Pedestrian and cycle connection to St James Terrace to the west.



Pedestrian connectivity:

- Existing Routes (Dashed blue line)
- Proposed Routes (Solid blue line)
- Vehicle Access/Egress (Solid orange line)



4.4 Scale Massing Heights + Density

Point Block

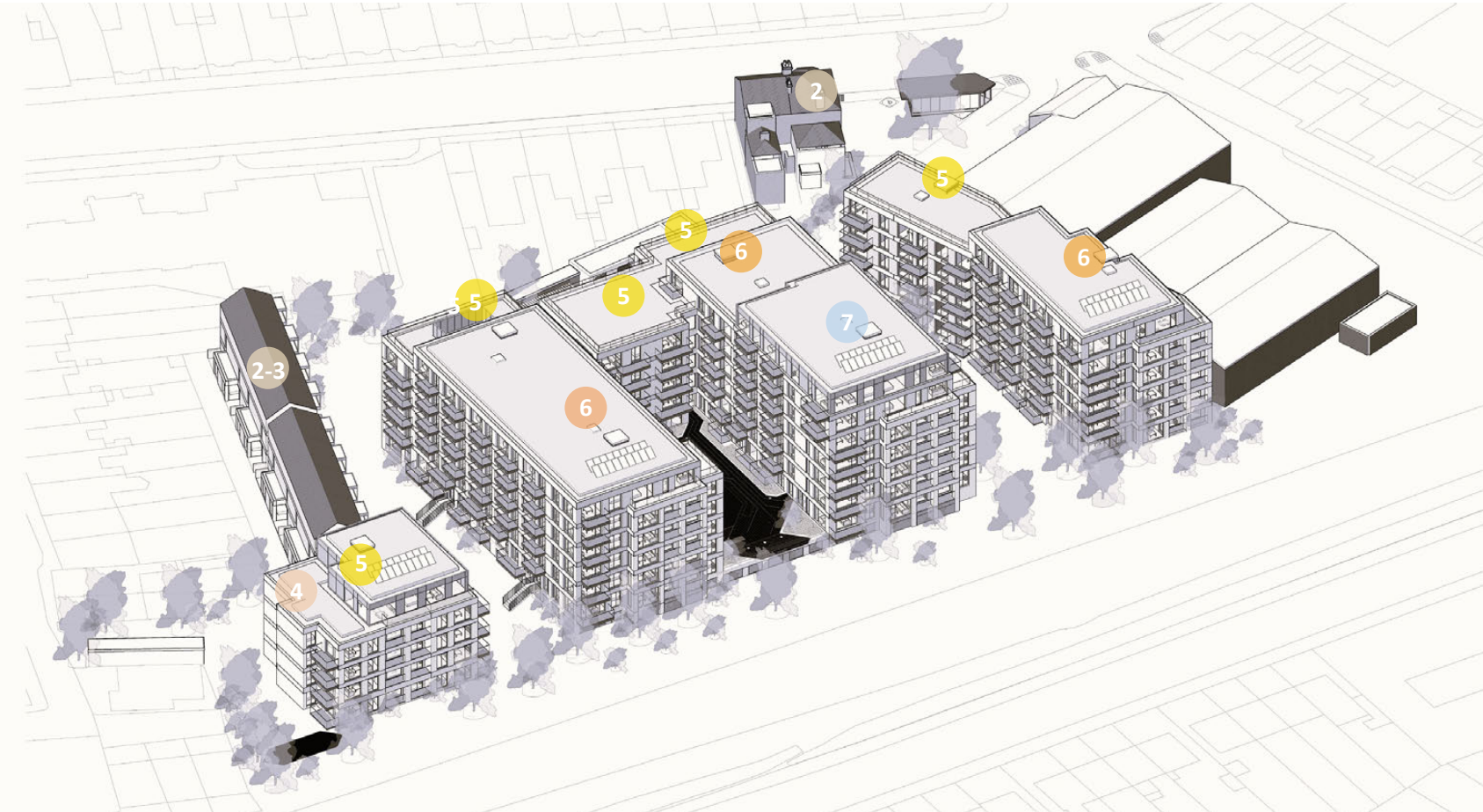
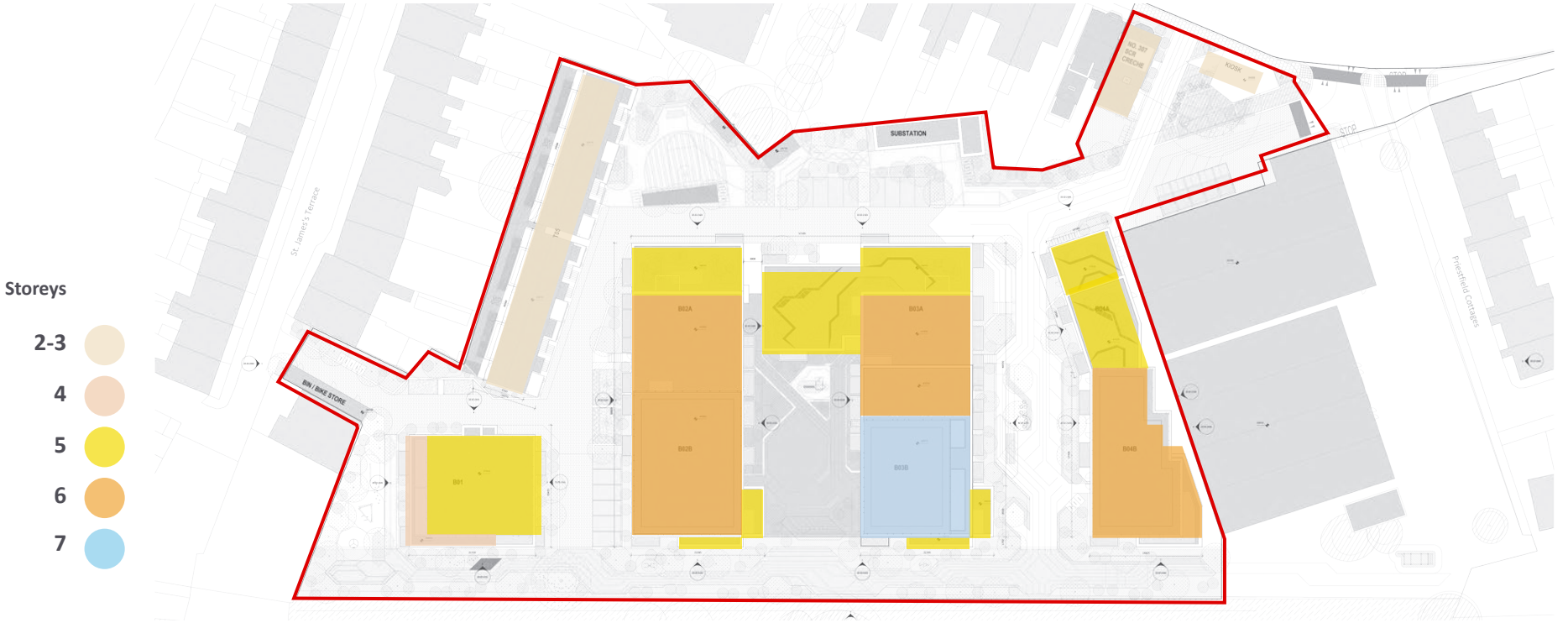
The height rises to the centre of the scheme to minimise any potential impact on the surrounding dwellings. The stepping back of the upper levels creates a balanced rhythm and heirarchy that culminates in the top level of Block 03 creating a modest but legible signifier 6 storeys + attic).

Modest Focal Point

A new pedestrian and cycle entrance from South Circular Rd is created along the front of No.309, the proposed childcare facility, avoiding the vehicle access routes for An Post and Storage World. A pavilion cafe sits in a new public garden, retaining the existing beech tree and enhances the existing architecture and character by optimising the setting of the distinctive red brick end-of-terrace house, rotated so its primary aspect addresses the SCR thoroughfare.

Finger Blocks and Garden Spaces

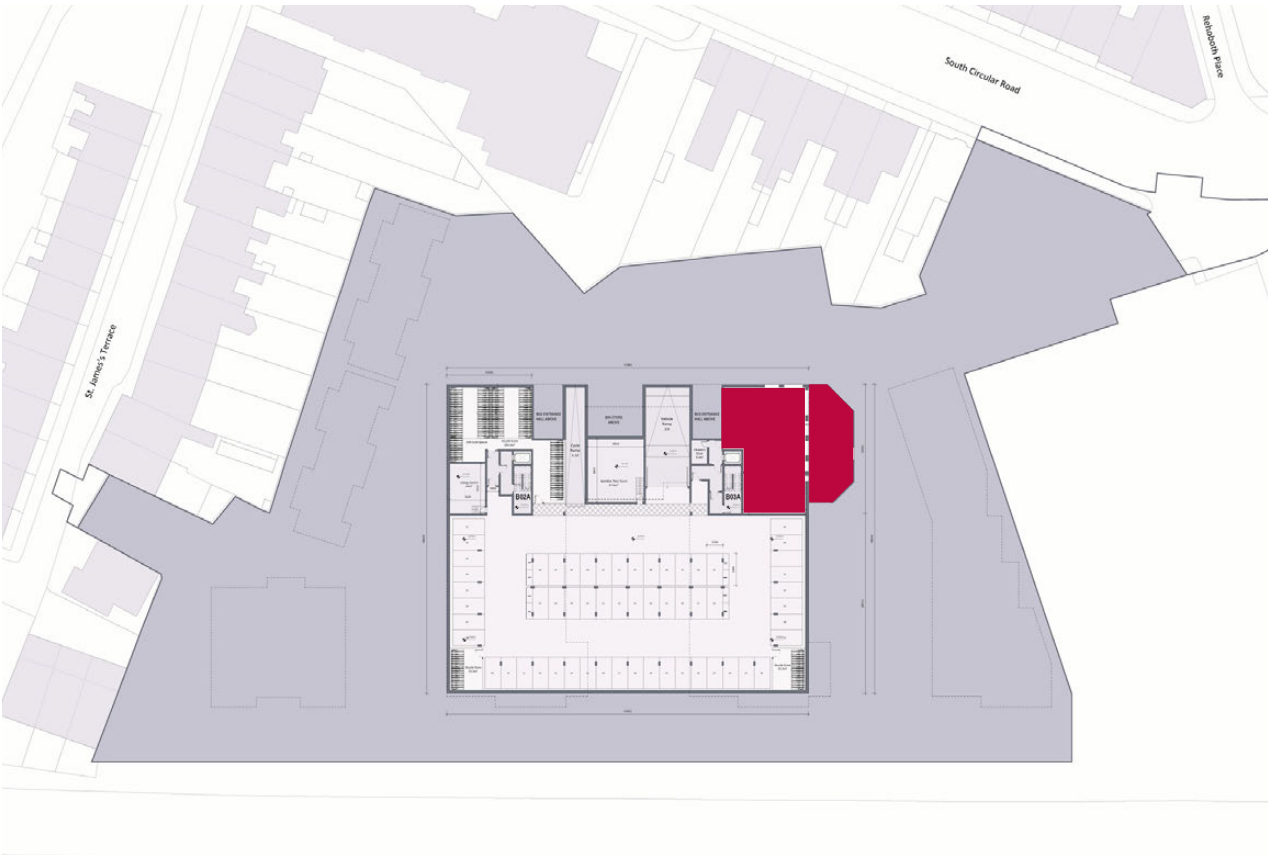
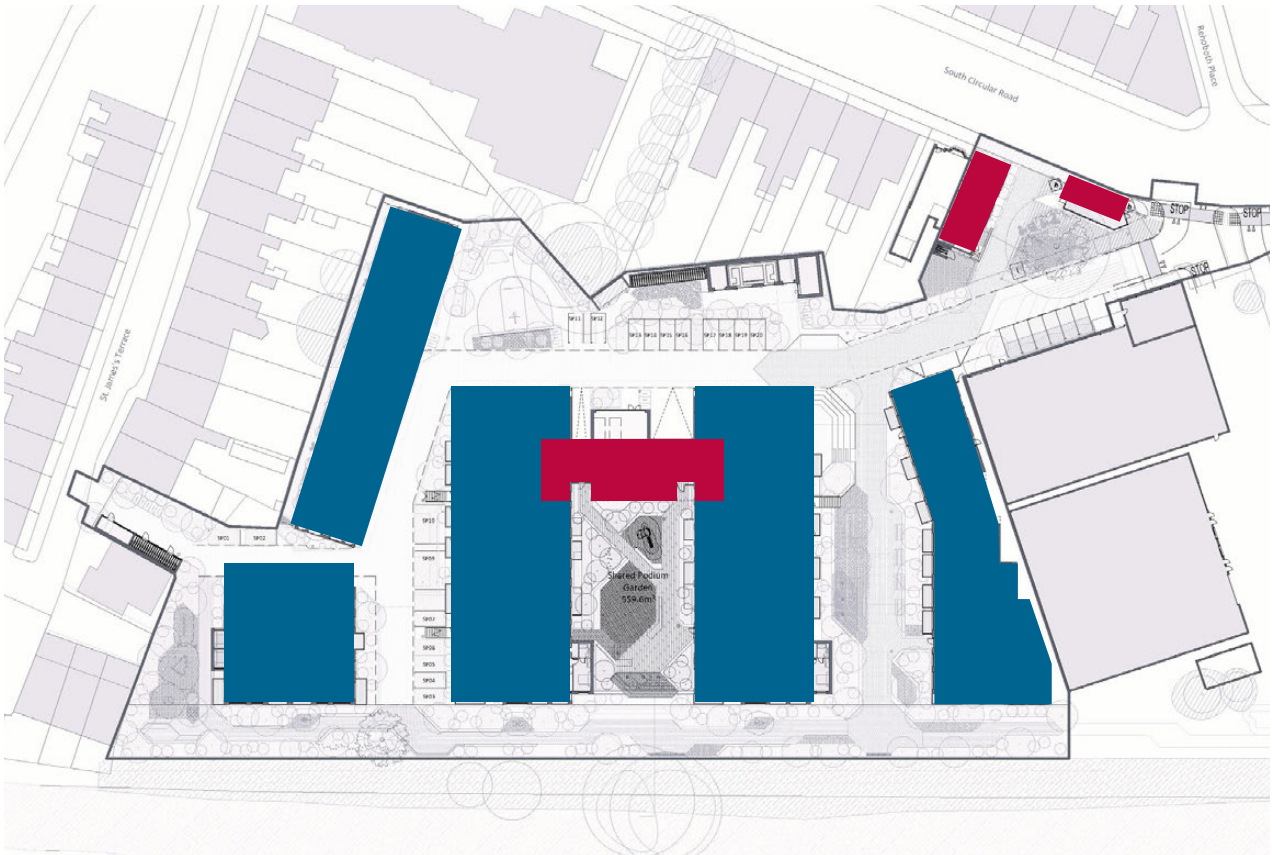
The orthogonal blocks bring a sense of urban place and character to the proposed development. Perpendicular to the canal, this optimises the sunshine and views for future residents.



4.5 Site Arrangement + Uses

Residential amenities, a small kiosk, a community room and proposed childcare facilities are located close to the primary entrance to the site and the existing depot.

They form a cluster around the new public space, providing an appropriate interface between the activated public realm and the more private residential blocks beyond.



Residential

Non Residential- Amenities / Creche / Kiosk

4.6 Car + Bicycle Parking

Provision is made for a total of 86 no. car parking spaces, with the majority located at lower ground level. A total number of 4 no. accessible spaces will be provided at surface level, in line with DCC guidance.

15 no. residents carparking spaces are at surface level, with 58 no. located within the lower ground level carpark. 8 no. motor cycle spaces will also be provided. A set down space has also been provided for the proposed creche and for deliveries. An additional 7 no. spaces will be provided within the site for the remaining Storage World commercial unit.

Making reference to guidance of the NTA Cycle Design Manual and relevant sections of the Dublin City Development Plan, 2022-2028, a cycle parking provision of 421 spaces will be provided. This figure includes 1 cargo space adjacent to the creche, 64 sheffield stands on surface level, 352 two tier bike racks at Lower Ground and surface level. An additional 4 dedicated two tier spaces have been provided for the creche.

More than 5% of these cycle spaces shall be of a type capable of accommodating non standard/ larger cycle parking equipment. A cargo bike space will be provided at surface level. E-charging facilities/ spaces will be included within the overall cycle provision, at both surface level and lower ground level.

***Please refer to Systra's TA Report for detailed breakdown of cycle provision.**

Car Parking Provision



Bicycle Parking Provision



Surface Carparking

Internal Carparking (Lower Ground Floor)



Longterm Surface Cycle Parking

Start term Surface Cycle Parking

Longterm Internal Cycle Parking (Lower Ground Floor)

4.7 Landscaping + Open Space

The landscape and open space strategy has been developed around the objective of connecting a new entrance plaza with the linear park within the Z9 lands.

The new plaza forms an interface with the public realm at the South Circular road junction, and will calm traffic and establish the pedestrian priority focus of the public route through the site.

Planted green buffers along the west and northern boundaries serve to mitigate any potential impact of the development on the neighbouring dwellings

- Canal-side Public Amenity
- New Public Space
- Private/ Communal Amenity Space + Creche Play Area
- Green Landscaped Buffer
- Entrance Plaza
- New Street



5 | Architectural Strategy

5.1 Addressing Reasons for Previous Refusal

Reasons:

- Interface and impacts on Z2 houses onto South Circular Road
- Sunlight/ Daylight on Z2 to external spaces
- Sunlight/Daylight on internal spaces

Corresponding Design Actions:

- Omission of previous B05 to create entrance open space on South Circular Road, creating a public facing single storey kiosk and retain existing trees
- Omission of T08 building and reconfigure surface parking to create new continuous landscaped buffer to Z2 from new entrance open space westward to 'church green'.
- Reconfigure T05 (formerly T09) into single aspect duplex over simplex units retaining 2.5 storey profile.
- Reconfigure B01 to reduce profile and remove overlooking to north and west.
- Reduce and reconfigure B02-B04 to step up north from 5 to 7 storeys (minimising impacts on Z2) and relocating height to southern edge onto canal.
- Retain public open space as pedestrian/ cycle link from South Circular Road to the canal.



CGI View by Modelworks from Other Side of Canal

5.2 Form + Massing

Blocks 02 + 03- long orthogonal blocks at the centre of the site.

Block 04- Form follows boundary with existing warehouses while continuing the language established by Blocks 02 + 03.

Block 01- Lower more cubic form sensitive to the adjacent properties on St. James's Terrace.

Duplexes- Mimic the form and massing of the prevailing typology of two storey houses in the surrounding context.

The massing steps down toward the neighbouring dwellings, and rises toward the canal, mitigating any potential impact on the surroundings whilst optimising views and aspect for the proposed new apartments and providing east-west orientation for new roof terraces.

5.3 Materiality

The proposed elevational treatment is informed by the material character of the immediate context. A palette of different brick colours and types identifies different blocks. Banding and other brick detailing is a legible reference to the existing context, deliberately integrating the proposed scheme into the receiving character.



5.4 Residential Quality

Residential Mix

Overall, the scheme seeks to provide generous, sustainable and high quality studio, 1 Bed, 2 Bed and duplex apartments. The overall mix is as follows:

- 148 no. 1 bed apartments
- 74 no. 2-Bed apartments
- 12 no. Studio apartments
- 8 no. Duplex 2 bed apartments
- 8 no. Duplex 1 Bed apartments

All apartments will comply with the Apartment Guidelines and Development Plan as follows:

- All area requirements will be met and exceeded where possible.
- Internal storage standards will be met
- Ground Floor apartments floor to ceiling height will be a minimum of 2.7m
- All habitable rooms will have access to appropriate levels of natural daylight and ventilation
- All units will be provided with private amenity space in accordance with the standards.



Key:

- 1 bed
- 2 bed
- Studio

Residential Mix- Typical Level

Dual Aspect

Apartment Guidelines 2025 defines dual aspect under Section 3.4 as follows: *Dual aspect apartments, as well as maximising the availability of sunlight, also provide for cross ventilation and should be provided where possible.*

The revised policy requirement sets out that apartment schemes deliver 25% of the units as dual aspect, with an emphasis on ensuring that the larger units within a development are dual aspect where feasible. The proposed scheme exceeds this requirement.

A typical rectilinear block can accommodate four dual aspect/corner apartments. In addition, all of the proposed single aspect apartments are either North West or South East facing, thus improving their residential amenity.

Where blocks are staggered, a higher number of dual aspect units per floor are achieved, providing a total of 123no. (49%) throughout the scheme.

Please refer to drawing 20016A-OMP-ZZ-ZZ-DR-A-6001 for more detailed information on location of single and dual aspect units.

Key:

Dual Aspect



Dual Aspect- Typical Level

Residential Amenity

Amenity of Neighbouring Dwellings

The proposed development has been designed to ensure it is sympathetic and protects the amenities of neighbouring residential properties to the west and north of the subject site. A range of design solutions ensure minimal impacts. Overall, the separation distances, in addition to the proposed design measures, are sufficient to avoid issues of overlooking and overbearing.

The proposed massing has been configured to ensure no detriment to the amenity and daylight of the surrounding dwellings. Please refer to Daylight and Sunlight report prepared by IN2 for further detail.

Amenity within the Development

- Each apartment provided with private amenity space by way of a balcony or terrace.
- Private communal open space by way of podium gardens between Blocks 02 and 03 and roof terraces on the upper levels.
- Proximity & connection to the canal-side public park.
- Residential amenities/ cultural and community facilities.

Daylight Sunlight Levels

The Daylight and Sunlight Report prepared by IN2 demonstrates that the proposed development will provide for a satisfactory level of residential amenity ensuring an integrated approach in respect of noise and daylight and sunlight. Please refer to this report for further detail.

