LRD Planning Application

Residential Development

Carlisle Site, Kimmage

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BURKE-KENNEDY DOYLE

ARCHITECTURAL DESIGN RATIONALE

June 2025

CONTENTS

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1.0 Introduction, Site Context & Analysis

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Introduction & Site Location

The site is located at the northern end of the existing Ben Dunne Carlisle gym complex just off Kimmage Road West. The site is accessed through the existing Gym car park with a legal right of way to Kimmage Road West. The site is L shaped and surrounded by the rear gardens of two storey housing on Captains road to the north, Park Crescent to the west and Brookfield green to the east.

There are existing mature trees on the western site boundary and along parts of the northern boundary with lower hedgerows along the eastern boundary. The site falls approximately 1.2m from west to east along the southern boundary with the gym car park.

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1.1. Introduction & Site Location (contd.)

The diagram below illustrates notable services and urban locations in close proximity to the development.

1.2. Site Context and Existing Conditions - Existing Site Plan

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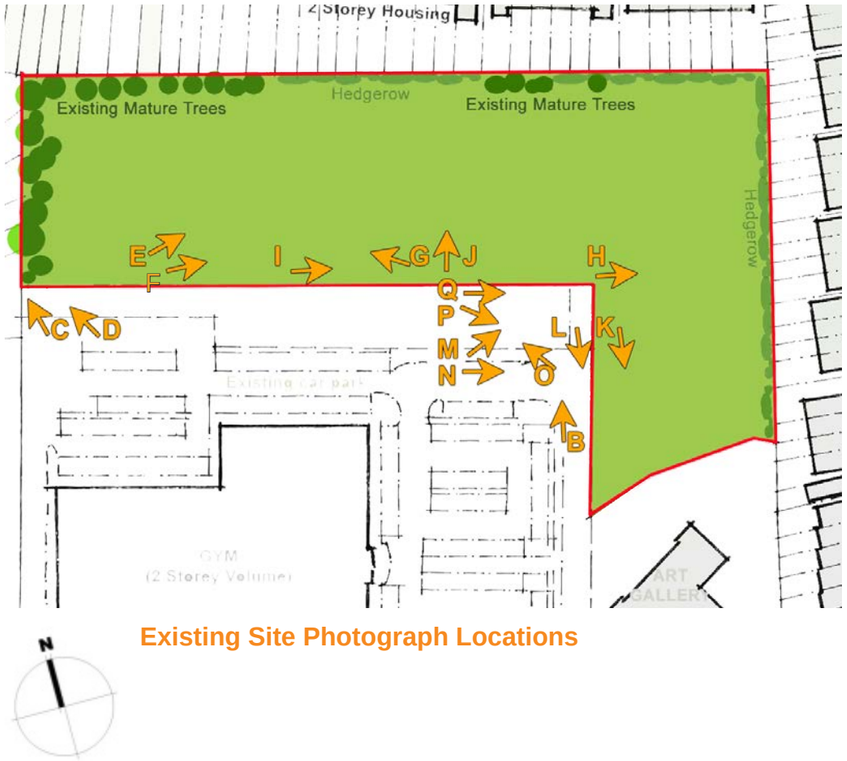
1.2. Site Context and Existing Conditions - Existing Site Photographs



Existing Site Photograph Locations

VIEW A
[taken at junction on Kimmage Rd - location not visible on map to LHS)

VIEW B

VIEW C

VIEW D

VIEW E

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1.2. Site Context and Existing Conditions - Existing Site Photographs

VIEW F

VIEW G

VIEW H

VIEW I

VIEW J

VIEW K

1.2. Site Context and Existing Conditions - Existing Site Photographs

VIEW L

VIEW M

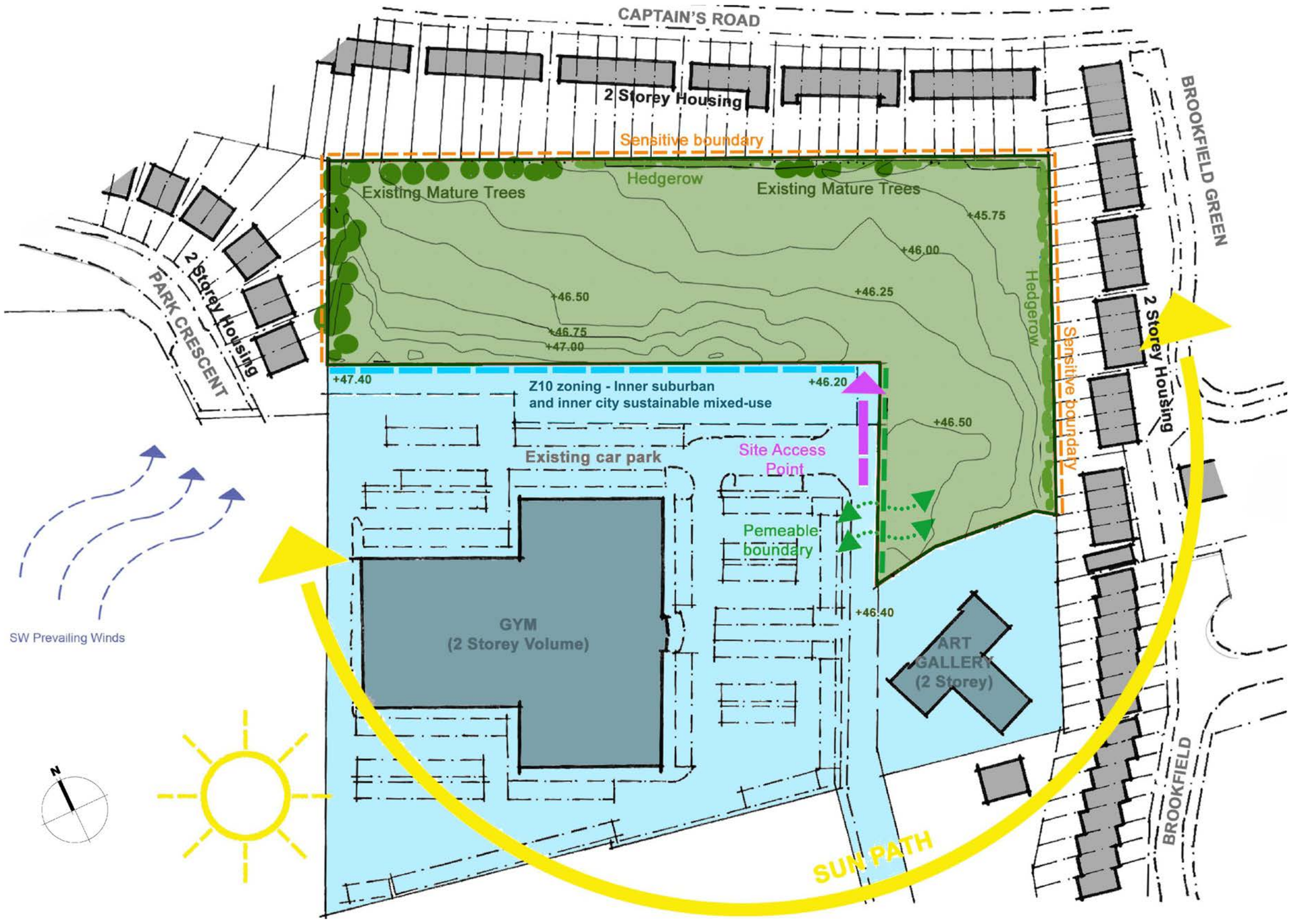
VIEW N

VIEW O

VIEW P

VIEW Q

1.3. Site Analysis - Constraints, Sunlight and Prevailing Winds



2.0 Design Proposal

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2.1 Site Plan and Overview

The Proposal

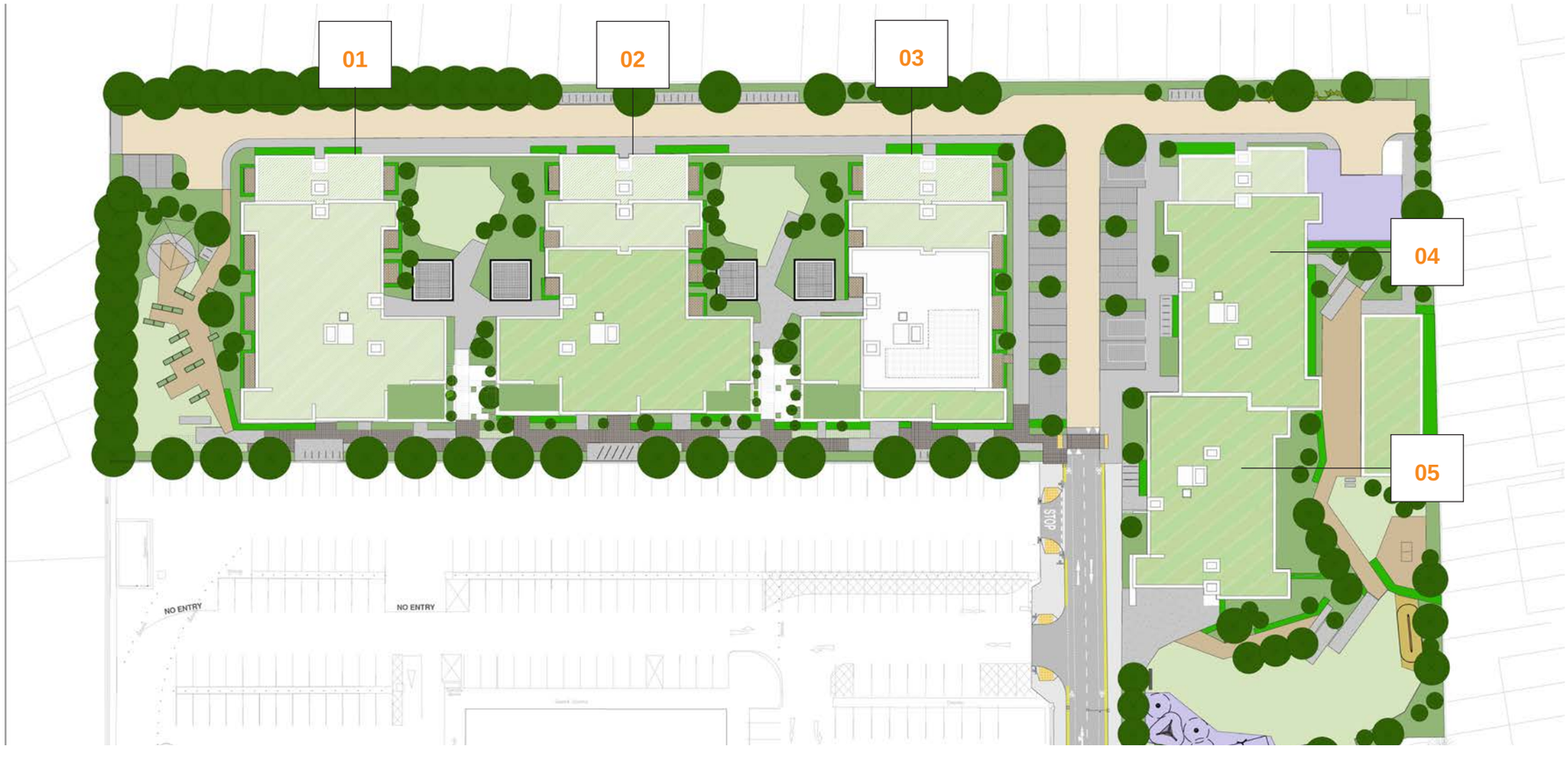
The proposal includes 145, one and two bedroom apartments arranged in five blocks. Two of the blocks are 5 storeys reducing to 4 and 3 storeys at their northern ends (Blocks 2 and 3) while Block 1 reduces from 4 to 3 storeys. Conjoined blocks numbers 4 and 5 are generally 4 storeys reducing to 3 storeys at the northern end. All five blocks are arranged along broadly north / south alignments to maximize daylight and sunlight access to the units and to the properties to the north.

The buildings on site are linked together by a south facing pedestrian green route running east/ west along the southern boundary of the site overlooking the gym. The route links a communal garden at the western end of the site beside Block 1 to a public green in the south eastern corner beside Block 4/5. The gable ends of blocks one two and three form the backdrop to the pedestrian route with the main entrances to each of the blocks accessed directly from this feature.

The northern end of these blocks incorporates a covered “on grade” car park with landscaped communal spaces on the decks overhead. Two sets of large scale south facing urban steps and external stairs connect the communal decks to the pedestrian route below and provide additional opportunities for outdoor interaction between residents.

Vehicle circulation is kept separate from the key pedestrian areas with all vehicles accessing the development at the north eastern corner of the gym car park and proceeding to the northern boundary where a limited width shared surface directs vehicles east and west to car parking and service areas.

The proposal also includes enhancements and adjustments to the entrance road and footpaths linking the proposal to Kimmage Road West.



2.2 Concept Diagram

Communal green amenity decks with grand stair links to pedestrian green route.

On grade parking to exist on the level below.

New Blocks will be on Broadly North / South alignments to maximise daylight / sunlight to each unit. This will also maximise daylight / sunlight to the existing properties to the north.

Building entrances open onto a pedestrian green route.

Separate vehicle circulation to under deck parking.

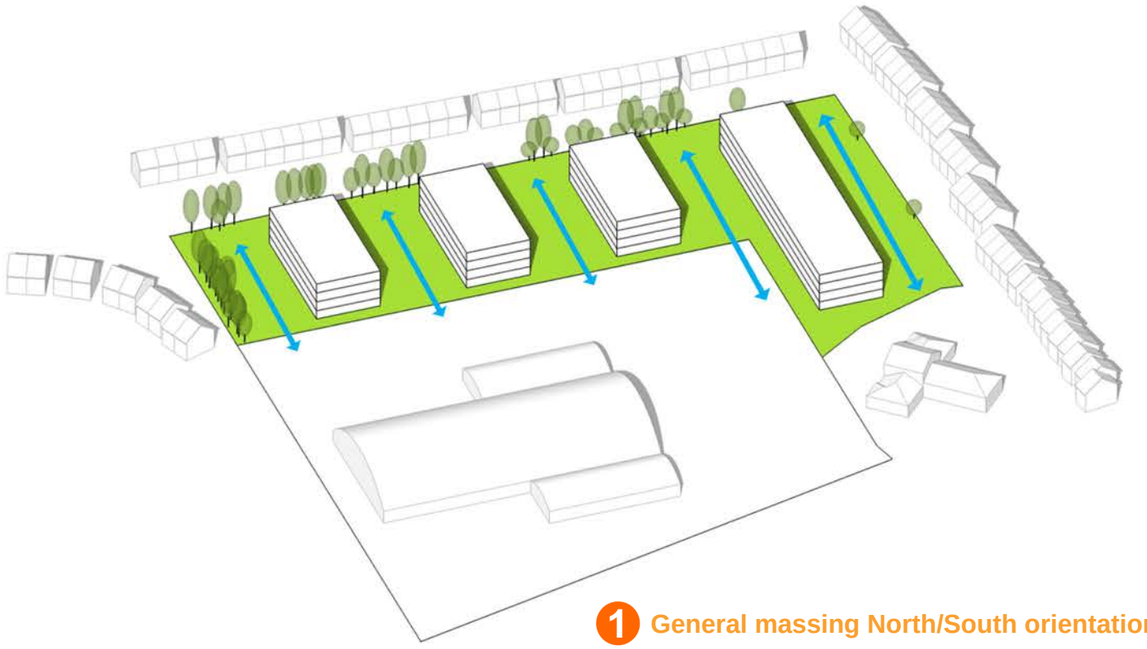
Gable tower volumes along green route.

Pedestrian green route linking public and communal green spaces.

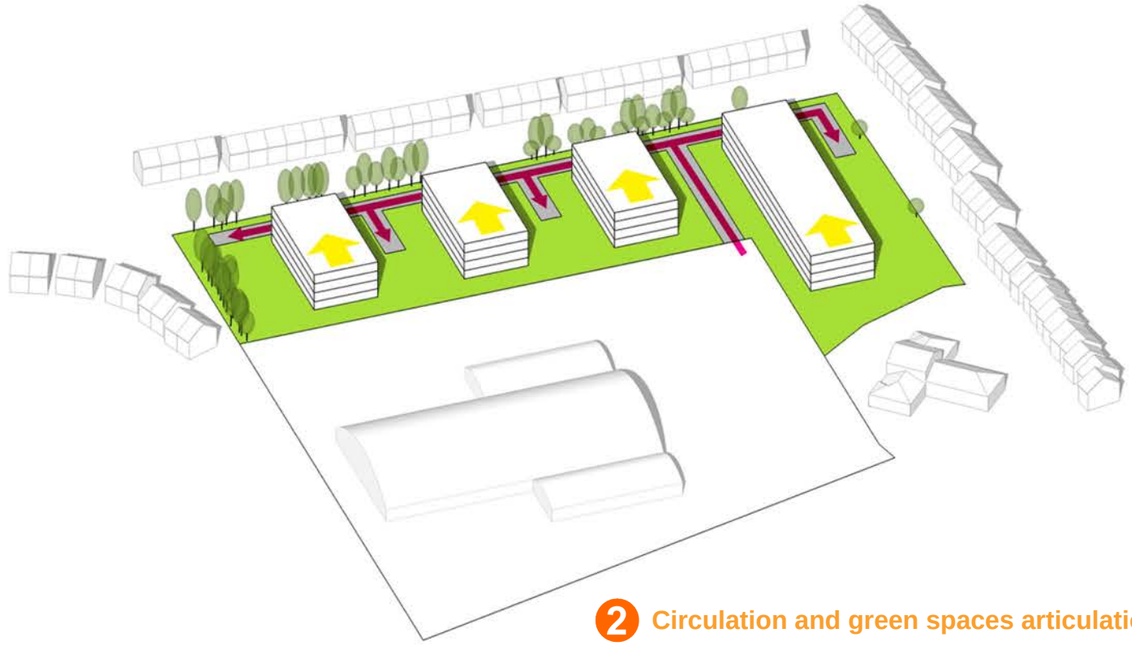
Pedestrian green route.

Vehicle Circulation.

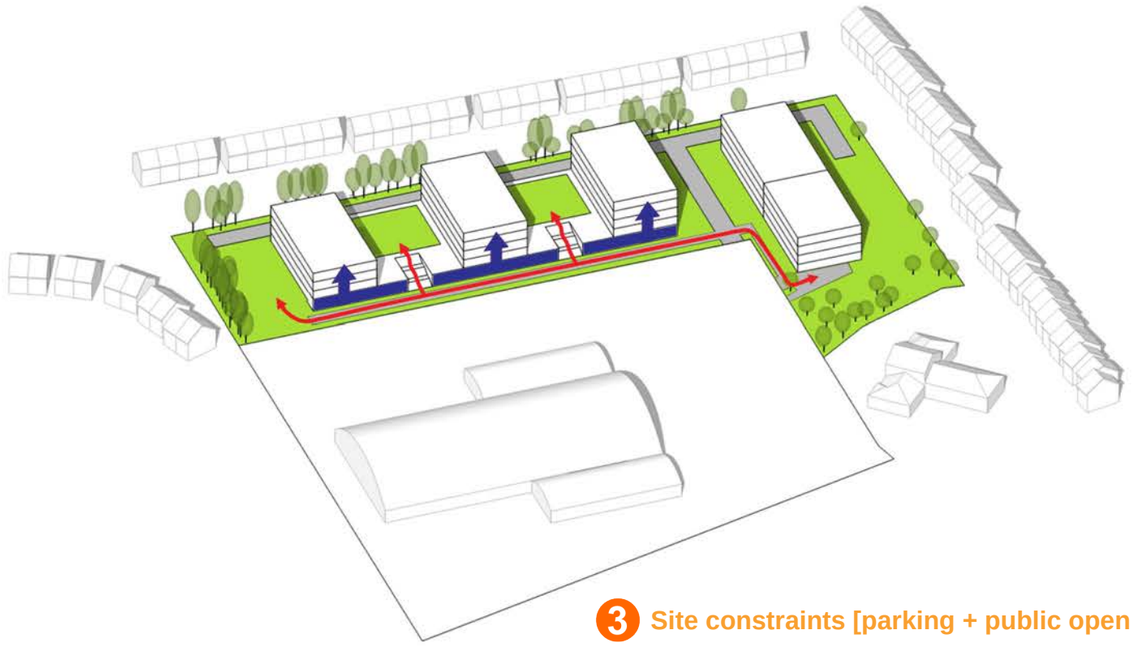
2.2 Concept Diagram - Massing



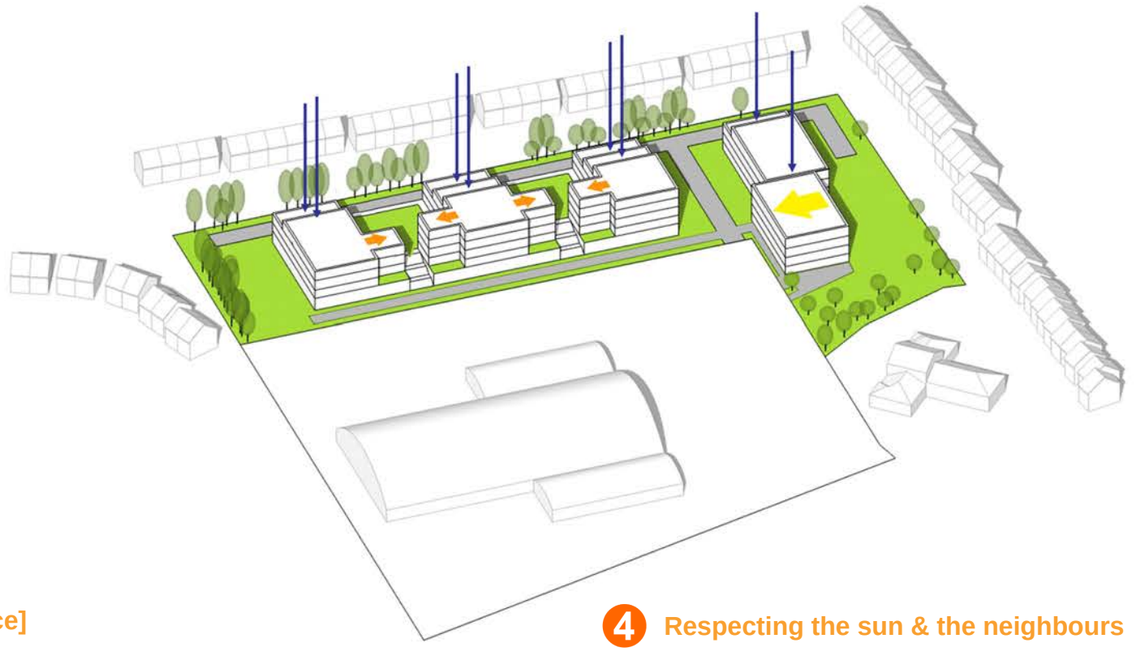
1 General massing North/South orientation



2 Circulation and green spaces articulation

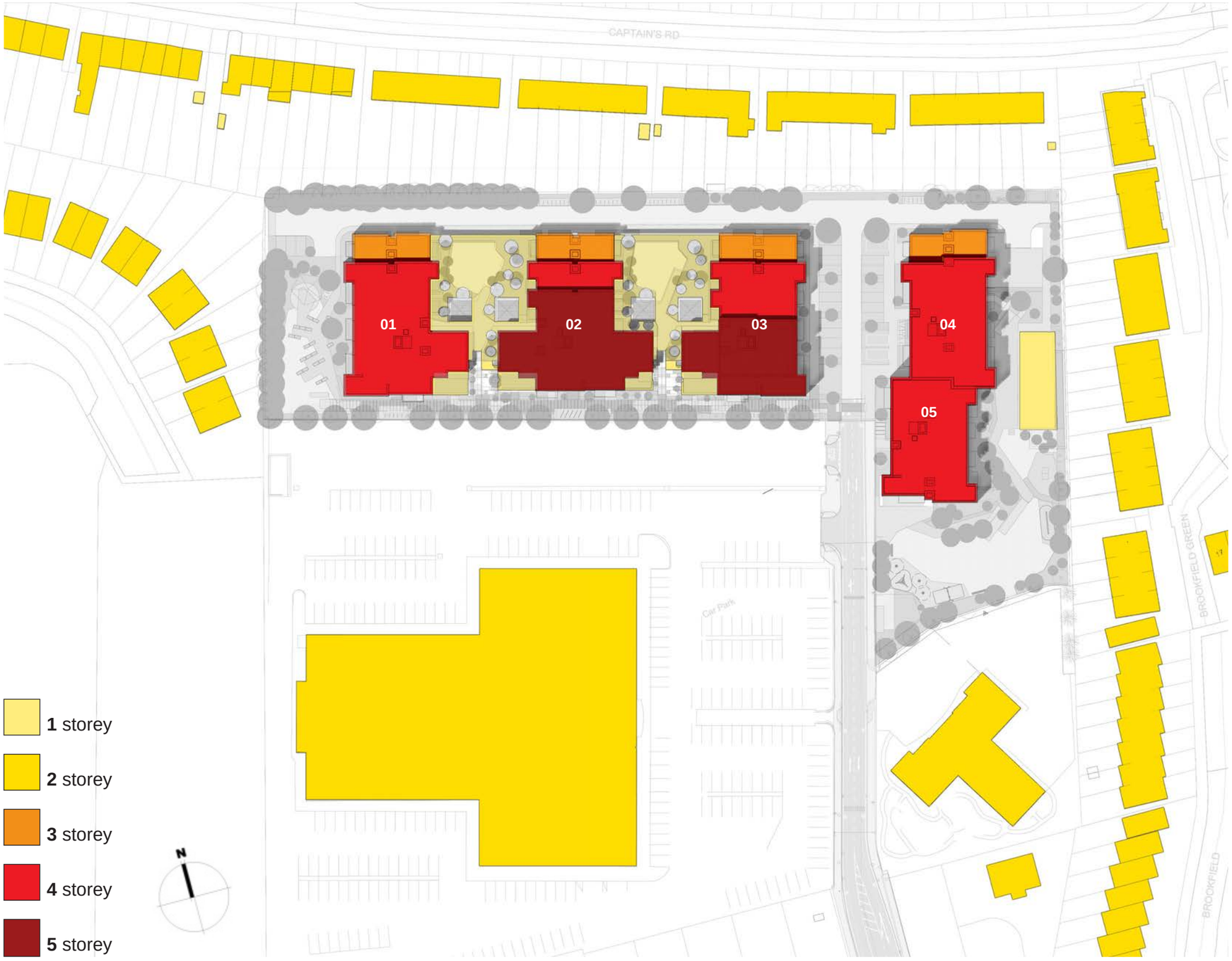


3 Site constraints [parking + public open space]



4 Respecting the sun & the neighbours

2.3 Building Heights



Building Heights

All of the buildings are oriented in a broadly north / south alignment.

Block one is 4 storeys high reducing to 3 storeys at the northern end, Blocks two and three are generally 5 storeys reducing to 4 and then 3 storeys at the northern end of the site. The steps in height are included to reduce the potential for impact on the properties to the north.

Conjoined Blocks four and five are generally 4 storeys but reduce to 3 storeys at the northernmost end for the same reason.

Communal decks are located at first floor between blocks one, two and three.

The southern end of the communal deck spaces are enclosed by flanking volumes of 3/4 storeys either side of the external access stairs.

2.4 Open Space (Public. Communal & Private)

Open Space Provision :

Public open space provision is made in the form of a large green space of 1261 sqm in the southeast corner of the development. The western boundary of the space along the side of the gym car park will be landscaped while remaining open to allow ease of access to the public. This location to the south of the new buildings will ensure excellent sunlight and daylight access.

Communal open space for the residents is provided in a range of configurations for maximum flexibility and choice.

These include

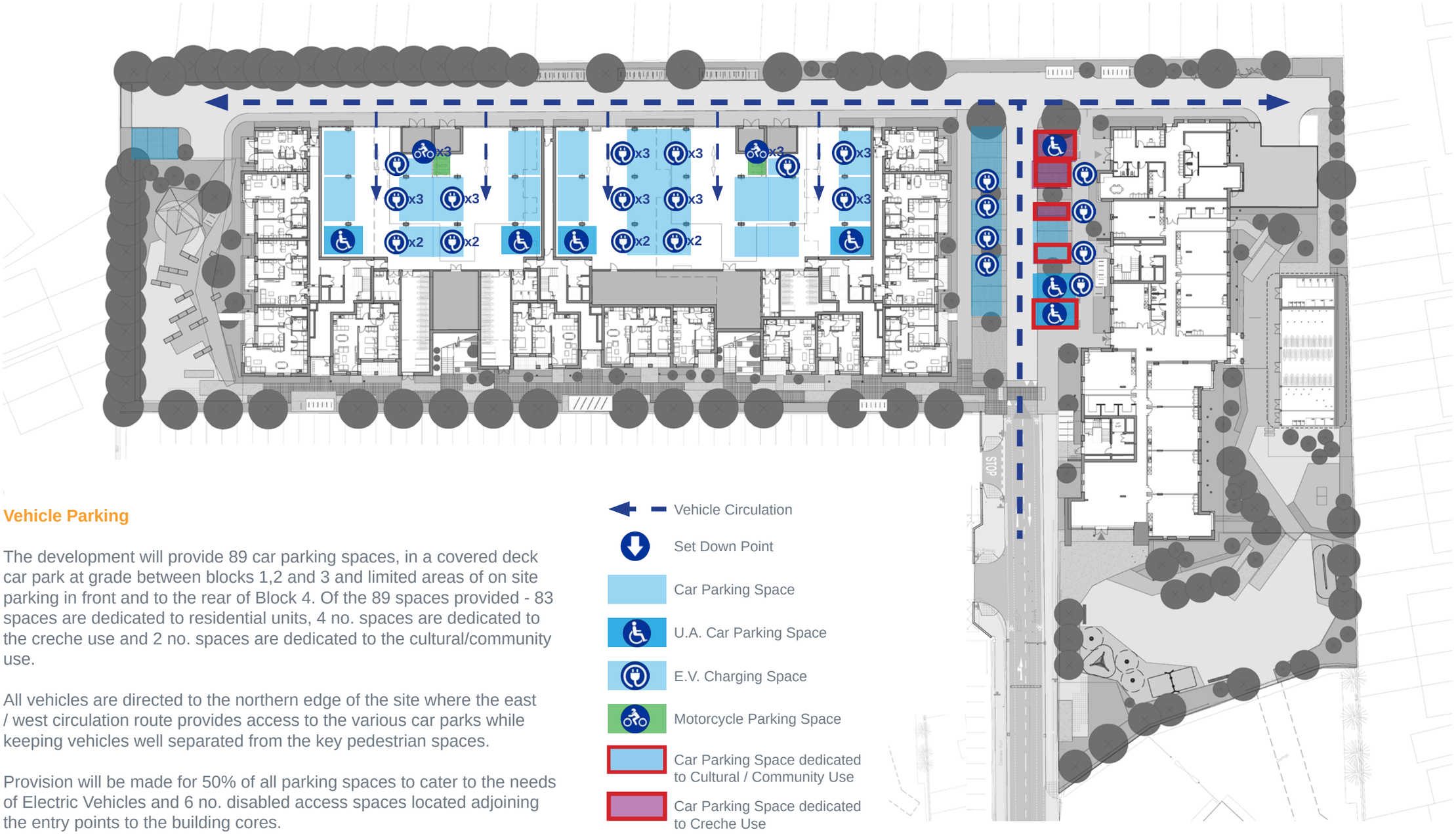
1 A 632 sqm communal open green space at the western most corner of the development which enjoys the benefit of existing mature trees on the boundary, and good southerly aspect for sunlight and daylight access.

2 A second ground level communal open space (578 sq.m) located at the eastern side of Block 4/5 which also enjoys good southerly aspect and is separated form the adjoining public green.

3 The first floor communal deck areas between blocks one, two and three (325 sqm each – 2 No.)

A total of 1860 sqm of communal open space is provided across these spaces. All apartment units in the development have their own balconies to provide private open space.

2.5 Transportation, Car / Motorcycle Parking & Bike Storage



Vehicle Parking

The development will provide 89 car parking spaces, in a covered deck car park at grade between blocks 1,2 and 3 and limited areas of on site parking in front and to the rear of Block 4. Of the 89 spaces provided - 83 spaces are dedicated to residential units, 4 no. spaces are dedicated to the creche use and 2 no. spaces are dedicated to the cultural/community use.

All vehicles are directed to the northern edge of the site where the east / west circulation route provides access to the various car parks while keeping vehicles well separated from the key pedestrian spaces.

Provision will be made for 50% of all parking spaces to cater to the needs of Electric Vehicles and 6 no. disabled access spaces located adjoining the entry points to the building cores.

Car Parking Spaces - 89
Accessible Spaces - 7
Electric car charge spaces - 42

- Vehicle Circulation
- Set Down Point
- Car Parking Space
- U.A. Car Parking Space
- E.V. Charging Space
- Motorcycle Parking Space
- Car Parking Space dedicated to Cultural / Community Use
- Car Parking Space dedicated to Creche Use

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2.5 Transportation, Car / Motorcycle Parking & Bike Storage

Bike Parking

Residents Bike parking spaces - 316
(Regular bikes 300, Cargo bikes 16)

Visitor Bike parking spaces 132
(Regular bikes 120, Cargo bikes 12)

Total Residential Bike parking 448

Cultural/Community Bike parking spaces - 10
(Regular bikes 8, Cargo bikes 2)

Cultural/Community Visitor Bike parking spaces
(Regular bikes 2)

Total Cultural/Community Bike parking 12

Creche Bike parking spaces - 2
(Regular bikes 2)

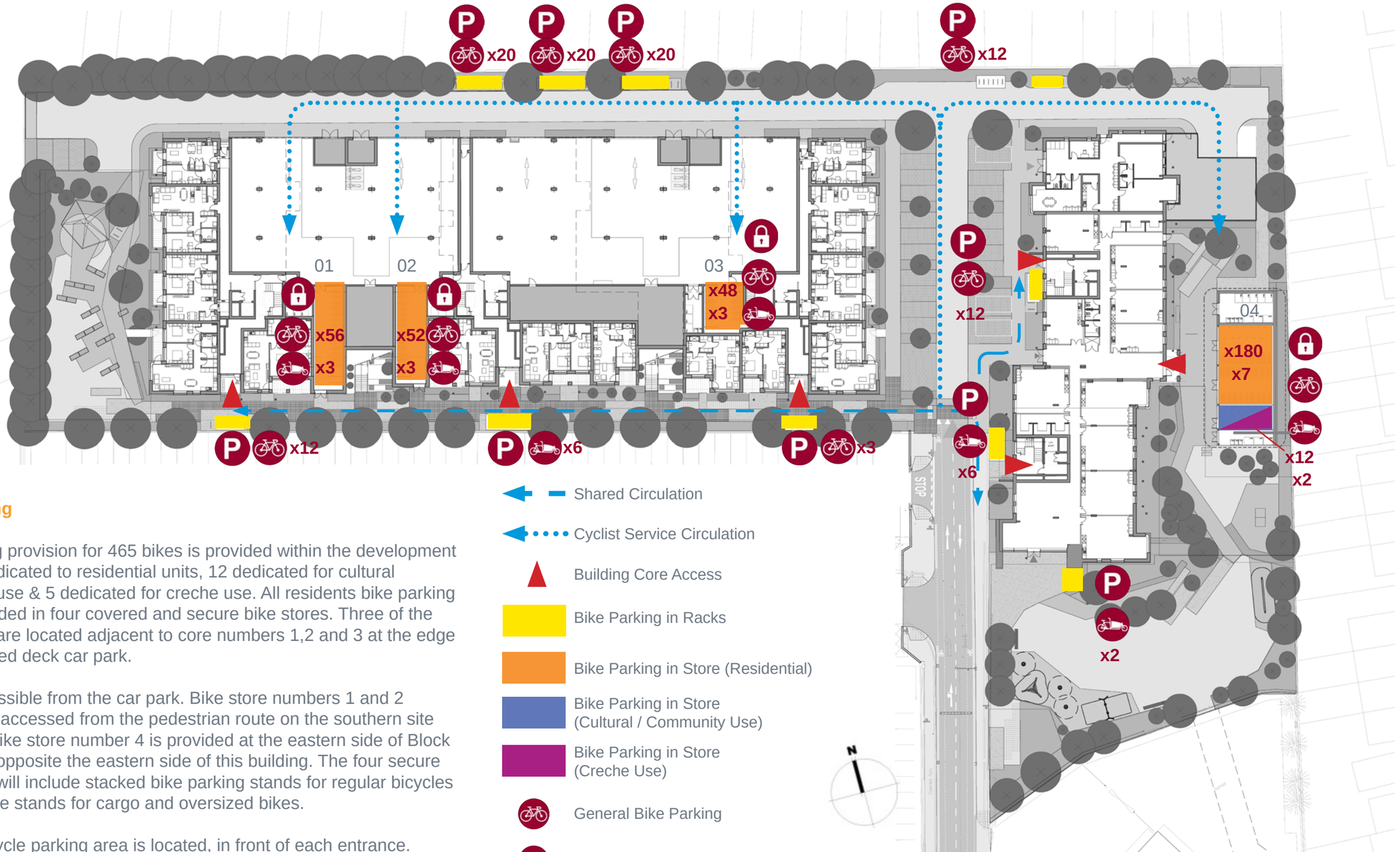
Creche Visitor Bike parking spaces
(Regular bikes 3)

Total Creche Bike parking 5

Total Overall Bike Parking 465

Six motorcycle parking spaces are provided in the covered deck car park adjacent to a secure locking rail or ground anchor points.

2.5 Transportation, Car / Motorcycle Parking & Bike Storage



Shared Circulation

Cyclist Service Circulation

Building Core Access

Bike Parking in Racks

Bike Parking in Store (Residential)

Bike Parking in Store (Cultural / Community Use)

Bike Parking in Store (Creche Use)

General Bike Parking

Cargo Bike Parking

Resident's Bike Parking

Visitor Bike Parking

Bike Parking

Bike parking provision for 465 bikes is provided within the development with 448 dedicated to residential units, 12 dedicated for cultural community use & 5 dedicated for creche use. All residents bike parking will be provided in four covered and secure bike stores. Three of the bike stores are located adjacent to core numbers 1,2 and 3 at the edge of the covered deck car park.

All are accessible from the car park. Bike store numbers 1 and 2 can also be accessed from the pedestrian route on the southern site boundary. Bike store number 4 is provided at the eastern side of Block 4/5 directly opposite the eastern side of this building. The four secure bike stores will include stacked bike parking stands for regular bicycles and on grade stands for cargo and oversized bikes.

A visitor bicycle parking area is located, in front of each entrance. Provision is made for either regular bikes or cargo bikes at each location. Additional visitor bike parking racks are provided at the northern most end of the entrance roadway between blocks 3 and 4 and on the northern site boundary adjacent to the deck car park.

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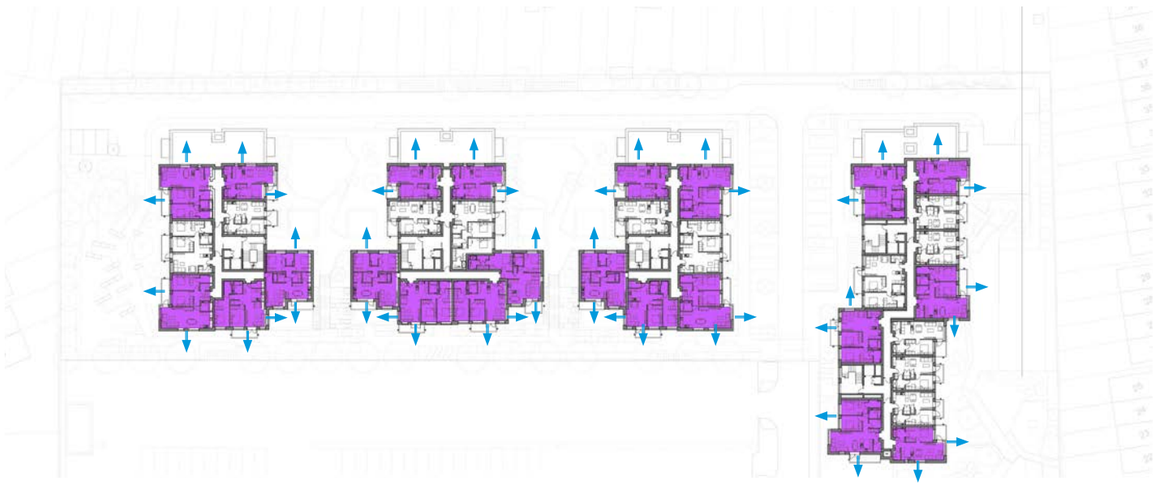
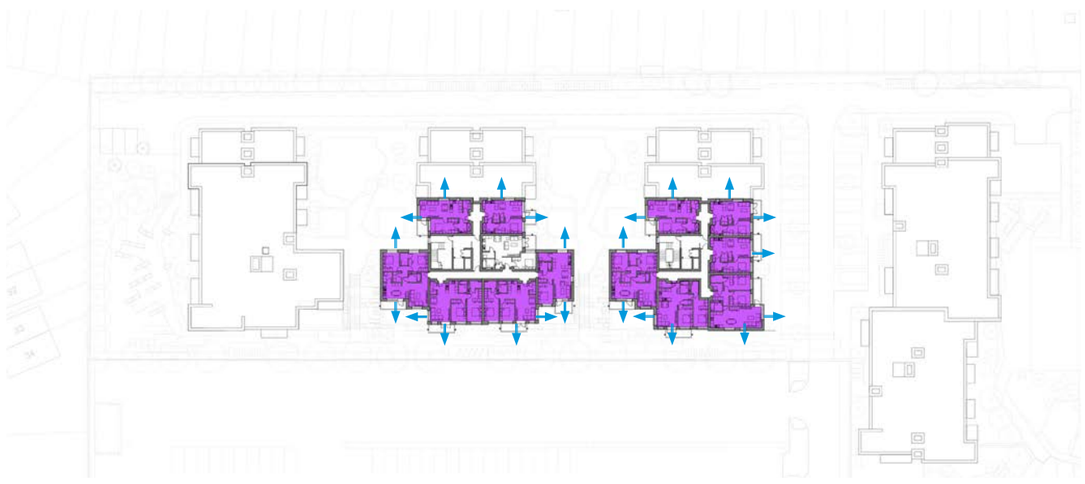
2.6 Dual Aspect Provision and + 10% Area Units

Site layout - Level 0 plan (Ground Floor)

Site layout - Level 1-2 plan (Typical Floor)



Site layout - Level 3 plan



Site layout - Level 4 plan (Top Floor)

Units with dual or triple aspect

Unit Aspect Orientation

Dual Aspect Unit Provision

86 no. dual aspect units are provided within the proposal equating to 57.3% of the overall total. The disposition of the dual aspect units is shown in the following diagrams.

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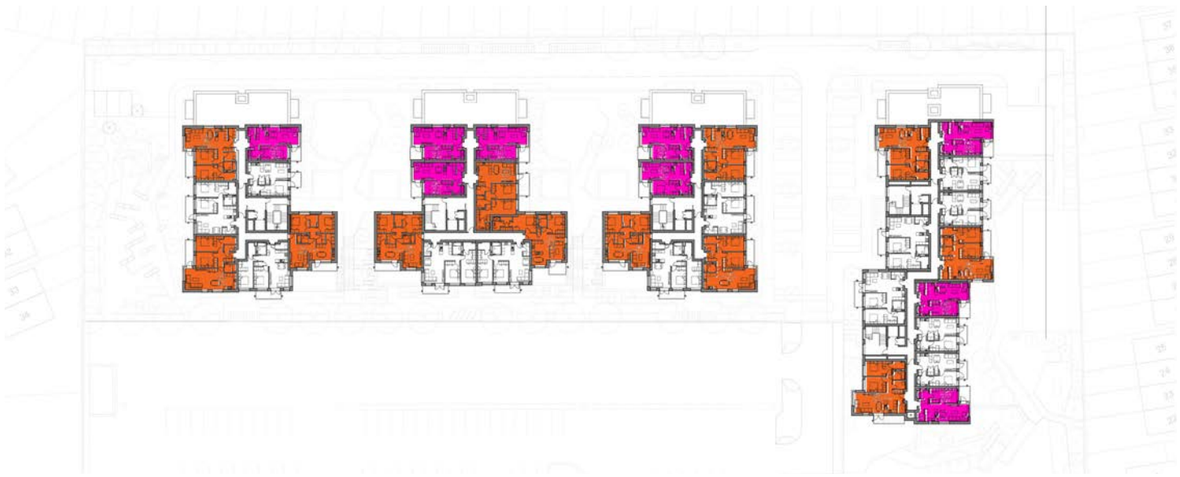
2.6 Dual Aspect Provision and +10% Area Units

Site layout - Level 0 plan (Ground Floor)

Site layout - Level 1-2 plan (Typical Floor)



Site layout - Level 3 plan

Site layout - Level 4 plan (Top Floor)

+10% area units
82 no. units within the proposal exceed the minimum unit space standards by more than 10% equating to 54.6% of the total.

1 bed unit area exceeding minimum 10% or more

2 bed unit area exceeding minimum 10% or more

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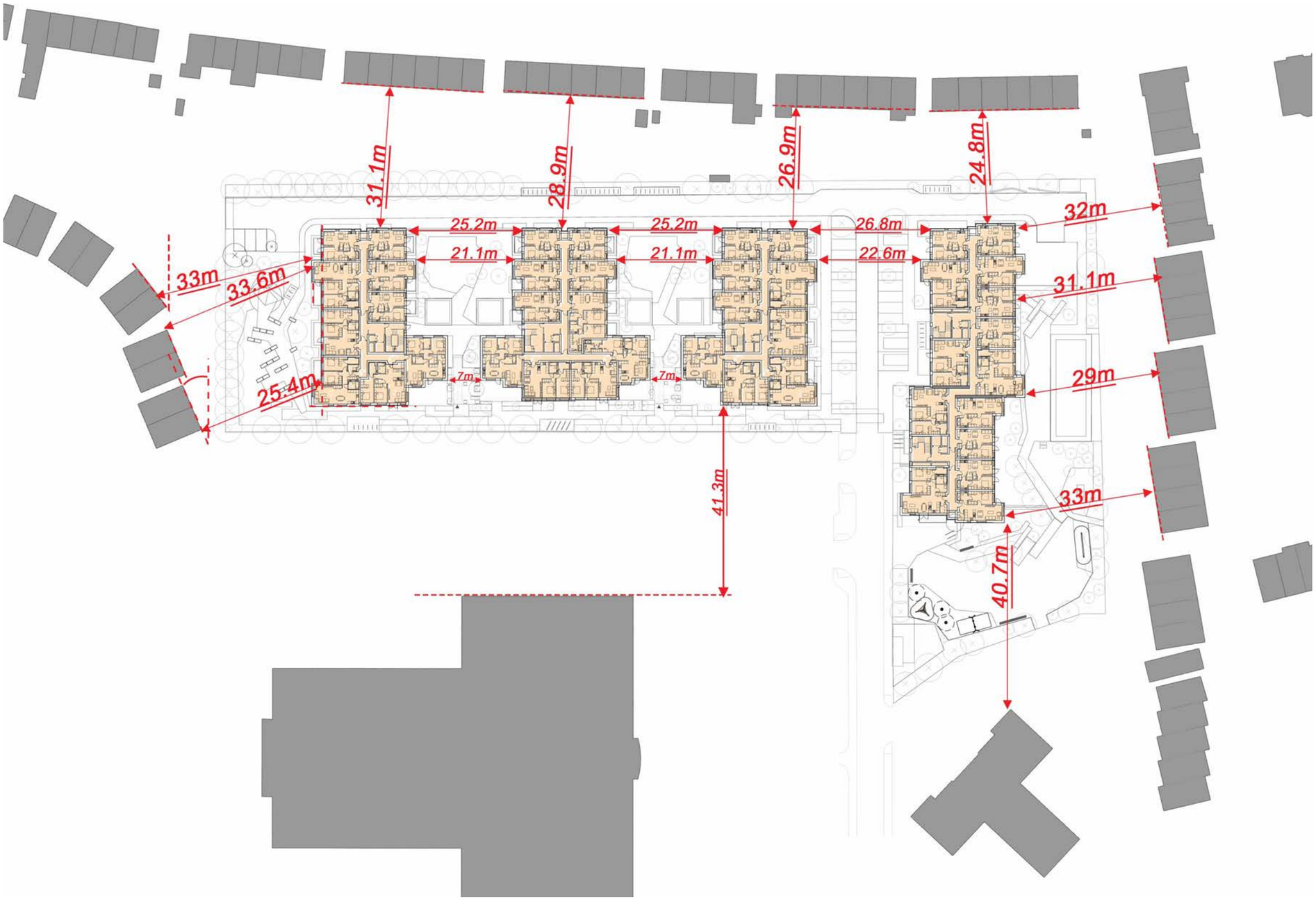
2.7 Protection of Residential Amenity in Adjoining Properties

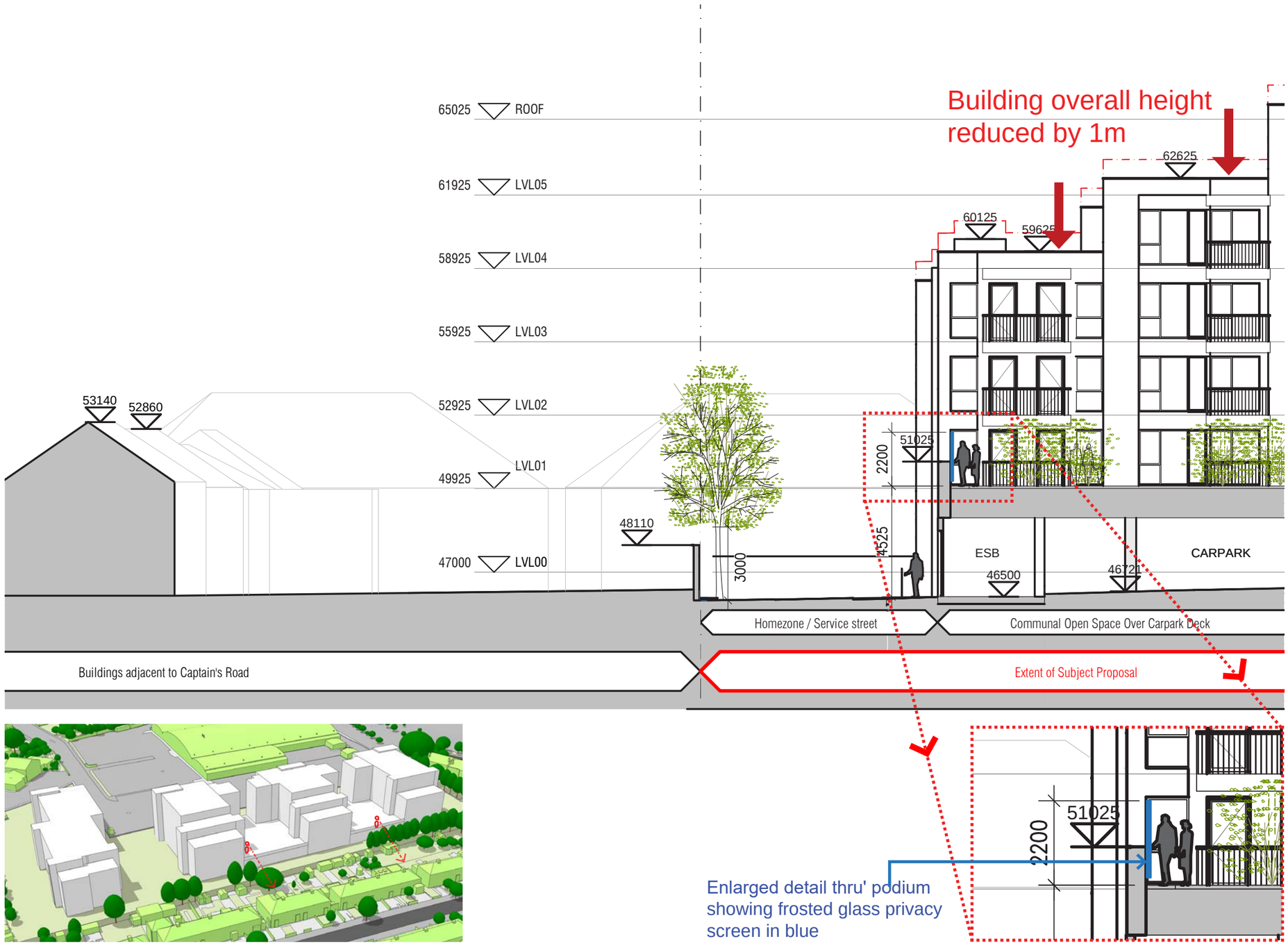


Protection of Residential Amenity in Adjoining Properties:

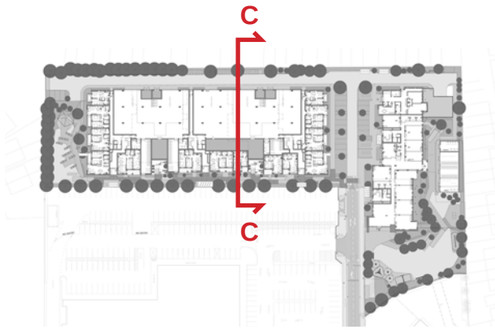
A daylight and sunlight access assessment has been undertaken for the units in the development and surrounding properties to the east, west and north.

The results of this assessment informed the evolution of the building form and adjustments have been made to the building massing in response to the findings. The potential impacts of overshadowing are fully dealt with in the Daylight and Sunlight access report.

2.7. Additional privacy screening elements added building/landscape design



Enlarged detail thru' podium showing frosted glass privacy screen in blue



Privacy Screening

As shown on the diagram to the left, additional privacy screening has been added to the first floor podium in the form of a 2.2m high frosted glass screen.

As per the granted planning permission - the landscaping strategy along the north boundary has been retained, with existing trees retained where possible and new species added to ensure sufficient ever-green foliage is provided above the boundary wall capping.

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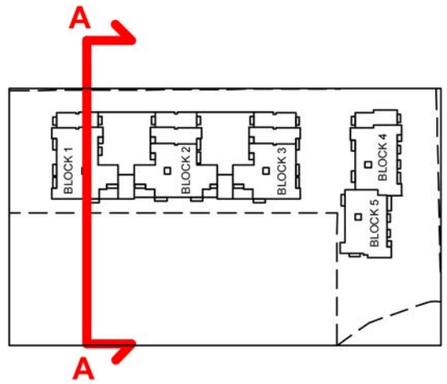
2.7 Protection of Residential Amenity in Adjoining Properties

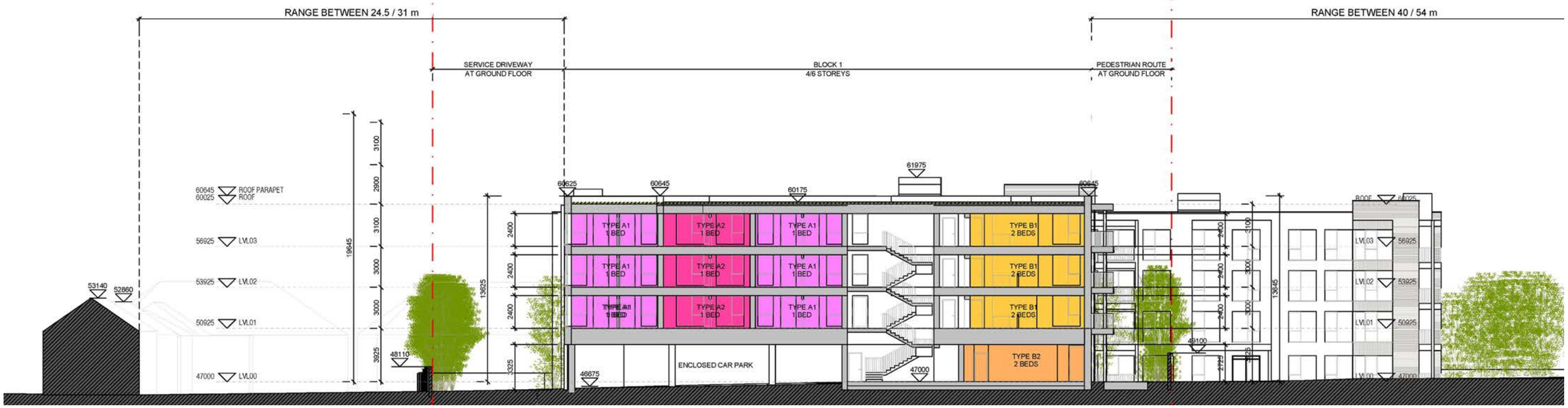
Northern Site Boundary :
The units to the North of blocks 1,2,3,4 are located between 24.8m and 31m from the nearest elevations of adjoining properties north of the site boundary. These dimensions comfortably exceed the traditional 22m recommended distance between residential properties as well as the lesser 16m separation distance between residential properties permitted under SPPR1 of the Compact Settlement Guidelines. The 3 storey ends of each block will have 4 narrow vertical windows per level. The smaller window to the kitchen will be located above counter level while the larger window bringing light to the dining space will include opacified glass to a height of 1200mm above floor level to reduce the potential for overlooking. This combination of measures reduce the potential for overlooking while maintaining good daylight penetration within the units.

The 3rd floor gable at the north end of each block is set back a further 6.7m from the levels below. At this level the gable windows are located between 31.5m and 38m from the rear of the houses on Captains Road. The viewing angle from the 3rd floor units only allows for the roofs of the neighbouring houses to be visible. On this basis, it is not proposed that these windows would be opacified. We note that access will not be possible onto the adjoining roofs at these locations.

The 4th floor gable at the north end of blocks 2 and 3 is set back a further 6.7m from the 4th level resulting in windows located between 40.4m and 42.9m from the rear of the units of the houses on Captains Road. The viewing angle from these units will be similar to the 3rd floor and as such opacification of the windows is not proposed. Access will not be possible onto the adjoining roof at these locations.

We note that there are also stands of mature trees along the northern boundary which will be retained in the new development. The trees will provide further mitigation and reduce the potential for overlooking.





Section A

Section AA

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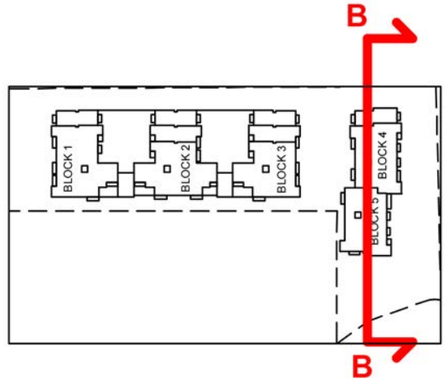
2.7 Protection of Residential Amenity in Adjoining Properties

Existing Site - View of Northern Boundary



Section BB

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2.7. Protection of Residential Amenity in Adjoining Properties

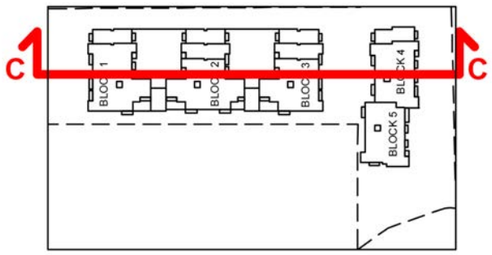
Western Site Boundary :
The distance from the western side of Block 1 to the rear of the properties on Park Crescent increases going northwards along the western boundary and in all instances the traditional 22m recommended distance between residential properties is exceeded. The tightest point is found opposite number 34 where the dimension between the nearest window in the development and the rear window of the property is c. 24.5m.

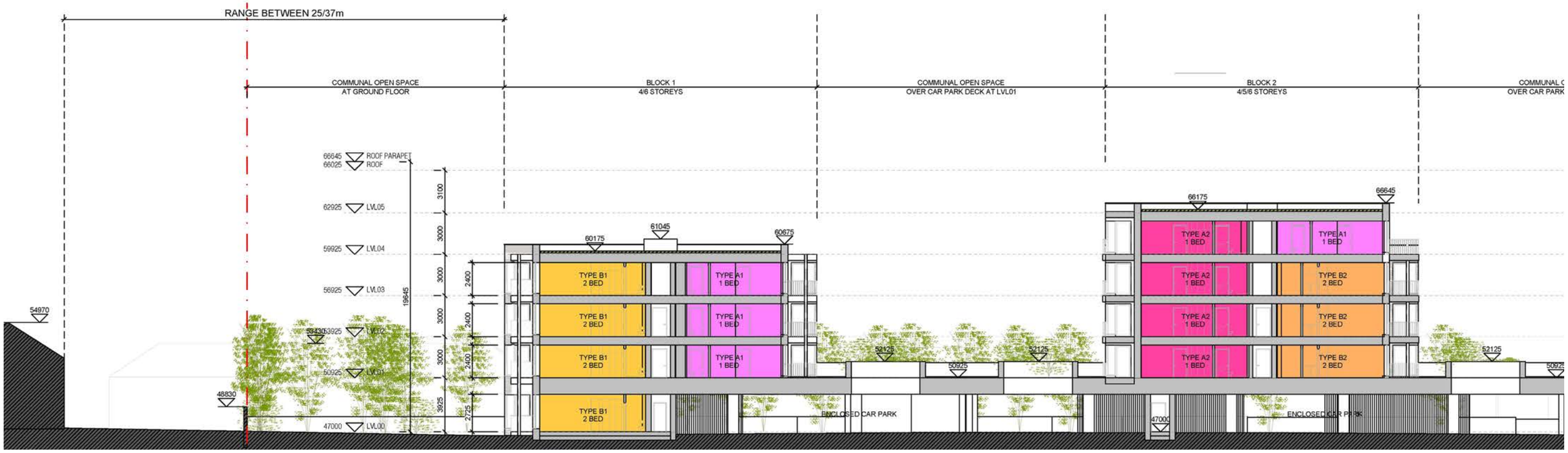
We note that the rear elevation of number 34 is rotated about 22 degrees off parallel to the western façade of Block 1 providing minor mitigation to the potential viewing angle from the new block. At each pair of houses progressing northward, the separation distance increases. The minimum distance between the nearest window and the rear of number 32 is 30m and the minimum distance to the rear of number 30 is 34.2m. The rear façade of number 30 is rotated about 37 degrees from parallel to the western façade of Block 1 providing significant mitigation to the potential viewing angle.

It is worth noting that this boundary is currently lined with a substantial band of mature trees which are located within the subject site. The trees currently provide significant screening to the rear of number 34 and the other houses on Park Crescent at all times of the year. These trees will be retained as part of the communal space offering for residents in the new development.

To further limit the potential for overlooking from the new apartment units on this elevation, all balconies at this location will have a 1.2m high frosted glass balustrade. Additionally a 2.2m high frosted glass privacy screen is proposed along the northern edge of the 1st floor communal garden area. This measure will significantly reduce the potential for overlooking from the units within the development.

Existing Site - View of Western Boundary





Section CC
West

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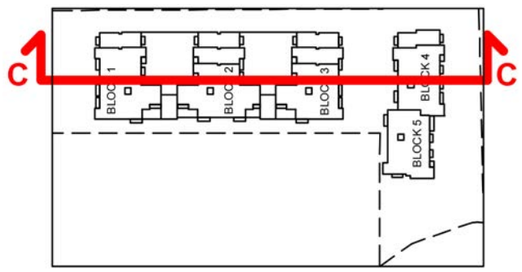
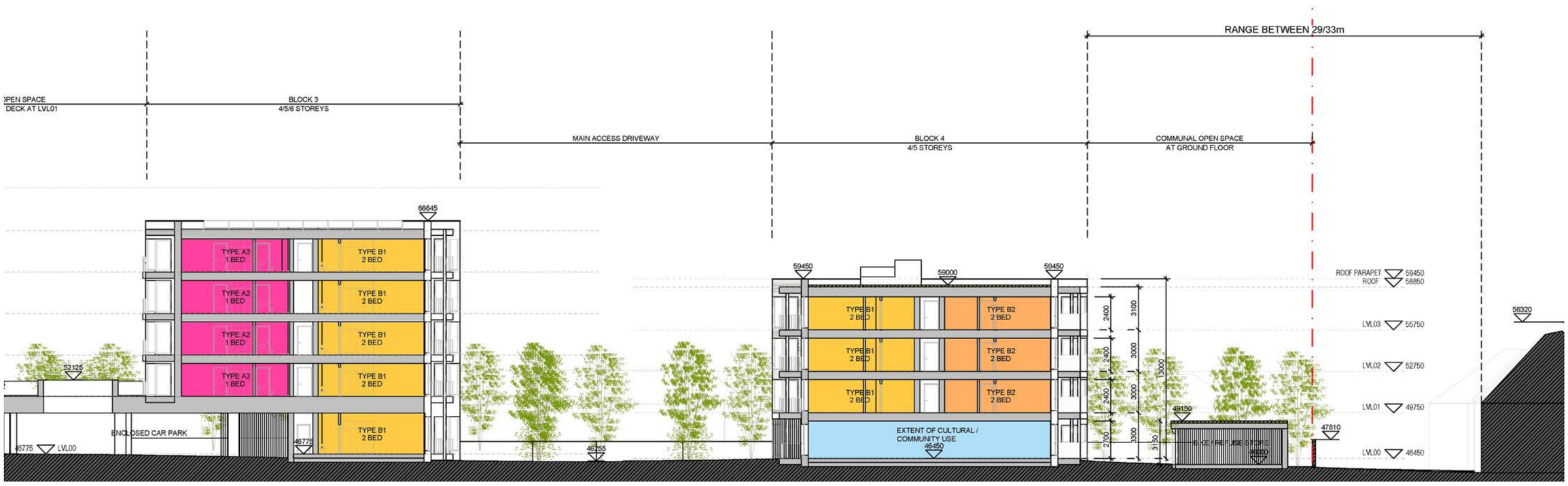
2.7. Protection of Residential Amenity in Adjoining Properties

Eastern Site Boundary :
The plan form of block 4/5 is staggered with a step of 4.5m to the east, in the southernmost portion. This divides the overall length into 27m and
38m elements. The step reduces the overall massing of the block and reduces the potential impact of overshadowing on the properties in
Brookfield Green. (See Daylight and Sunlight access report)

The distance from the eastern side of Block 4/5 to the rear of the properties on Brookfield Green varies between 30m and 33.4m. In all
instances the traditional 22m recommended distance between residential properties is comfortably exceeded.

To further limit the potential for overlooking from the new apartment units on this elevation, all balconies at this location will have a 1.2m high
frosted glass balustrade. This measure will significantly reduce the potential for overlooking from within the units.





Section CC
East

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1 Location and internal layouts of units

Proposed current internal unit layouts

2 Shape and location of unit balconies

Proposed current balconies typical floorplan

During design development adjustments were made in response to the data from the initial sunlight / daylight assessments as follow below :

3 Window sizes and locations

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2.8 Materials, Elevations and Finishes

Elevational approach and Materiality :

The design concept for the site sets out to create a series of bookend gable elevations along the east/ west pedestrian green route on the southern boundary adjoining the Ben Dunne Gym site. This elevation is key, in that it provides the new backdrop to the Gym buildings and frames the view on arrival along the entrance road. The establishment of a dark coloured plinth at ground floor on this elevation creates a backdrop to the pedestrian route and provides a base to the gable ends of the blocks overhead. The vertical feature steps and stairs to the communal decks between the blocks are located within this band. The gables are then broken down into a series of tower like volumes with varying parapet heights to provide a strong vertical emphasis.

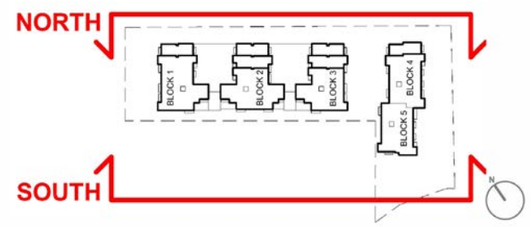
The elevations are composed of a combination of coloured bricks.

These brick materials are applied to the various volumes that make up each elevation to provide maximum contrast and visual interest.

At a detail level, brick banding using alternative brick bonds will be utilized to provide an additional layer of richness and interest in the elevation compositions. Painted metal balustrades and balcony systems are proposed throughout with large window and door modules to maximize daylight penetration to the units. The western and eastern elevations will incorporate opacified glass balcony balustrades to reduce the potential impact of overlooking on adjoining properties at these boundaries as described in section 2.7.

The nature of the hard landscaping finishes are described in full detail in the Landscape Architects report.

2.8 Materials, Elevations and Finishes



South Elevation

North Elevation

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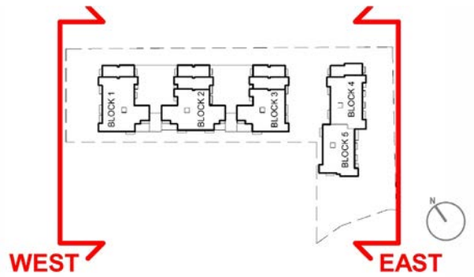
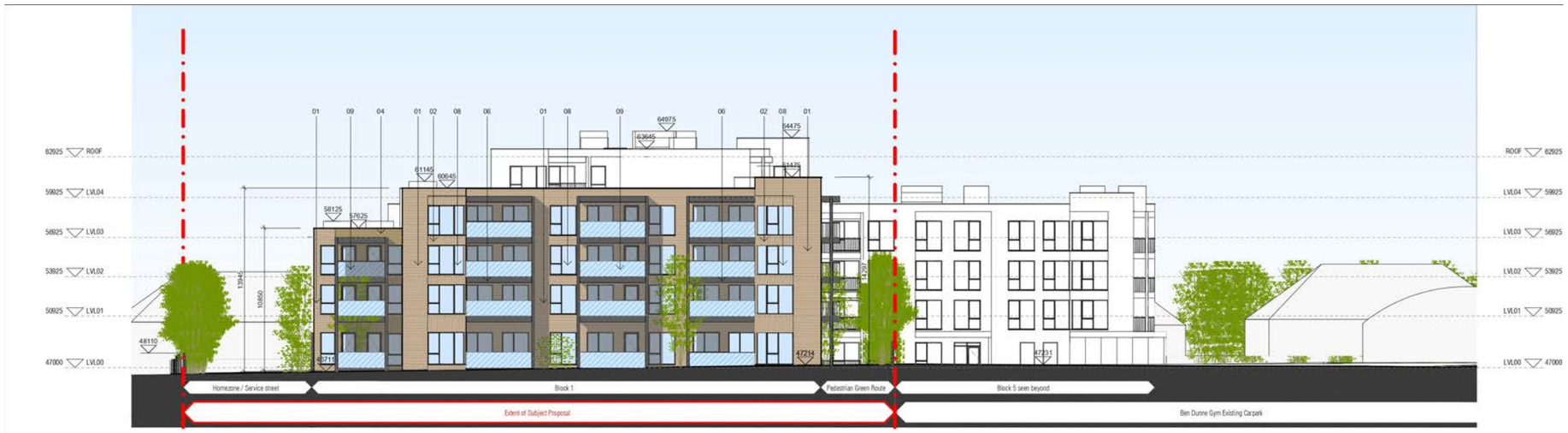
2.8 Materials, Elevations and Finishes



East Elevation



West Elevation

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2.8 Materials, Elevations and Finishes

South Elevation & Pedestrian route of Blocks 1,2,3.

2.8 Materials, Elevations and Finishes

Changes to proposed material palette - contd.

South Elevation

1. BUFF BRICK

LIGHT SAND TONE

2. BUFF BRICK

LIGHT SAND TONE

3. PALE BROWN BRICK

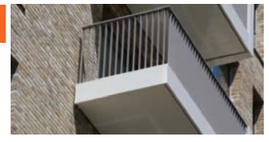
PALE BROWN / TAN TONE

4. DARK GREY BRICK

DARK GREY / CHARCOAL TONE

5. POWDER-COATED METALWORK

MID-GREY TONE TO BALCONIES, RAILINGS AND GUARDINGS
DARK GREY / CHARCOAL TONES TO WINDOWS



Block 02 blowup study (South Elevation)

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2.8 Materials, Elevations and Finishes

West Elevation

1. BUFF BRICK

LIGHT SAND TONE

2. BUFF BRICK

LIGHT SAND TONE

3. PALE BROWN BRICK

PALE BROWN / TAN TONE

4. DARK GREY BRICK

DARK GREY / CHARCOAL TONE

5. FROSTED GLASS

GUARDINGS OF FROSTED GLASS

Block 02 blowup study (West Elevation)

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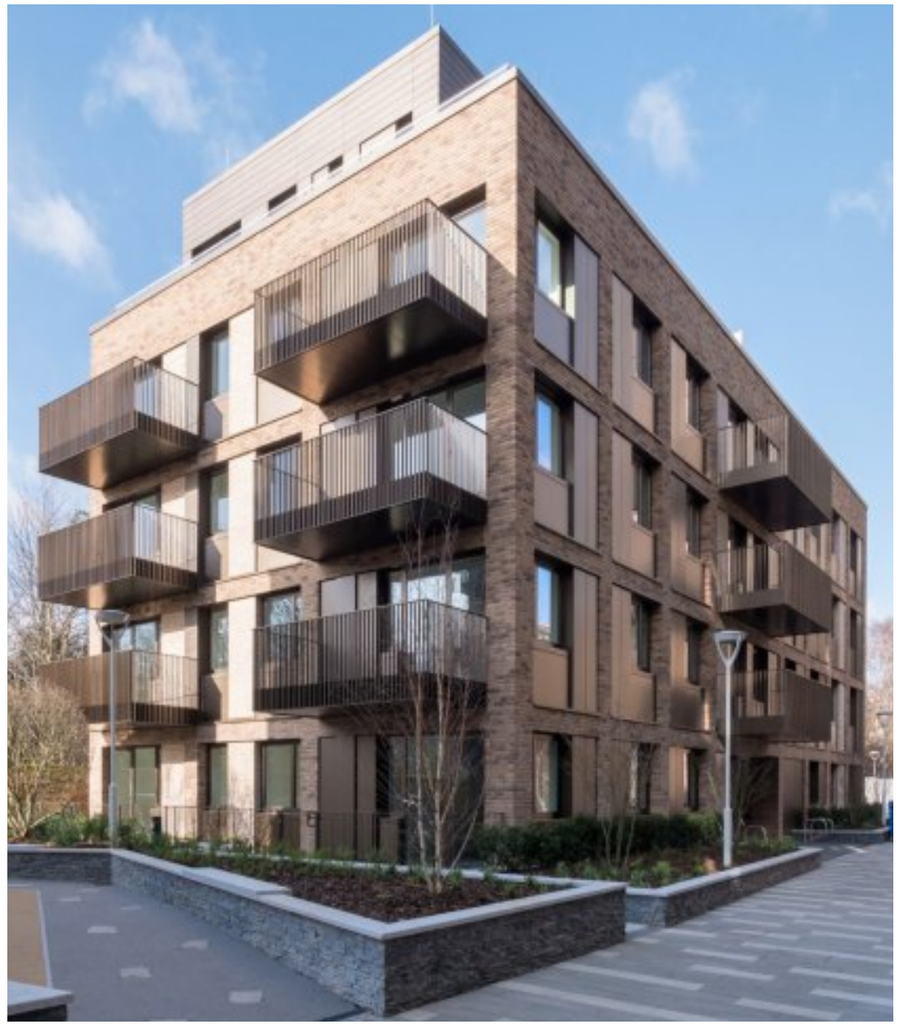
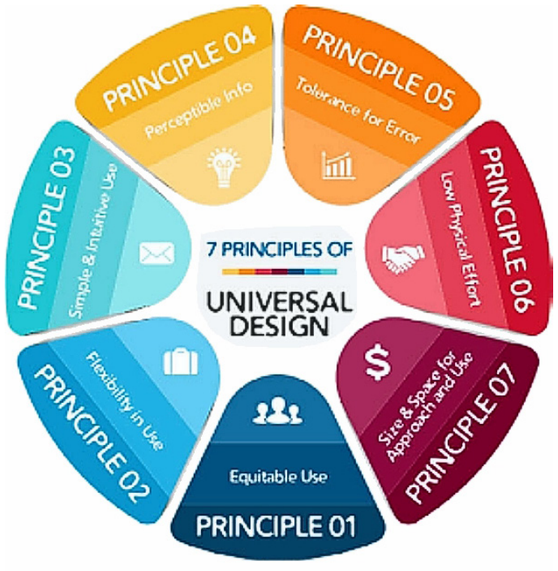
2.8 Materials, Elevations and Finishes - References



2.9 Universal Design Statement



Universal Design Statement

The approach adopted for the design of the Development is to create an inclusive and comfortable environment where all buildings and amenity spaces are configured in a way that they can be used by everyone, regardless of their age, size, disability or ability. All elements of the development are also designed to comply with Part M of the Building Regulations.

Principles of Universal Design:
The design incorporates the following seven principles of Universal Design:

1. Equitable Use
Wherever possible, the same means of use is provided for all users, with equally available provisions for privacy, security and safety. Where not possible, equivalent means are provided, minimizing segregation.

2. Flexibility in Use
The design is adaptable to the user's accuracy, pace, level of precision and methods of use.

3. Simple and Intuitive Use
The design avoids unnecessary complexity and is consistent with user expectations and intuition. Information is consistent with its importance.

4. Perceptible Information
The design communicates necessary information effectively to users with a range of sensory abilities. Essential information is provided legibly, in different modes and with sufficient levels of contrast.

5. Tolerance for Error
The design minimizes hazards and the adverse consequences of accidental or unintended actions. Where possible, hazardous elements are eliminated, and where not possible, are isolates or shielded. Hazards are provided with warnings.

6. Low Physical Effort
The scheme is designed to be used effectively and comfortably with a minimum of fatigue. Access is designed to allow users to maintain a neutral body position, to minimize the operating forces needed and to minimize sustained physical effort.

7. Size and Space for Approach and Use
The design incorporates appropriate size and space for approach, reach, manipulation and use, regardless of the user's size, posture or mobility. Clear lines of sight are provided, with easy reach to components, allowance for variations in hand and grip size, and adequate space provided for assistive devices or personal assistance.

2.9 Universal Design Statement - Access Strategy Diagram

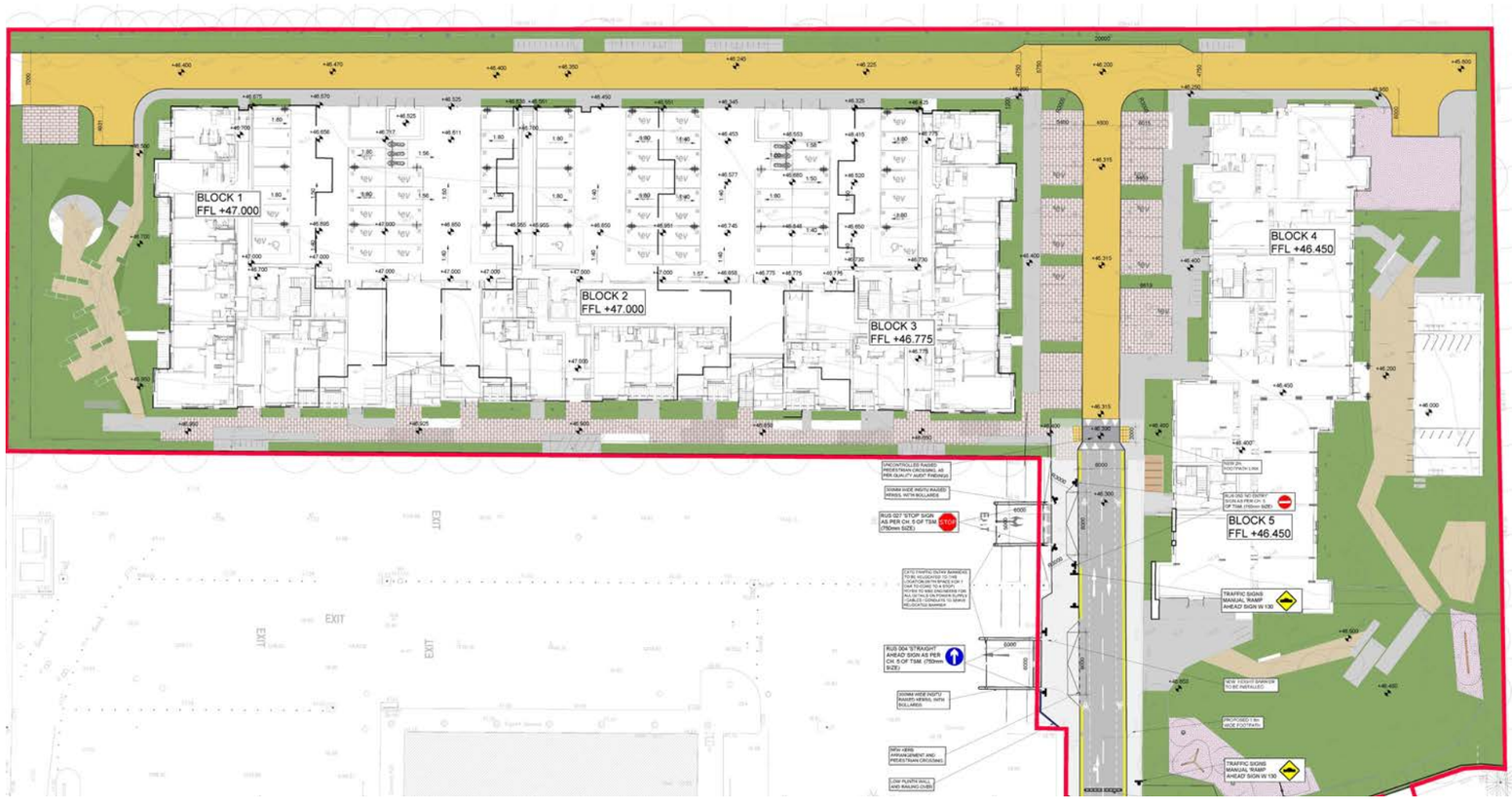
Universal Design Statement

Overall universal design approach:

Access to the buildings and shared facilities:

All areas of hard landscaping in the development will be optimised for accessibility with minimal gradients and the elimination of steps wherever possible. Entrance doors at all building cores and shared facilities will include level access and clear opening widths to exceed the minimum recommendations in TGD part M of the Building Regulations.

The core in each block includes a Part M compliant accessible stair which is suitable for use by all users and a Part M compliant lift providing alternative access to all levels including the first-floor communal landscaped courtyard.
As the first-floor courtyards are communal facilities for the benefit of the residents and not public spaces, it is not intended to provide external lift access to these areas from the pedestrian route on the southern boundary with the gym car park. The external access stairs from the pedestrian route to these spaces will be designed as an accessible stair for the benefit of the residents but this is not a route to access the building. All visitors to the buildings must use the ground floor entrance doors for security reasons and the residents can then facilitate lift access to the first-floor communal deck spaces where required.



Extract from Engineers drawing CST-BMD-00-22-DR-C-1017

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2.9 Universal Design Statement

Parking and accessibility
Provision has been made for an accessible parking space at the closest parking location to each of the five building cores to allow immediate level access to the lift and accessible stair. A clear head height of 2.6m will be provided at each of these parking locations to facilitate oversized vehicles.

In addition, enhancements and adjustments to the entrance road have been made providing a footpath to each side of the road with dished kerbs and pedestrian crossing points to facilitate universal access to the development.

Apartment units
All of the apartment units will comply with the requirements of TGD Part M of the Building regulations including accessible toilet facilities and with level access to the adjoining private balcony spaces. All units are located on a single level without internal stairs, providing maximum flexibility for lifetime usage. At the entrance door to each apartment unit the corridor is widened locally to allow easy access and maneuvering in front of the door.

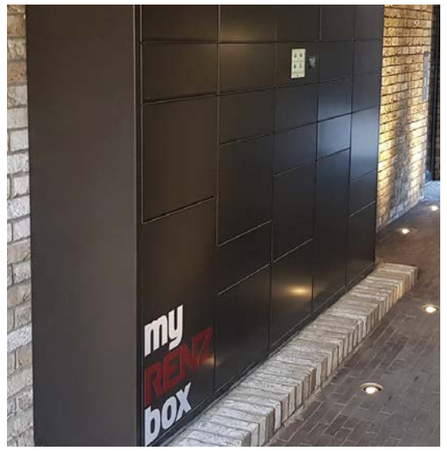
The landscape design takes account of universal access principles while incorporating natural landscape features and topography. The landscaped external areas are designed to provide equal access to people of all ages and all levels of mobility.
A disability access certificate application will be made following completion of the planning process, where these matters will be addressed in greater detail.

Universal Access Level 0

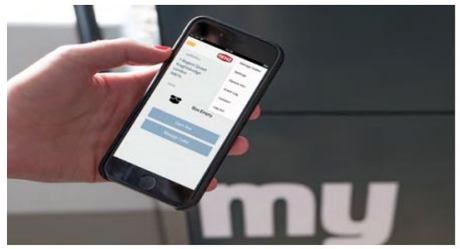
2.10 Post & Deliveries for Residents

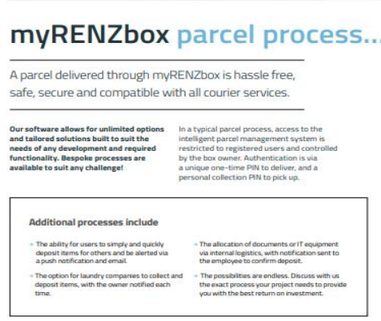
Post and Deliveries for Residents

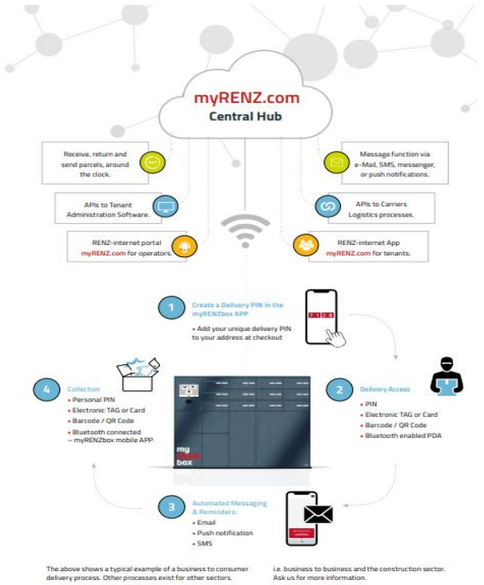
Individual post boxes are located in banks at the entrance to each of the five building cores to cater for regular post deliveries. To accommodate larger package deliveries; automated postal delivery stores are located in the covered car park under blocks 1,2 and 3 and adjoining bike store number 4 on the eastern side of block 4/5. These storage units can accommodate large packages and alert the user by text and email when a delivery is made to allow them to collect.



Deliveries Diagram







Universal design statement

The approach adopted for the design of the Carlisle development seeks that buildings & amenity spaces will create an environment that can be used by all people, regardless of their age, size, disability or ability.

The overall scheme is designed to comply with Part M of the Building Regulations. In addition, all of the residential units, along with the public, shared and private spaces, are designed to provide optimum levels of universal access, in an inclusive and comfortable environment.

Principles of Universal Design:
The design incorporates the following seven principles of Universal Design:

1. Equitable Use
Wherever possible, the same means of use is provided for all users, with equally available provisions for privacy, security and safety. Where not possible, equivalent means are provided, minimising segregation.

2. Flexibility in Use
The design is adaptable to the user's accuracy, pace, level of precision and methods of use.

3. Simple and Intuitive Use
The design avoids unnecessary complexity and is consistent with user expectations and intuition. Information is consistent with its importance.

4. Perceptible Information
The design communicates necessary information effectively to users with a range of sensory abilities. Essential information is provided legibly, in different modes and with sufficient levels of contrast.

5. Tolerance for Error
The design minimises hazards and the adverse consequences of accidental or unintended actions. Where possible, hazardous elements are eliminated, and where not possible, are isolates or shielded. Hazards are provided with warnings.

6. Low Physical Effort
The scheme is designed to be used effectively and comfortably with a minimum of fatigue. Access is designed to allow users to maintain a neutral body position, to minimise the operating forces needed and to minimise sustained physical effort.

7. Size and Space for Approach and Use
The design incorporates appropriate size and space for approach, reach, manipulation and use, regardless of the user's size, posture or mobility. Clear lines of sight are provided, with easy reach to components, allowance for variations in hand and grip size, and adequate space provided for assistive devices or personal assistance.

Overall universal design approach:

The landscape design takes particular account of universal access while at the same time incorporating natural landscape features and topography. The landscaped external areas are designed to provide equal access to people of all ages and all levels of mobility.

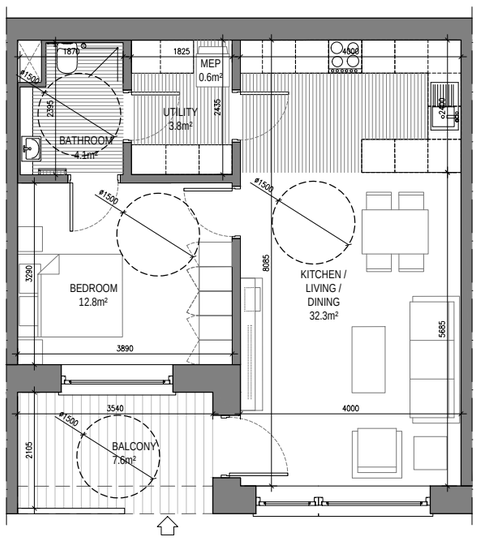
All residential units are designed with level access throughout and accessible WC areas, with all apartments having level access to balconies. The external interfaces are designed to present an inclusive and positive interaction with passers-by, with open residential aspect providing passive overlooking of the internal streets and open spaces, and boundary railings presenting visually open and attractive aspect along the major street boundaries.

2.11 Universal Design Statement - Unit Location and Quantities

Site plan identifying the 30% Universal Design Approach Units

Universal Design Approach Units

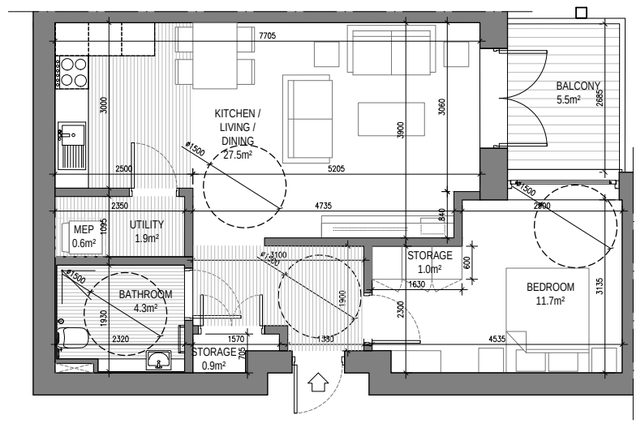
The plan aboves illustrates on a typical level the quantum of oversized units proposed within the application. 82 no. units within the proposal exceed the minimum unit space standards by more than 10% equating to 54.6% of the total. The enlarged (+10%) units have also been designed using a universal design approach. The larger space provided within these units gives greater circulation room within the units for wheelchair users. The diagrams that follow illustrate how the typical 1 and 2 bed apartment unit can be easily adapted for use by persons of all ages / abilities.



UNIT TYPE A2.3

1 Bed Unit - Floor Area: 56.09m² SCALE 1:50

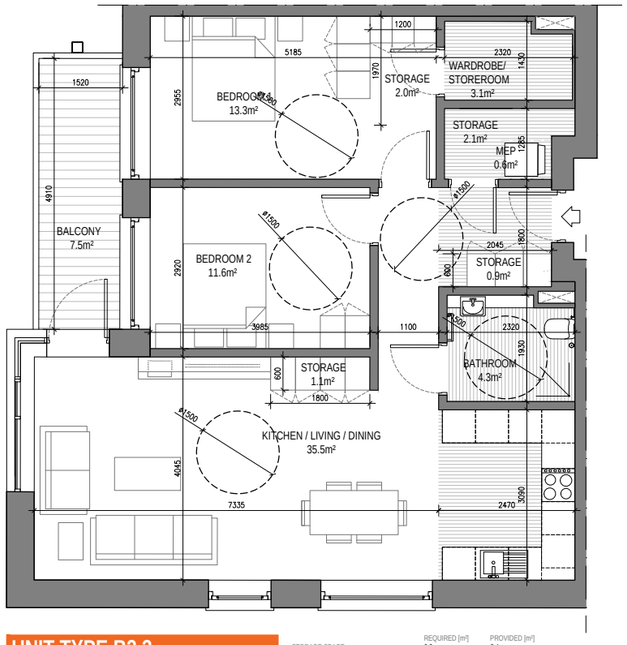
	REQUIRED [m²]	PROVIDED [m²]
STORAGE SPACE	3.0	3.8
PRIVATE AMENITY SPACE	5.0	7.6
AGGREGATE BEDROOM AREA	11.4	12.8
AGGREGATE KITCHEN / LIVING / DINING	23.0	32.3



UNIT TYPE A2.6

1 Bed Unit - Floor Area: 55.96m² SCALE 1:50

	REQUIRED [m²]	PROVIDED [m²]
STORAGE SPACE	3.0	3.8
PRIVATE AMENITY SPACE	5.0	5.5
AGGREGATE BEDROOM AREA	11.4	11.7
AGGREGATE KITCHEN / LIVING / DINING	23.0	27.5

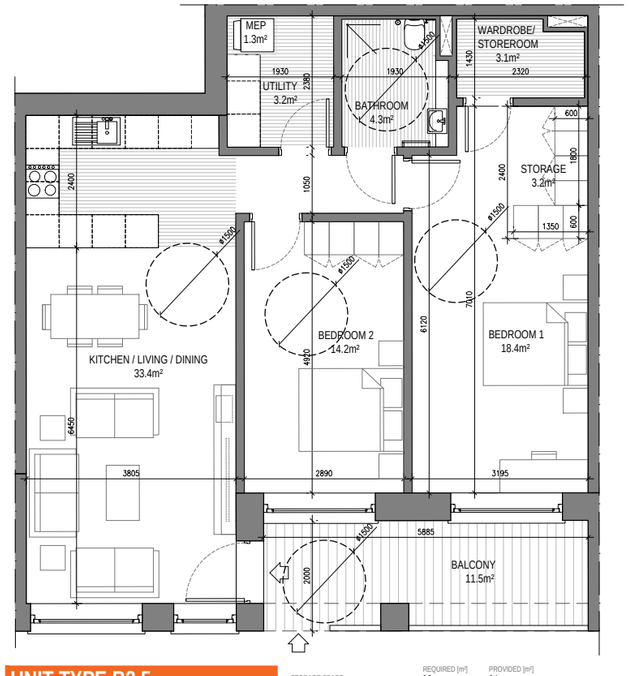


UNIT TYPE B2.3

2 Beds Unit - Floor Area: 86.10m² SCALE 1:50

	REQUIRED [m²]	PROVIDED [m²]
STORAGE SPACE	6.0	6.4
PRIVATE AMENITY SPACE	7.0	7.5
AGGREGATE BEDROOM AREA	24.4	24.9
AGGREGATE KITCHEN / LIVING / DINING	30.0	35.5

NOTE: UNITS 314, 324, 334, 343 & 353 LAYOUT IS MIRRORED EAST TO WEST



UNIT TYPE B2.5

2 Beds Unit - Floor Area: 89.17m² SCALE 1:50

	REQUIRED [m²]	PROVIDED [m²]
STORAGE SPACE	6.0	6.4
PRIVATE AMENITY SPACE	7.0	11.5
AGGREGATE BEDROOM AREA	24.4	25.4
AGGREGATE KITCHEN / LIVING / DINING	30.0	36.3

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2.11 Universal Design Statement - Layouts

The diagrams shown left illustrate the typical 1 & 2 bed apartment units proposed within the subject application. The adapted layout includes a generous main bathroom (now shown as a wet-room). In the case of the 2 bed units the bathroom is located in close proximity to the master bedroom.

The layout includes ample space for easy circulation and maneuvering room for wheelchair users.

3.0 Response to Urban Design Manual - 12 Criteria Assessment

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Urban Design Manuel : Urban Design Criteria Assessment

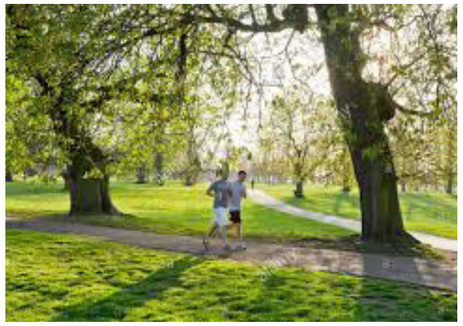
01. Context
How does the development respond to its surroundings?

- As has been described in the previous sections the proposed development is located on an “L” shaped site at the northern end of the Carlisle Gym car park and is surrounded by two storey houses and back gardens to the north, east and west.

- The five blocks are configured in a north south direction to maximize daylight and sunlight penetration to the new units and to minimize the potential for a reduction in the amenity of the properties to the north on Captains road. The upper floors of each of the blocks have been cut back at the northern end to further reduce their potential impact.

- A kink has been introduced into the floor plan of conjoined block 4/5 to reduce its visual mass and its potential impact on the residential amenity of the properties to the east in Brookfield green.

- The pedestrian circulation route, and ground level communal and public open spaces are all located in the southern portion of the site to maximize daylight and sunlight access. The public open space in the southeast corner benefits from the open boundary at the eastern edge of the gym car park and from the potential for future linkages to the Nora Dunne gallery to the south.



02. Connections
How well connected is the site/new neighbourhood?

- The location and nature of the site boundaries to the east west and north mean that connections are not possible in these directions.
  The public open space in the southeast corner provides a significant new connection along the length of the eastern boundary of the gym car park. There is also the possibility of future connections to the Nora Dunne gallery to the south, subject to agreement with the owners of that property.

- The owner of the gym car park has refused to allow further connections along the northern boundary of the car park where it meets the proposed developments southern boundary.

03. Inclusivity
How easily can people use and access the development?

- The development will create an inclusive and accessible environment for everyone. Further details of the inclusive and accessible nature are described in section 2.9.
- All accommodation in the apartment units will be located on a single level with level access throughout, including balcony spaces.
- All amenity areas, and parks within the development are open to the public and overlooked by units which provide active surveillance.

04. Variety
How does the development promote a good mix of activities?

- The development provides a mix of one and two bed units in a variety of sizes configurations and orientations.
- A complimentary set of communal open spaces are provided at different locations in the development each availing of a different character, landscape language and orientation. The nature of these spaces is more fully described at section 2.4.

05. Efficiency
How does the development make appropriate use of resources, including land?

- The development provides a robust density on the site (120 units/ ha.) while taking account of the constraints imposed by the proximity of the adjoining properties.
- The development delivers an appropriate level of communal and public open space at ground and first floor deck level without recourse to rooftop areas.
- The develop utilises green roofs and extensive green landscape for biodiversity.
- Secure cycle storage facilities for a variety of bicycle configurations are provided within the development to encourage modal shift.
  A highly insulated building fabric will be provided in line with TGD Part L NZEB requirements.
- Ducted air heat recovery units and PV panels will be provided to meet renewable requirements.

06. Distinctiveness
How do the proposals create a sense of place?

- The building massing, elevational composition and material quality has been carefully designed to provide a single coherent language throughout the development and to provide a strong and appropriate contrast to its surroundings. The nature of the elevations is more fully described in section 2.8
- A sizable public space and a range of communal open spaces are provided at different locations in the development. Each space has a distinctive character, landscape language and orientation. The nature of these spaces is more fully described at section 2.4.

07. Layout
How does the proposal create people friendly streets and spaces?

The concept diagram for the development at section 2.2, clearly shows the intention to :

1. Restrict vehicle circulation to the entrance roadway and the roadway on the northern boundary of the site. This includes service vehicles and waste management vehicles.

2. Create a pedestrian friendly environment to the south of the buildings with an east / west pedestrian spine linking all of the public and communal open spaces on the site. The pedestrian route also provides access to the main entrances of each of the five blocks.

8. Public Realm
How safe, secure and enjoyable are the public areas?

- All of the public and communal open spaces in the development are overlooked by units to ensure maximum passive surveillance and supervision.

- Each space has a distinctive character, landscape language and orientation. The nature of these spaces is more fully described at section 2.4.

- All of the external spaces have been assessed for average annual sunlight hours and wind impact. The landscaping design has been adjusted in accordance with the findings of these specialist assessments.

09. Adaptability
How will the buildings cope with change?

- All units are located on a single level without internal stairs, providing maximum flexibility for lifetime usage.

- Internal walls are lightweight partition walls which could facilitate internal alterations in the future and allow for adaption and subdivision.

10. Privacy & Amenity
How does the scheme provide a decent standard of amenity?

- The area of all units in the development comfortably exceed the minimum standards set out in the Sustainable Urban Housing: Design Standards for New Apartments and 54.6% of units exceed the minimum standard by at least 10%.
- 57.3% of units are dual aspect while 42.7% are single aspect. There are no north facing single aspect units in the development.
- The buildings are generally separated by a distance of 25m between opposing windows however at limited locations the distance between the blocks reduces to 21m.
- All units have their own private balconies.

11. Parking
How will the parking be secure and attractive?

- 60% of the parking spaces are provided in a covered deck car park with access provided from the road on the northern boundary of the site. The remaining parking is provided on the entrance roadway and to the northeast of block 4/5. All of these parking spaces are overlooked by the surrounding new properties.

12. Detailed Design
How well thought through is the building and landscape design?

- The elevation composition and material quality has been carefully designed to provide a single coherent language throughout the development and to provide a strong and appropriate contrast to its surroundings. The nature of the elevations is more fully described in section 2.8
- A sizable public space and a range of communal open spaces are provided at different locations in the development. Each space has a distinctive character, landscape language and orientation. The nature of these spaces is more fully described at section 2.4.

4.0 Response to Response to DCC Dev Plan - Appendix 3 - Table 3: Performance Criteria in Assessing Proposals for Enhanced Height, Density and Scale

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4.0 Response to Response to DCC Dev Plan - Appendix 3 - Table 3: Performance Criteria in Assessing Proposals for Enhanced Height, Density and Scale

1. To promote development with a sense of place and character
Enhanced density and scale should:

- respect and/or complement existing and established surrounding urban structure, character and local context, scale and built and natural heritage and have regard to any development constraints,
- have a positive impact on the local community and environment and contribute to 'healthy placemaking',
- create a distinctive design and add to and enhance the quality design of the area,
- be appropriately located in highly accessible places of greater activity and land use intensity,
- have sufficient variety in scale and form and have an appropriate transition in scale to the boundaries of a site/adjacent development in an established area,
- not be monolithic and should have a well-considered design response that avoids long slab blocks,
- ensure that set back floors are appropriately scaled and designed.

Response

The elevation composition and material quality has been carefully designed to provide a single coherent language throughout the development and to provide a strong and appropriate contrast to its surroundings. The design concept for the site sets out to create a series of bookend gable elevations along the east/ west pedestrian green route on the southern boundary adjoining the Ben Dunne Gym site. This elevation is key, in that it provides the new backdrop to the Gym buildings and frames the view on arrival along the entrance road.

The establishment of a dark coloured plinth at ground floor on this elevation creates a human scale at ground floor. The vertical feature steps and stairs to the communal decks between the blocks are located within this band. The gables are then broken down into a series of tower like volumes with varying parapet heights to provide a strong vertical emphasis.

The elevations are composed of a combination of coloured bricks. These brick materials are applied to the various volumes that make up each elevation to provide maximum contrast and visual interest.

At a detail level, brick banding using alternative brick bonds will be utilized to provide an additional layer of richness and interest in the elevation compositions. Painted metal balustrades and balcony systems are proposed throughout with large window and door modules to maximize daylight penetration to the units.

Block 02 blowup study (South Elevation)

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2. To provide appropriate legibility

Enhanced density and scale should:
- make a positive contribution to legibility in an area in a cohesive manner,
- reflect and reinforce the role and function of streets and places and enhance permeability.

Response :
The proposed development is located to the rear of a number of buildings, located in a vacant site. The proposed buildings infill and otherwise empty site, bring coherency to the area while enhances density and scale. You will note from the contiguous elevation shown below that the buildings sit comfortably within the their surrounding context and are suitably screened on all boundaries to mitigate any concerns of overlooking / impact to privacy.

We note that this site is a cul-de-sac, surrounded by existing properties on all sides. Though permeability through the site to other areas is not possible to deliver, a simply internal road network strategy allows for ease of use by all residents of the development, along with users of the cultural/community space and the public open space.

2 Site Elevation - North
1 : 200

4.0 Response to Response to DCC Dev Plan - Appendix 3 - Table 3: Performance Criteria in Assessing Proposals for Enhanced Height, Density and Scale

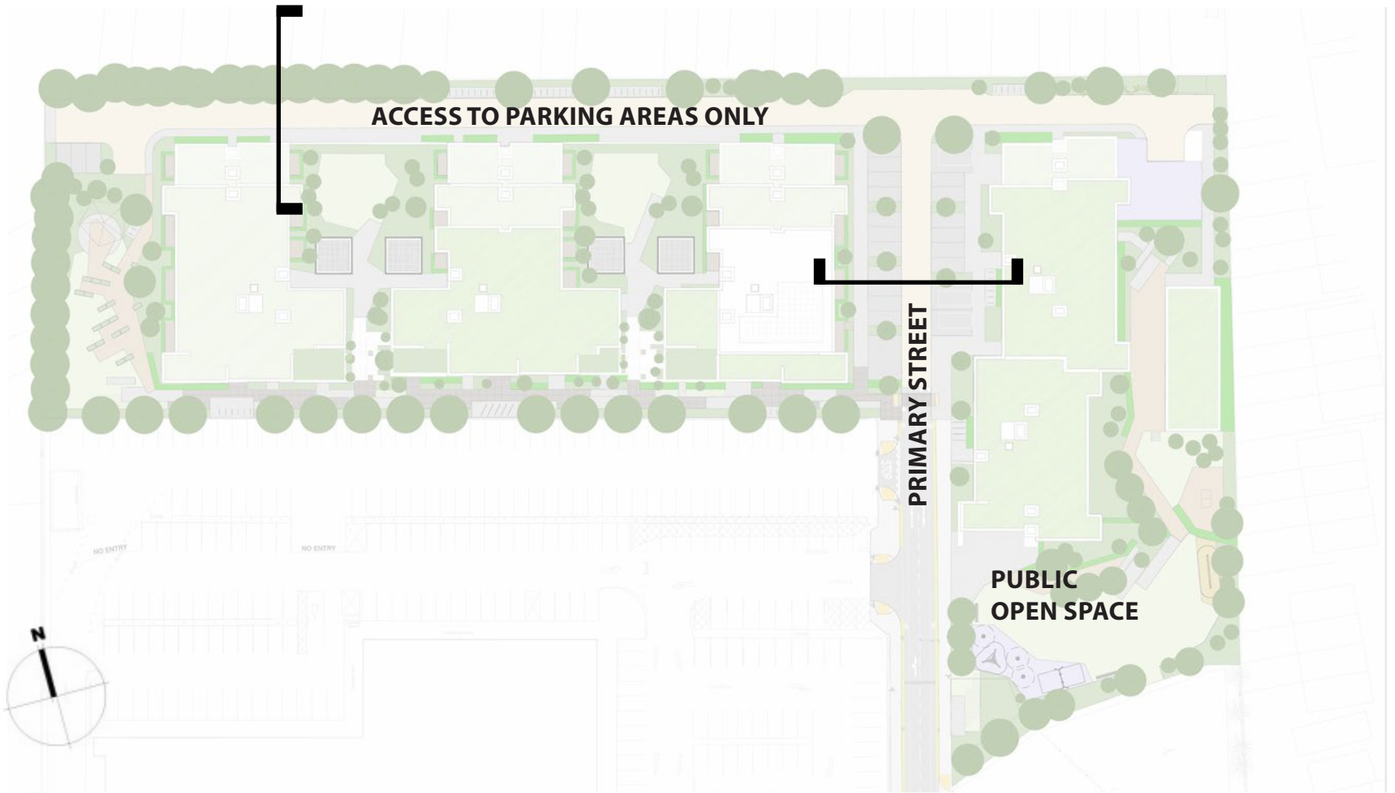
3. To provide appropriate continuity and enclosure of streets and spaces

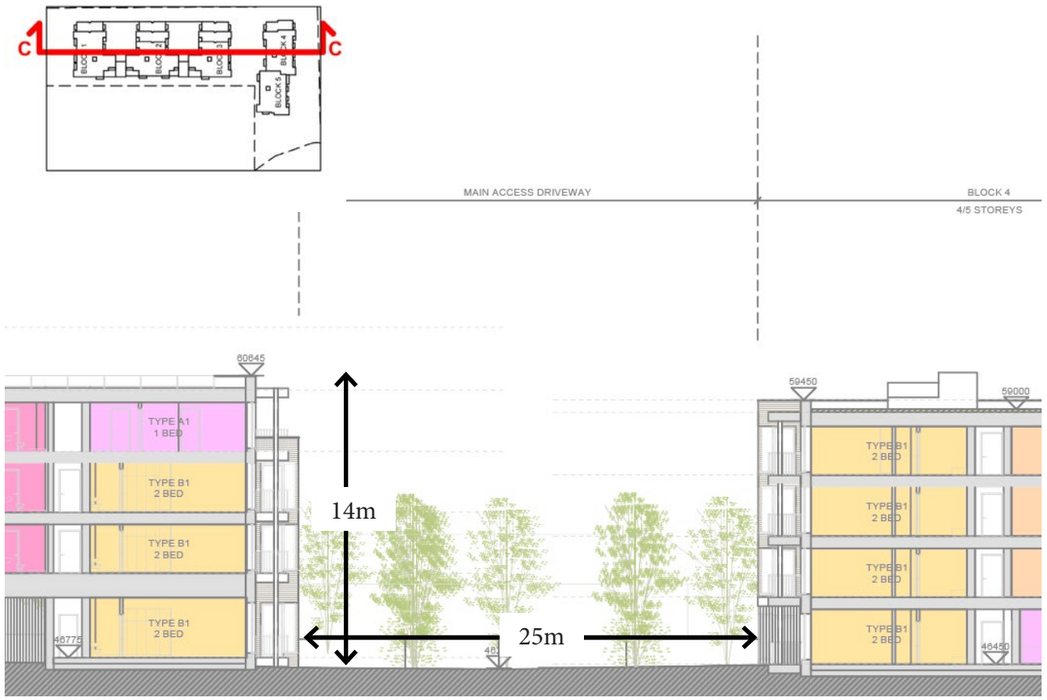
Enhanced density and scale should:
- enhance the urban design context for public spaces and key thoroughfares,
- provide appropriate level of enclosure to streets and spaces,
- not produce canyons of excessive scale and overbearing of streets and spaces,
- generally be within a human scale and provide an appropriate street width to building height ratio of 1:1.5 – 1:3,
-provide adequate passive surveillance and sufficient doors, entrances and active uses to generate street-level activity, animation and visual interest.

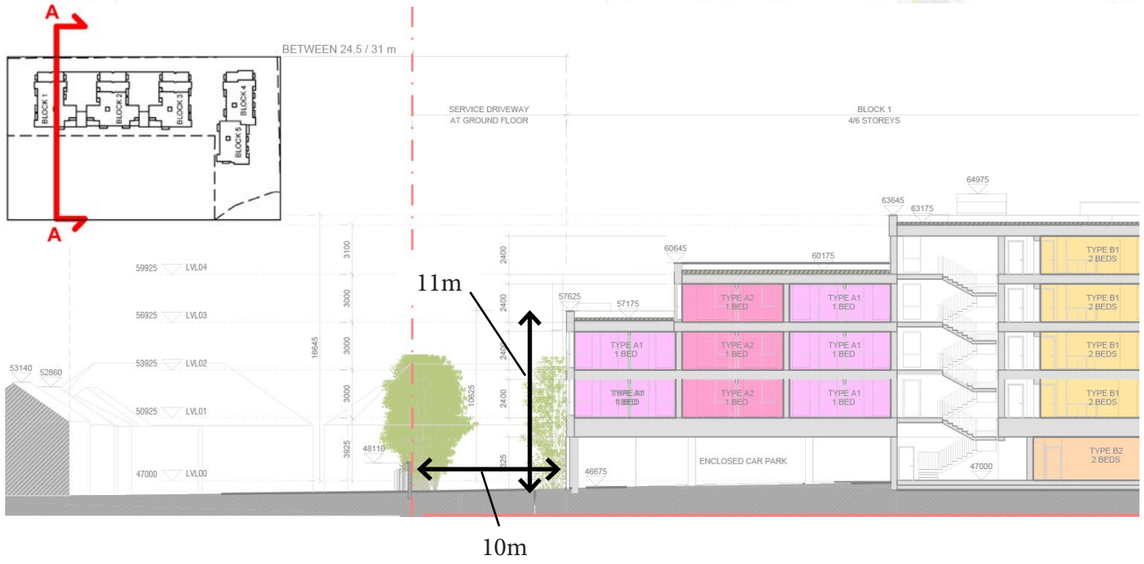
Response :

As previously noted the sits is a cul-de-sac, surrounded by existing properties on all sides. The development is served by a single access road which enters the development via the existing Ben Dunne gym access road and loops around the back of buildings to provide access to car/ bicycle parking, bins & other tenant amenity services. The building heights and position relative to the street has been carefully considered to ensure a human scale is provided in all areas - softened by landscaping and suitably over-looked.

A network of pedestrian routes through the development provides ease of access to each building / tenant amenity area whilst maintaining an animated zone of activity at ground level.







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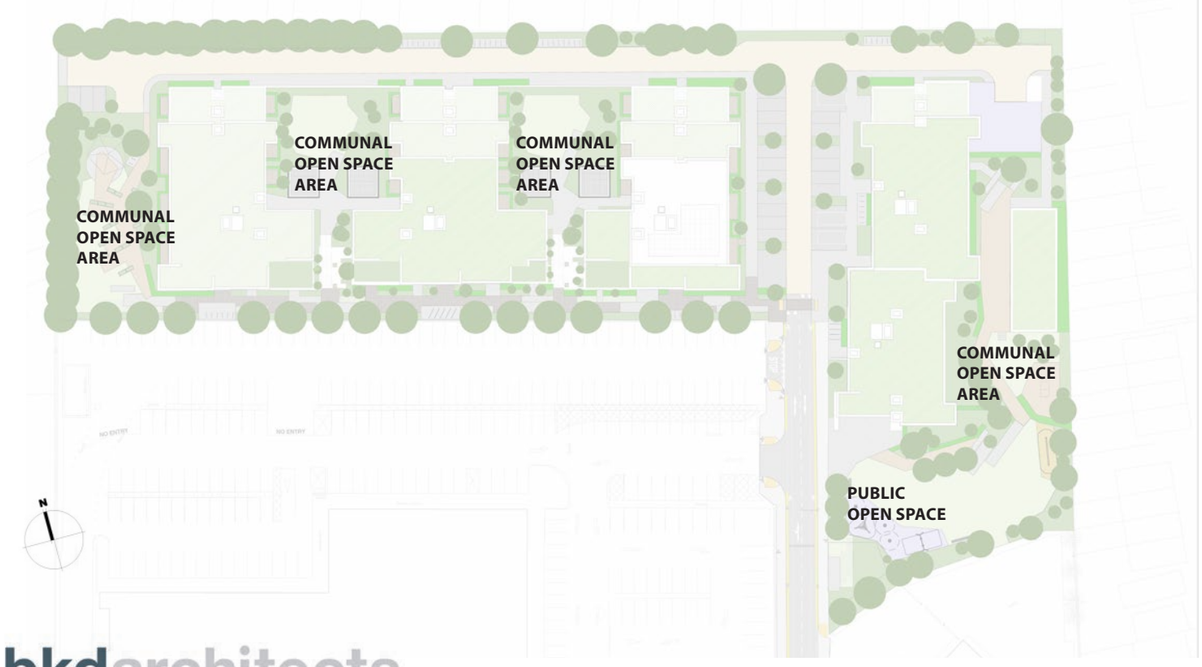
4.0 Response to Response to DCC Dev Plan - Appendix 3 - Table 3: Performance Criteria in Assessing Proposals for Enhanced Height, Density and Scale

4. To provide well connected, high quality and active public and communal spaces

Enhanced density and scale should:
- integrate into and enhance the public realm and prioritises pedestrians, cyclists and public transport,
- be appropriately scaled and distanced to provide appropriate enclosure/exposure to public and communal spaces, particularly to residential courtyards,
- ensure adequate sunlight and daylight penetration to public spaces and communal areas is received throughout the year to ensure that they are useable and can support outdoor recreation, amenity and other activities – see Appendix 16,
- ensure the use of the perimeter block is not compromised and that it utilised as an important typology that can include courtyards for residential development,
- ensure that potential negative microclimatic effects (particularly wind impacts) are avoided and or mitigated,
- provide for people friendly streets and spaces and prioritise street accessibility for persons with a disability.

Response:
The proposed development includes 1260 sm of open space located at the southernmost end of the development. This location has been selected to ensure ease of access from the public transport services along Kimmage Rd. The position of the public open space provides privacy to the more private communal open space area adjacent to each residential building. A sunlight and daylight analysis has been carried out by IN2 consulting engineers to demonstrate that the spaces exceed the required sunlight and daylight requirements. Due to the nature of the site, the existing surrounding context, boundaries and positions of the newly propsoed buildings mitigate any potential negative micro-climate effects on these proposed spaces.



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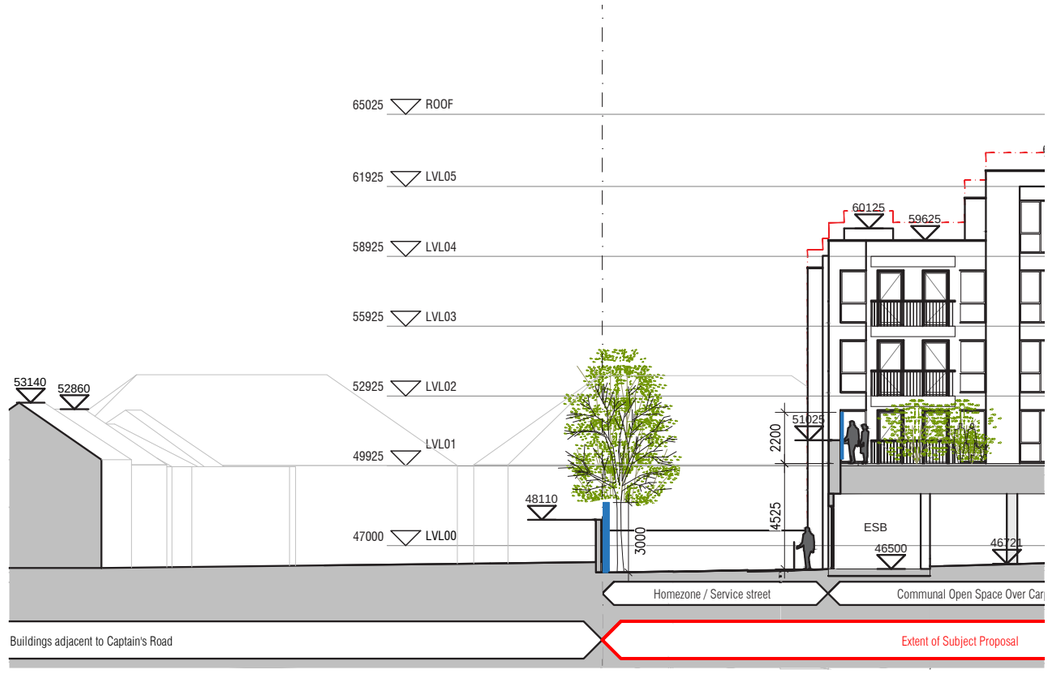
5. To provide high quality, attractive and useable private spaces

Enhanced density and scale should:
- not compromise the provision of high quality private outdoor space,
- ensure that private space is usable, safe, accessible and inviting,
- ensure windows of residential units receive reasonable levels of natural light, particularly to the windows of residential units within courtyards – see Appendix 16,
- assess the microclimatic effects to mitigate and avoid negative impacts,
- retain reasonable levels of overlooking and privacy in residential and mixed use development.

Response
The proposed development meets the outlined requirements by incorporating thoughtfully designed private outdoor spaces that ensure high-quality usability and safety.
Careful attention has been given to the orientation and placement of windows to maximize natural light for residential units. There are no units with a single north-facing aspect, and the most feature a desirable double-aspect layout. All proposed buildings are located greater than 22m from any enighbouring property. To further limit the potential for overlooking from the new apartment units, all balconies proposed along the eastern elevation of the development are proposed to include a 1.2m high frosted glass balustrade. Additionally a 2.2m high frosted glass privacy screen is proposed along the northern edge of the 1st floor communal garden area. This measure will significantly reduce the potential for overlooking from the units within the development.



6. To promote mix of use and diversity of activities

Enhanced density and scale should:
- promote the delivery of mixed use development including housing, commercial and employment development as well as social and community infrastructure,
- contribute positively to the formation of a 'sustainable urban neighbourhood',
- include a mix of building and dwelling typologies in the neighbourhood,
- provide for residential development, with a range of housing typologies suited to different stages of the life cycle.

Response
The proposed development aligns with the goals of promoting a mix of use and diversity of activities by integrating residential, art/cultural areas and community spaces within a cohesive urban framework. The development provides a mix of one and two bed units in a variety of sizes configurations and orientations. A complimentary set of communal open spaces are provided at different locations in the development each availing of a different character, landscape language and orientation. Overall, it creates a dynamic environment that meets diverse community needs while promoting sustainability.

7. To ensure high quality and environmentally sustainable buildings

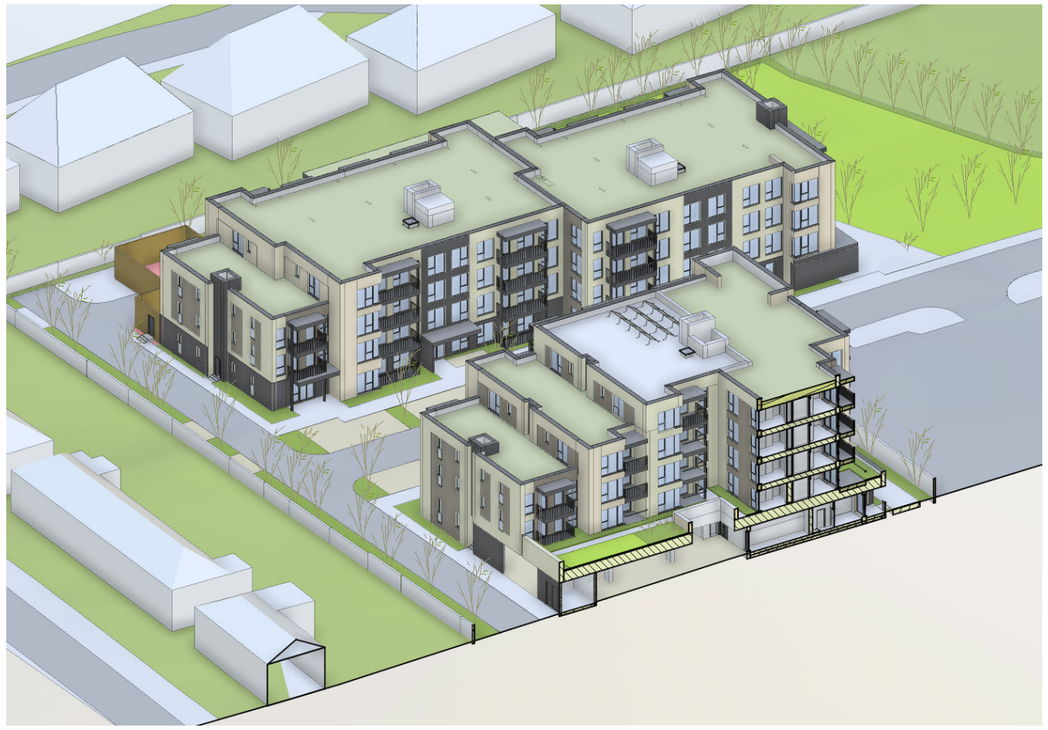
Enhanced density and scale should:
- be carefully modulated and orientated so as to maximise access to natural daylight, ventilation, privacy, noise and views to minimise overshadowing and loss of light – see Appendix 16,
- not compromise the ability of existing or proposed buildings and nearby buildings to achieve passive solar gain,
- ensure a degree of physical building adaptability as well as internal flexibility in design and layout,
- ensure that the scale of plant at roof level is minimised and have suitable finish or screening so that it is discreet and unobtrusive,
- maximise the number of homes enjoying dual aspect, to optimise passive solar gain, achieve cross ventilation and for reasons of good street frontage,
- be constructed of the highest quality materials and robust construction methodologies,
- incorporate appropriate sustainable technologies, be energy efficient and climate resilient,
- apply appropriate quantitative approaches to assessing daylighting and sun lighting proposals. In exceptional circumstances compensatory design solutions may be allowed for where the meeting of sun lighting and daylighting requirements is not possible in the context of a particular site (See Appendix 16),
- incorporate an Integrated Surface Water Management Strategy to ensure necessary public surface water infrastructure and nature based SUDS solutions are in place – see Appendix 13,
- include a flood risk assessment – see SFRA Volume 7.
- include an assessment of embodied energy impacts – see Section 15.7.1.

Response
The development on has been carefully considered to maximizes natural daylight and ventilation, ensuring optimal orientation to minimize overshadowing and maintain privacy. An assessment has been completed by IN2 consulting engineers to demonstrate compliant with the sunlight and daylight analysis of external and internal spaces.

All units are located on a single level without internal stairs, providing maximum flexibility for lifetime usage. Internal walls are lightweight partition walls which could facilitate internal alterations in the future and allow for adaption and subdivision.

The majority of the residential units proposed enjoy dual aspect, enhancing passive solar gain and cross ventilation, which contributes to overall energy efficiency. High-quality, durable materials are employed in construction, complemented by sustainable technologies that bolster climate resilience.

A detailed Surface Water Management Strategy, along with a flood risk assessment and evaluation of embodied energy impacts are included in the engineer's documentation to demonstrate compliance with infrastructure requirements.



4.0 Response to Response to DCC Dev Plan - Appendix 3 - Table 3: Performance Criteria in Assessing Proposals for Enhanced Height, Density and Scale

8. To secure sustainable density, intensity at locations of high accessibility

Enhanced density and scale should:
- be at locations of higher accessibility well served by public transport with high capacity frequent service with good links to other modes of public transport,
- look to optimise their development footprint; accommodating access, servicing and parking in the most efficient ways possible integrated into the design.

Response
The development is accessed directly from Kimmage Road West - which is served by a large number of buses operating on frequent time schedule. The proposed development is also within short walking distance of nearby shops and services.

Car and bicycle parking is proposed within the development, conveniently located along the internal street network or within under-croft parking areas. The locations of bicycle and car parking is located within close proximity of each building entrance with simple and clear access routes to existing pedestrian and cycle networks in the area.

9. To protect historic environments from insensitive development

Enhanced density and scale should:
- not have an adverse impact on the character and setting of existing historic environments including Architectural Conservation Areas, Protected Structures and their curtilage and National Monuments – see section 6 below.
- be accompanied by a detailed assessment to establish the sensitives of the existing environment and its capacity to absorb the extent of development proposed,
- assess potential impacts on keys views and vistas related to the historic environment.

Response
Due to the development location situated within a vacant plot of land to the rear of a number of existing buildings - the proposed buildings potential impact on its context is minimal. An assessment of the sensitivity of the subject lands is include in the planning application and demonstrates that the development does not have any adverse impact on its environment. Key views in the area and the potential impact of the proposed development on these views have been demonstrated within the LVIA report included with the planning permission submission.

10. To ensure appropriate management and maintenance

Enhanced density and scale should:
- Include an appropriate management plan to address matters of security, management of public/communal areas, waste management, servicing etc.

Response
A management plan has been prepared to address this point. The report is included in the overall planning permission submission.

5.0 Development Statistics

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5.1 Proposed Schedule of Areas

RESIDENTIAL

UNIT MIX		
TOTAL 1B	70	48.3%
TOTAL 2B	75	51.7%
UNITS TOTAL	**145**	
ACCOMODATION TOTAL	**440**	PEOPLE

TOTAL NETT SITE AREA	**1.25**	Ha
TOTAL GROSS SITE AREA	**1.90**	Ha
SITE DENSITY	**116.0**	**U/Ha**
TOTAL GIFA (approx)	**14437**	**SQM**
PLOT RATIO	**1.2**	**:1**
TOTAL BULDING FOOTPRINT	**5390**	**SQM**
SITE COVERAGE		**43.1%**

PUBLIC OPEN SPACE	AREA (SQM)
SPACE TO SITE SOUTH EASTERN	1260.6
TOTAL PUBLIC SPACE	**1261**
SITE AREA	
MIN REQ 10%	1250
IN CURRENT SCHEME	**10.1%**

COMMUNAL OPEN SPACE	AREA	TOTAL %
SPACE TO SITE WESTERN END @ GF	632	34%
GREEN DECK BETWEEN BLOCK 1 & 2 @ LVL01	325	17%
GREEN DECK BETWEEN BLOCK 2 & 3 @ LVL01	325	17%
SPACE TO SITE EASTERN END @GF	578	31%
		% OF AREA ABOVE MINIMUM REQUIREMENTS
TOTAL SPACE AREA	**1860**	**112.6%**

COMMUNAL OPEN SPACE REQUIREMENTS		TOTAL UNITS SPACE (SQM)
1B MIN SQM	5	350
2B MIN SQM	7	525
TOTAL SPACE		**875**

BIKE PARKING REQUIREMENTS (RESIDENTIAL)	
BIKE SPACE RATIO/BEDROOM	1.0
RESIDENT BIKE SPACES	220
VISITOR RATIO/UNIT	0.5
VISITOR BIKE SPACES	73
BIKE SPACES REQUIRED	**293**

UNITS >10% ABOVE MIN		UNITS TOTAL %
BLOCK 1	15	10%
BLOCK 2	25	17%
BLOCK 3	21	14%
BLOCK 4	10	7%
BLOCK 5	9	6%
TOTAL	**80**	**55.2%**

DUAL ASPECT UNITS		UNITS TOTAL %
BLOCK 1	16	11%
BLOCK 2	24	17%
BLOCK 3	21	14%
BLOCK 4	11	8%
BLOCK 5	11	8%
TOTAL	**83**	**57.2%**

PROPOSED BIKE PARKING SPACES (RESIDENTIAL)	AMOUNT	TOTAL %
RESIDENT LONG TERM BIKE SPACES	300	67%
RESIDENT LONG TERM CARGO BIKE SPACES	16	4%
RESIDENT LONG TERM BIKE SPACES TOTAL	316	71%
VISITOR (SHORT TERM) STANDARD SPACES	120	27%
VISITOR (SHORT TERM)CARGO SPACES	12	3%
VISITOR (SHORT TERM)BIKE SPACES TOTAL	132	29%
BIKE SPACES TOTAL	**448**	**100%**

PROPOSED CAR PARKING SPACES (RESIDENTIAL)	AMOUNT	TOTAL %
STANDARD CAR SPACES	36	50%
E.V. CHARGING SPACES	42	51%
U.A. CAR SPACES	5	6%
CAR SPACES TOTAL (RESIDENTIAL)	**83**	**100%**
PARKING RATIO/UNIT		0.57
MOTORCYCLE SPACES	6	7%

CULTURAL / COMMUNITY

PROPOSED CULTURAL/COMMUNITY USE	
TOTAL PROPOSED GROSS INTERNAL FLOOR AREA (RESIDENTIAL)	14437 sqm
REQUIRED AREA FOR CULTURAL/COMMMUNITY USE (5%)	722 sqm
CULTURAL / COMMUNITY USE (INTERNAL AREA)	813 sqm

BIKE PARKING REQUIREMENTS (CULTURAL/COMMUNITY USE)	
Long term	1 per 75sqm
Short term	no standard #
BIKE SPACES REQUIRED (LONG TERM)	**11**

PROPOSED BIKE PARKING SPACES (CULTURAL/COMMUNITY USE)	AMOUNT	TOTAL %
CULTURAL LONG TERM STANDARD BIKE SPACES	8	67%
CULTURAL LONG TERM CARGO BIKE SPACES	2	17%
RESIDENT BIKE SPACES TOTAL	10	83%
VISITOR (SHORT TERM) STANDARD SPACES	2	17%
VISITOR (SHORT TERM)CARGO SPACES	0	0%
VISITOR (SHORT TERM)BIKE SPACES TOTAL	2	17%
BIKE SPACES TOTAL	**12**	**100%**

CAR PARKING SPACES (CULTURAL / COMMUNITY USE)	AMOUNT	TOTAL %
STANDARD CAR SPACES	1	50%
E.V. CHARGING SPACES	1	50%
U.A. CAR SPACES	1	50%
CAR SPACES TOTAL (CULTURAL/COMMUNITY USE) (@1 PER 400SQM GFA)	**2**	**100%**

CRECHE

PROPOSED CRECHE AREA	
TOTAL NUMBER OF 2 BED APARTMENTS PROPOSED	75 UNITS
NUMBER OF CRECHE CHILD-SPACES REQUIRED (USING 20 CHILD-SPACES PER 75 UNITS)	20 SPACES
SIZE OF PROPOSED CRECHE (INTERNAL AREA)	210 sqm
SIZE OF PROPOSED CRECHE (OUTDOOR PLAY AREA)	130 sqm

BIKE PARKING REQUIREMENTS (CRECHE USE)	
Long term	1 PER 5 STAFF
Short term	1 PER 10 CHILDREN
BIKE SPACES REQUIRED (LONG TERM)	**2**
BIKE SPACES REQUIRED (LONG TERM)	**3**

PROPOSED BIKE PARKING SPACES (CRECHE USE)	AMOUNT	TOTAL %
CRECHE LONG TERM STANDARD BIKE SPACES	2	40%
CRECHE LONG TERM CARGO BIKE SPACES	0	0%
CRECHE LONG TERM BIKE SPACES TOTAL	2	40%
VISITOR (SHORT TERM) STANDARD SPACES	3	60%
VISITOR (SHORT TERM)CARGO SPACES	0	0%
VISITOR (SHORT TERM)BIKE SPACES TOTAL	3	60%
BIKE SPACES TOTAL	**5**	**100%**

CAR PARKING SPACES (CRECHE USE)	AMOUNT	TOTAL %
STANDARD CAR SPACES (@1 PER 100SQM GFA)	3	75%
E.V. CHARGING SPACES	2	50%
U.A. CAR SPACES	1	25%
CAR SPACES TOTAL (@1 PER 100SQM GFA) (CRECHE USE)	**4**	**100%**

Note - 4 no spaces to shared for staff and drop-off.

5.2 Housing Quality Assessment

UNIT TYPE APARTMENTS	GROSS INTERNAL FLOOR AREA		TOTAL NETT	BED SPACES	MAIN BATHR.	KITCHEN / LIVING /DINING		ENSUITE AREA	BEDROOM AREAS				BEDROOM TOTAL	STORAGE		ASPECT	BALCONY	
	m²	MIN	m²	No.	m²	m²	MIN	m²	1	MIN	2	MIN	m²	m²	MIN	No.	m²	MIN
(A1.1) 1 Bed Apartment	47.8	45	45.3	2	4.2	25.4	23	0	11.6	11.4			11.6	3.3	3	1	5.2	5
(A1.2) 1 Bed Apartment	47.8	45	45.3	2	4.2	25.4	23	0	11.6	11.4			11.6	3.3	3	2	5.2	5
(A1.3) 1 Bed Apartment	49.4	45	46.9	2	4.2	27	23	0	11.6	11.4			11.6	3.3	3	1	7.3	5
(A1.4) 1 Bed Apartment	49.4	45	45.3	2	4.2	25.4	23	0	11.6	11.4			11.6	3.3	3	2	5.2	5
(A2.1) 1 Bed Apartment	54.8	45	52.5	2	4.2	30.4	23	0	12.6	11.4			12.6	4.7	3	1	5.2	5
(A2.2) 1 Bed Apartment	49.6	45	47.1	2	4.2	27.2	23	0	11.6	11.4			11.6	3.5	3	1	5.2	5
(A2.3) 1 Bed Apartment	56.1	45	52.3	2	4.2	32.3	23	0	11.4	11.4			11.4	3.8	3	1	7.6	5
(A2.4) 1 Bed Apartment	50.9	45	48.3	2	4.2	27.5	23	0	12.4	11.4			12.4	3.6	3	1	5.7	5
(A2.5) 1 Bed Apartment	58.7	45	51.9	2	4.2	30.6	23	0	12.0	11.4			12.0	4.5	3	3	7.5	5
(A2.6) 1 Bed Apartment	56.0	45	47.8	2	4.2	27.5	23	0	11.7	11.4			11.7	3.8	3	1	5.5	5
(B1.1) 2 Bed Apartment	75.5	73	71.1	4	4.3	30.4	30	0	13.4	11.4	11.6	11.4	25.0	9.2	6	1	7.3	7
(B1.2) 2 Bed Apartment	77.8	73	73.2	4	4.3	32.2	30	0	13.4	11.4	11.5	11.4	24.9	9.6	6	2	7.3	7
(B1.3) 2 Bed Apartment	75.5	73	71.1	4	4.3	30.4	30	0	13.4	11.4	11.6	11.4	25.0	9.2	6	2	7.3	7
(B2.1) 2 Bed Apartment	83.6	73	78.6	4	4.3	34.5	30	0	14.3	11.4	11.6	11.4	25.9	9.6	6	1	7.5	7
(B2.2) 2 Bed Apartment	81.2	73	73.7	4	4.4	30.5	30	0	13.3	11.4	11.6	11.4	24.9	9.6	6	2	7.6	7
(B2.3) 2 Bed Apartment	86.1	73	78.5	4	4.3	35.5	30	0	13.3	11.4	11.6	11.4	24.9	9.5	6	2	7.5	7
(B2.4) 2 Bed Apartment	87.2	73	81.3	4	4.3	36.3	30	0	13.4	11.4	12.0	11.4	25.4	11	6	2	7.5	7
(B2.5) 2 Bed Apartment	89.2	73	85.5	4	4.3	33.4	30	0	18.4	11.4	14.2	11.4	32.6	10.9	6	1	11.5	7
(B2.6) 2 Bed Apartment	80.3	73	76.1	4	4.3	31.7	30	0	14	11.4	11.8	11.4	25.8	10	6	1	9.9	7
(B2.7) 2 Bed Apartment	80.3	73	76.3	4	4.3	32.0	30	0	13.6	11.4	12.5	11.4	26.1	9.6	6	1	9.5	7
(B2.8) 2 Bed Apartment	82.6	73	75.0	4	4.3	30.5	30	3.6	14.1	11.4	12.0	11.4	26.1	6.2	6	3	7.5	7
(B2.9) 2 Bed Apartment	84.2	73	79.1	4	4.3	30.6	30	3.6	15.6	11.4	13.5	11.4	29.1	7.2	6	1	8.6	7

Carlisle Site, Kimmage
Schedule of Areas / May 2025

Unit Types Schedule (summary)

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6.0 LVIA and CGI Views

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6.1 Verified Views (LVIA'S) Map

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6.1 Verified Views (LVIA's)

Current state

Proposed View V1

6.1 Verified Views (LVIA'S) Map

Proposed View V2

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6.1 Verified Views (LVIA's)

Proposed View V3

6.1 Verified Views (LVIA'S) Map


Current state

Proposed View V4

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6.1 Verified Views (LVIA's)

Current state

Proposed View V5

6.1 Verified Views (LVIA'S) Map

Current state

Proposed View V6

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6.1 Verified Views (LVIA's)

Proposed View V7

6.1 Verified Views (LVIA'S) Map

Current state

Proposed View V8

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6.1 Verified Views (LVIA's)

Current state

Proposed View V9

6.1 Verified Views (LVIA'S) Map

Current state

Proposed View V10

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6.1 Verified Views (LVIA's)

Current state

Proposed View V11

6.1 Verified Views (LVIA'S) Map

Aerial view of development from South/West aspect

6.1 Verified Views (LVIA's)

Aerial view of development from South aspect

7.0 - Apartment Layouts

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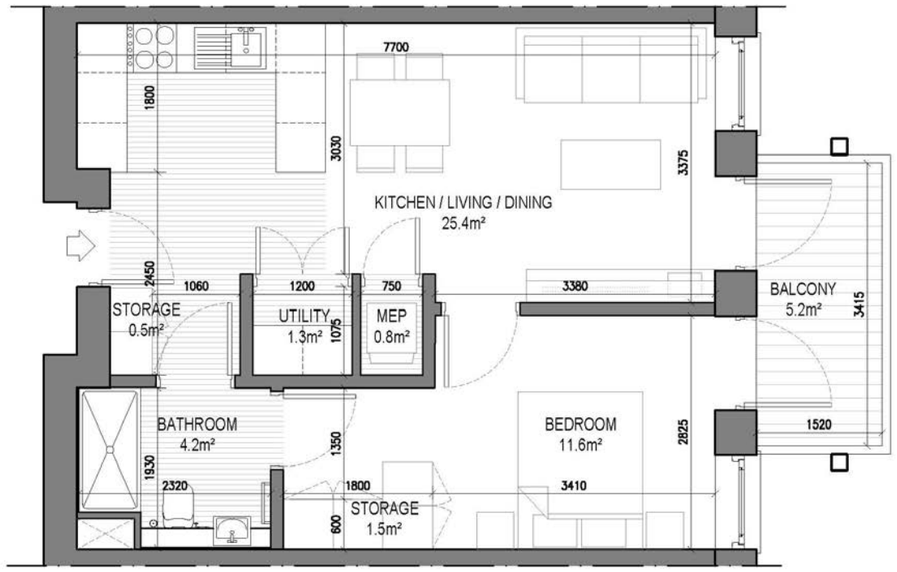
BURKE-KENNEDY DOYLE

7.1 Proposed Apartments - Apartment Type A1.1,A1.2, A1.3,A1.4

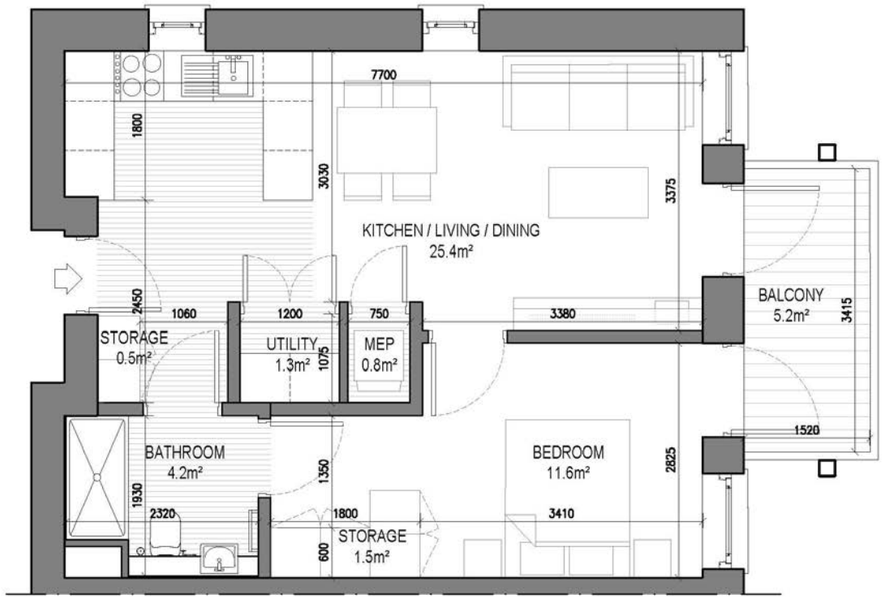


UNIT TYPE A1.1

1 Bed Unit - Floor Area: 47.84m²

SCALE 1:50

	REQUIRED [m²]	PROVIDED [m²]
STORAGE SPACE	3.0	3.3
PRIVATE AMENITY SPACE	5.0	5.2
AGGREGATE BEDROOM AREA	11.4	11.6
AGGREGATE KITCHEN / LIVING / DINING	23.0	25.4



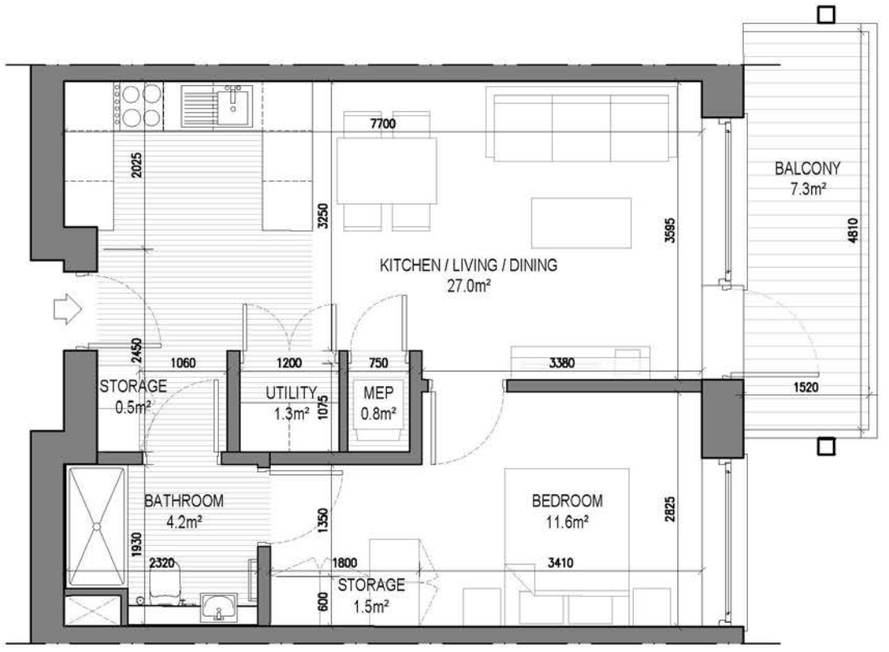
UNIT TYPE A1.2

1 Bed Unit - Floor Area: 47.84m²

SCALE 1:50

	REQUIRED [m²]	PROVIDED [m²]
STORAGE SPACE	3.0	3.3
PRIVATE AMENITY SPACE	5.0	5.2
AGGREGATE BEDROOM AREA	11.4	11.6
AGGREGATE KITCHEN / LIVING / DINING	23.0	25.4

NOTE: UNITS 105, 408, 116, 217, 319, 418, 126, 227, 329, 428, 136, 237, 339 & 438 LAYOUT IS MIRRORED EAST TO WEST

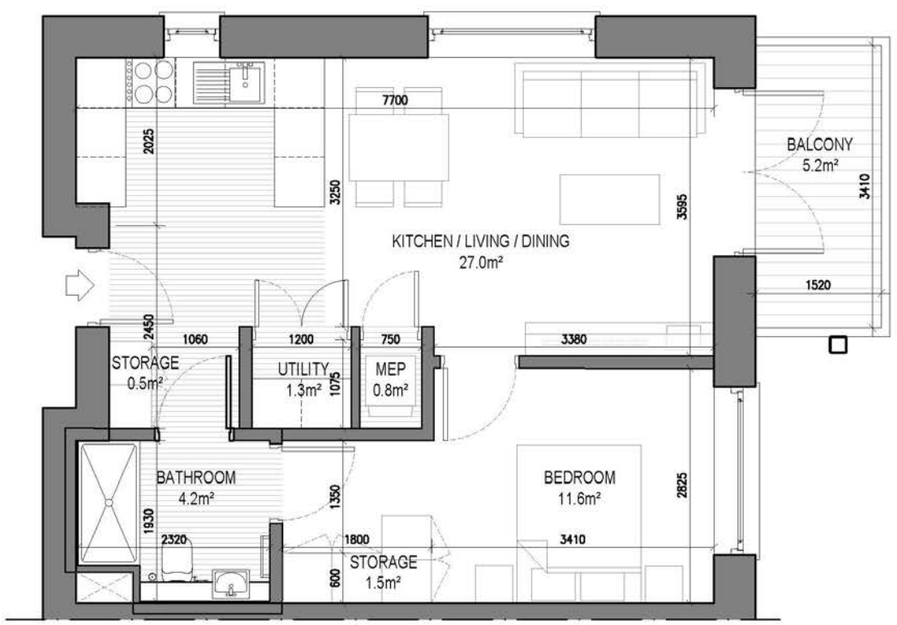


UNIT TYPE A1.3

1 Bed Unit - Floor Area: 49.40m²

SCALE 1:50

	REQUIRED [m²]	PROVIDED [m²]
STORAGE SPACE	3.0	3.3
PRIVATE AMENITY SPACE	5.0	5.2
AGGREGATE BEDROOM AREA	11.4	11.6
AGGREGATE KITCHEN / LIVING / DINING	23.0	27.0



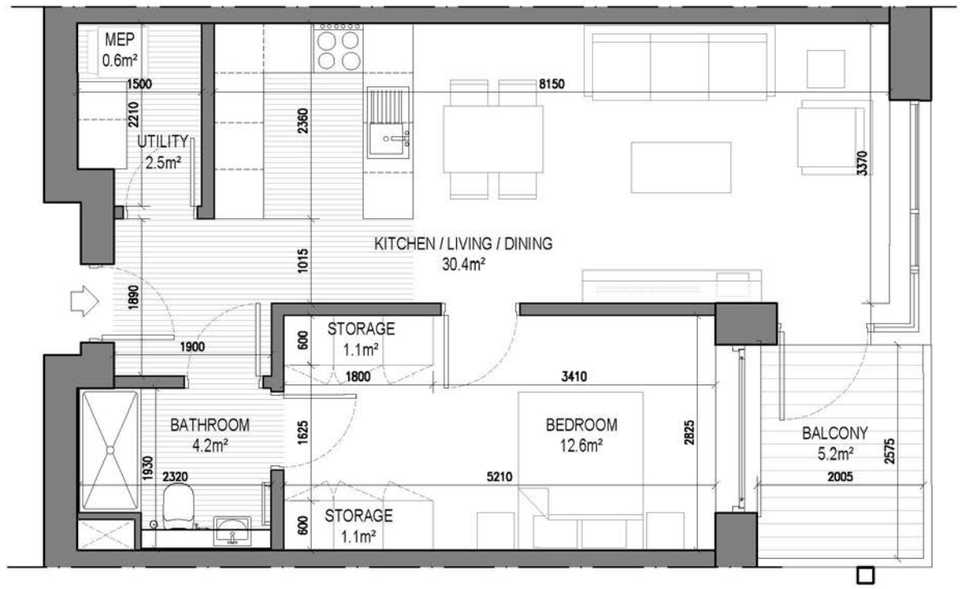
UNIT TYPE A1.4

1 Bed Unit - Floor Area: 49.40m²

SCALE 1:50

	REQUIRED [m²]	PROVIDED [m²]
STORAGE SPACE	3.0	3.3
PRIVATE AMENITY SPACE	5.0	5.2
AGGREGATE BEDROOM AREA	11.4	11.6
AGGREGATE KITCHEN / LIVING / DINING	23.0	27.0

7.2 Proposed Apartments - Apartment Type A2.1, A2.2, A2.6

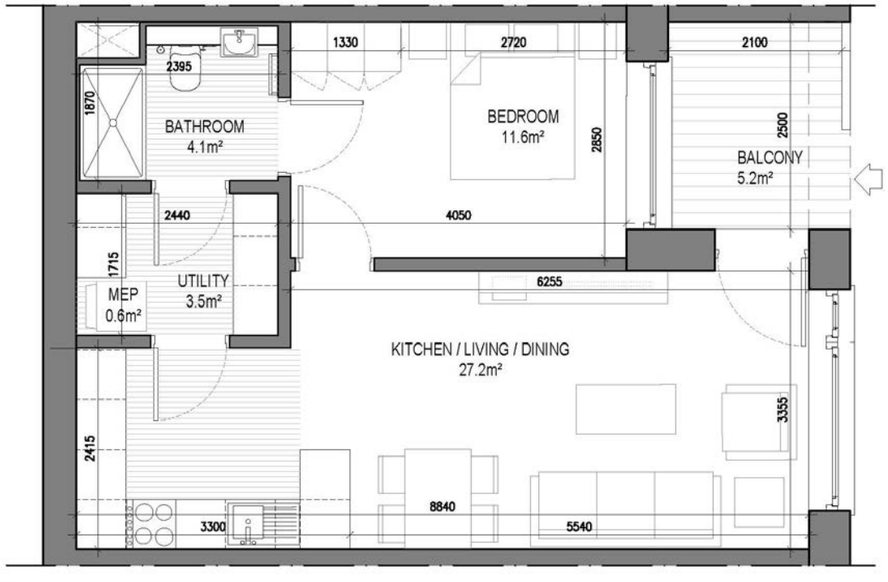


UNIT TYPE A2.1

1 Bed Unit - Floor Area: 54.80m² SCALE 1:50

	REQUIRED [m²]	PROVIDED [m²]
STORAGE SPACE	3.0	4.7
PRIVATE AMENITY SPACE	5.0	5.2
AGGREGATE BEDROOM AREA	11.4	12.6
AGGREGATE KITCHEN / LIVING / DINING	23.0	30.4

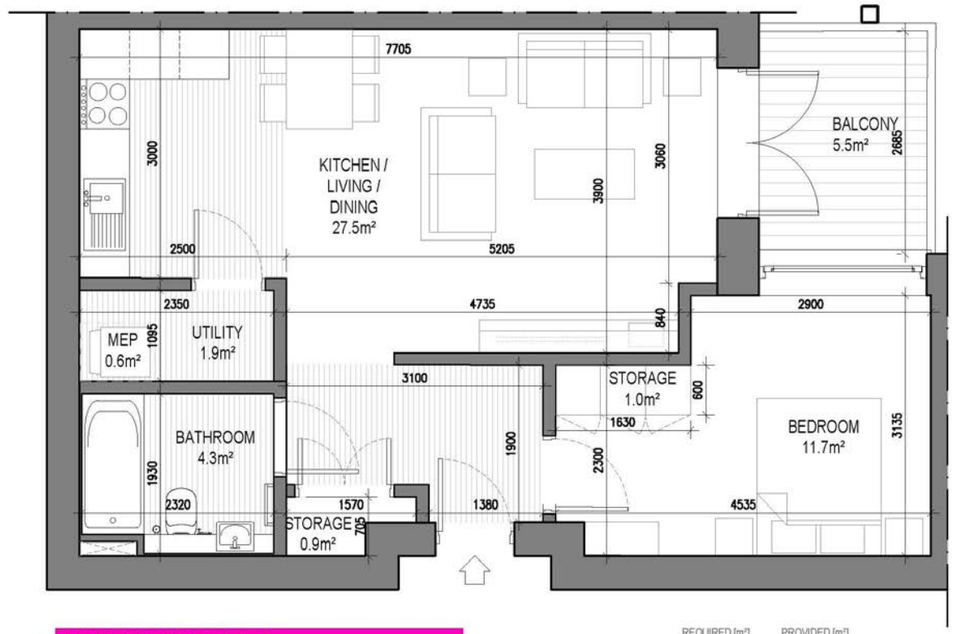
NOTE: 1. UNITS 504, 514, 524, 534 & 544 LAYOUT IS MIRRORED NORTH TO SOUTH
2. UNITS 215, 216, 317, 318, 225, 226, 327, 328, 235, 236, 337, 338, 245, 246, 346, 347, 255 & 356 LAYOUT IS MIRRORED EAST TO WEST



UNIT TYPE A2.2

1 Bed Unit - Floor Area: 49.55m² SCALE 1:50

	REQUIRED [m²]	PROVIDED [m²]
STORAGE SPACE	3.0	3.5
PRIVATE AMENITY SPACE	5.0	5.2
AGGREGATE BEDROOM AREA	11.4	11.6
AGGREGATE KITCHEN / LIVING / DINING	23.0	27.2



UNIT TYPE A2.6

1 Bed Unit - Floor Area: 55.96m² SCALE 1:50

	REQUIRED [m²]	PROVIDED [m²]
STORAGE SPACE	3.0	3.8
PRIVATE AMENITY SPACE	5.0	5.5
AGGREGATE BEDROOM AREA	11.4	11.7
AGGREGATE KITCHEN / LIVING / DINING	23.0	27.5

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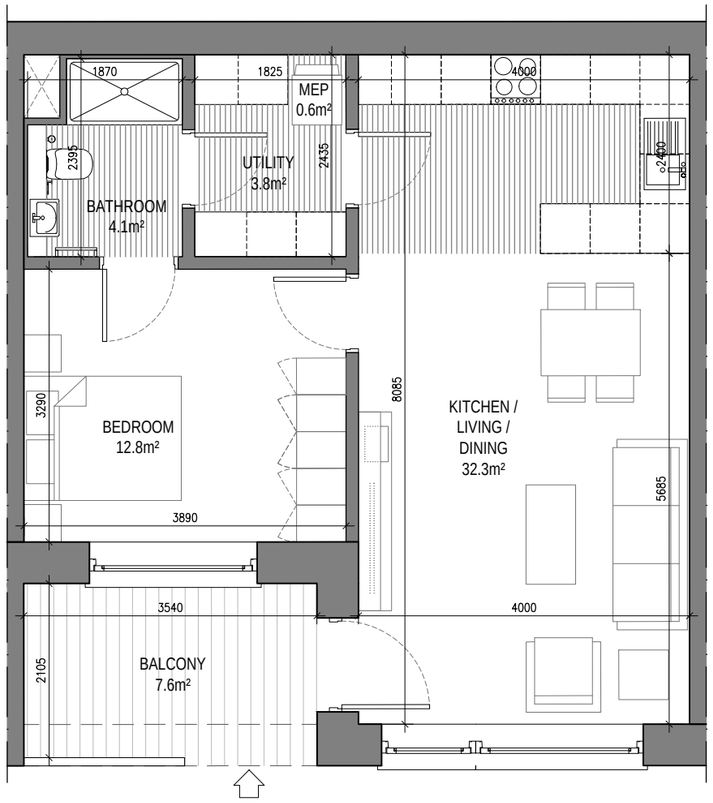
7.3 Proposed Apartments - Apartment Type A2.3, A2.4,A2.5

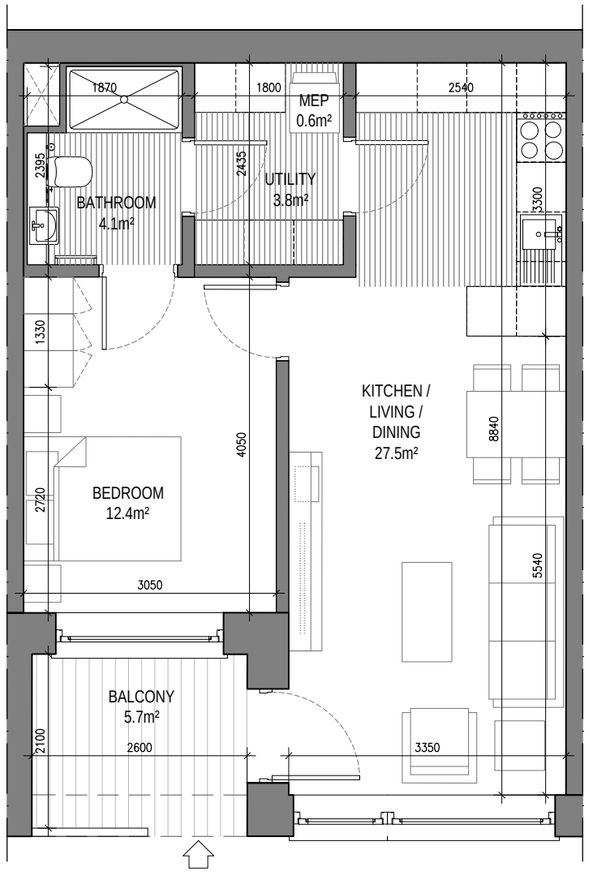


UNIT TYPE A2.3

1 Bed Unit - Floor Area: 56.09m²

SCALE 1:50

	REQUIRED [m²]
STORAGE SPACE	3.0
PRIVATE AMENITY SPACE	5.0
AGGREGATE BEDROOM AREA	11.4
AGGREGATE KITCHEN / LIVING / DINING	23.0

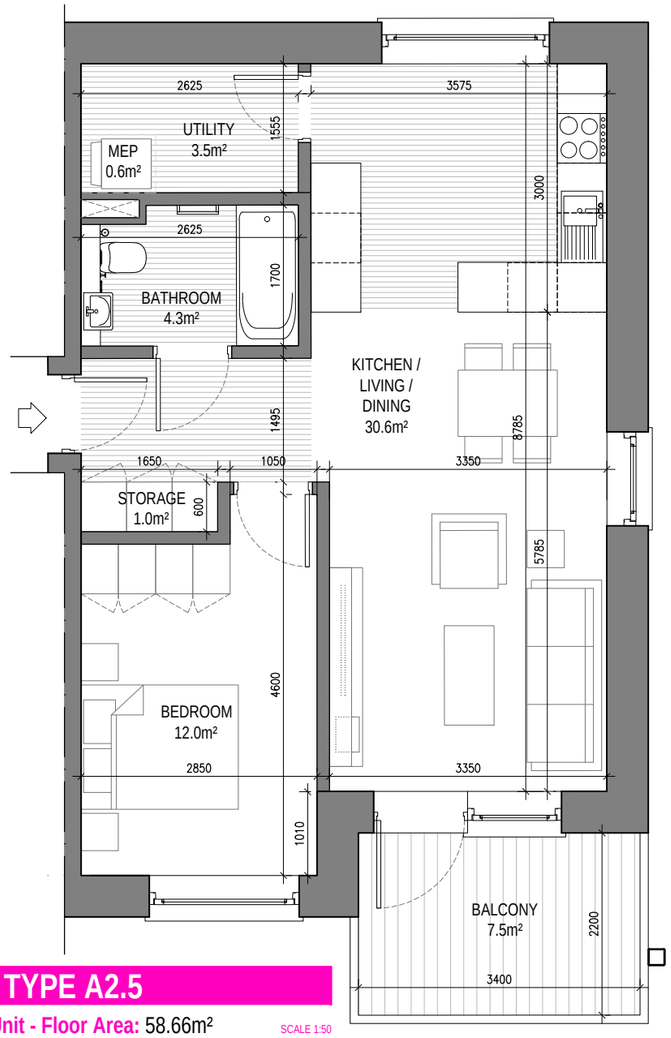


UNIT TYPE A2.4

1 Bed Unit - Floor Area: 50.86m²

SCALE 1:50

	REQUIRED [m²]	PROVIDED [m²]
STORAGE SPACE	3.0	3.8
PRIVATE AMENITY SPACE	5.0	5.7
AGGREGATE BEDROOM AREA	11.4	12.4
AGGREGATE KITCHEN / LIVING / DINING	23.0	27.5



UNIT TYPE A2.5

1 Bed Unit - Floor Area: 58.66m²

SCALE 1:50

	REQUIRED [m²]	PROVIDED [m²]
STORAGE SPACE	3.0	4.5
PRIVATE AMENITY SPACE	5.0	7.5
AGGREGATE BEDROOM AREA	11.4	12.0
AGGREGATE KITCHEN / LIVING / DINING	23.0	30.6

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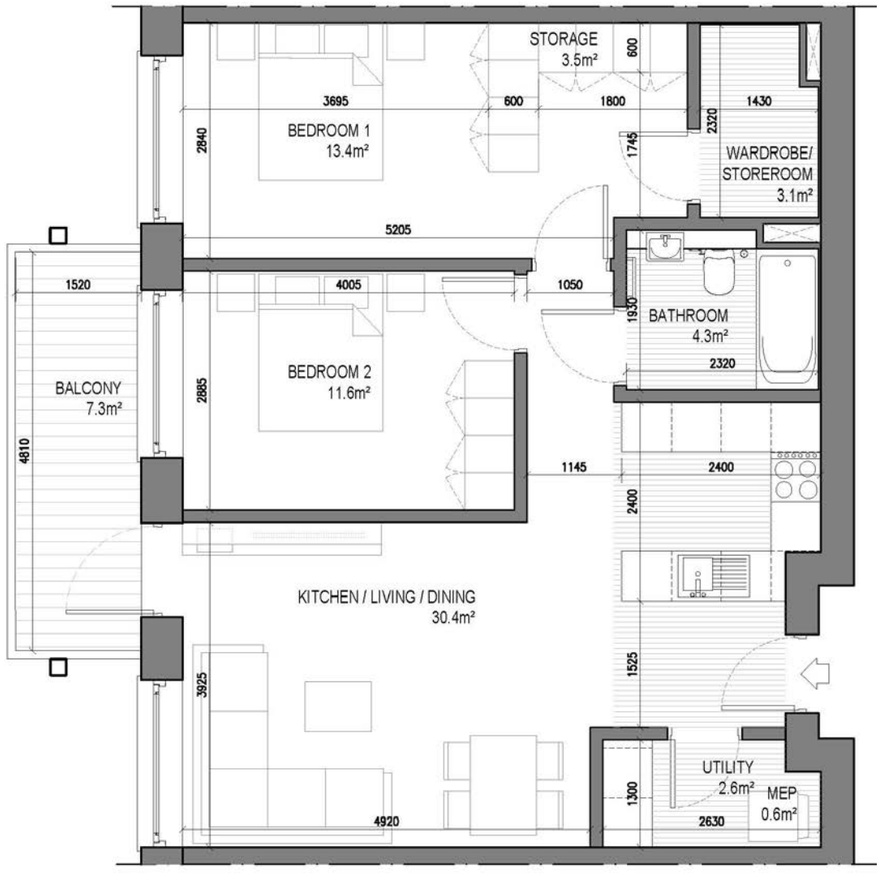
7.4 Proposed Apartments - Apartment Type B1.1, B1.2

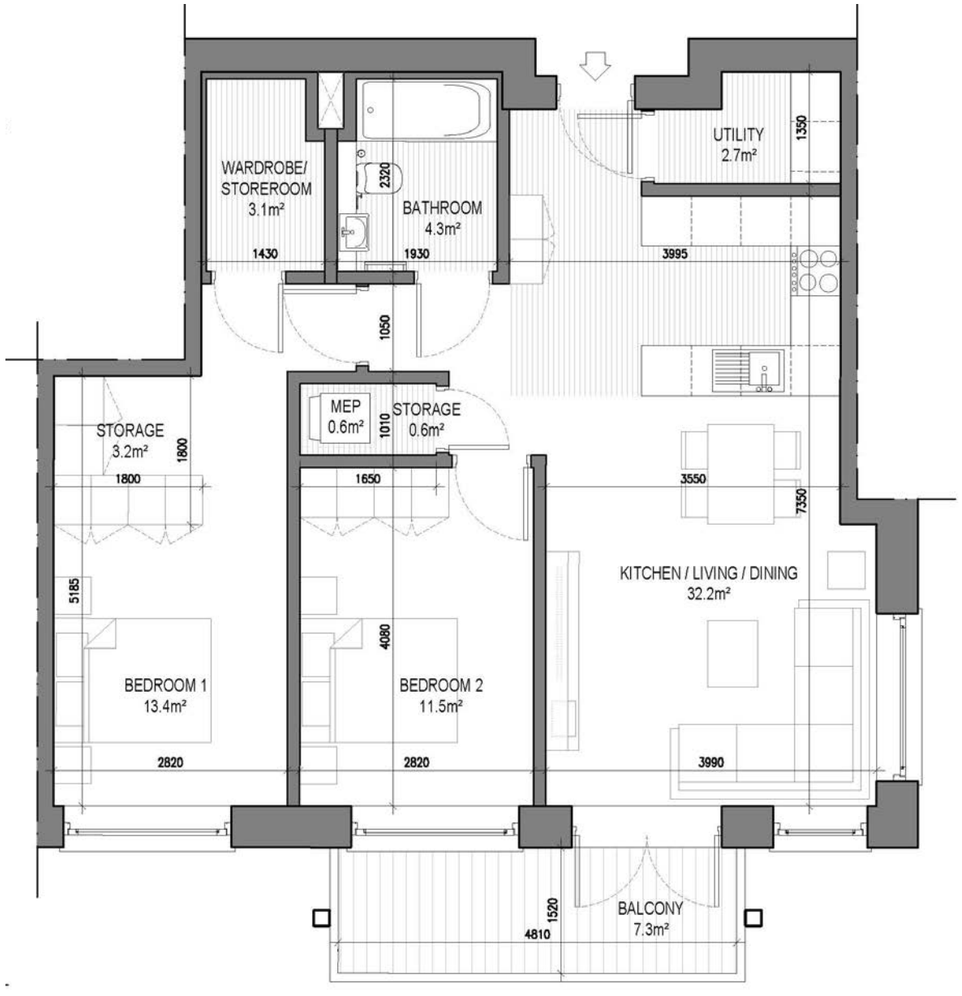


UNIT TYPE B1.1

2 Beds Unit - Floor Area: 75.49m² SCALE 1:50

	REQUIRED [m²]	PROVIDED [m²]
STORAGE SPACE	6.0	6.1
PRIVATE AMENITY SPACE	7.0	7.3
AGGREGATE BEDROOM AREA	24.4	25.0
AGGREGATE KITCHEN / LIVING / DINING	30.0	30.4

NOTE: 1. UNITS 406, 506, 416, 516, 426, 526, 436, 536, 446 & 546 LAYOUT IS MIRRORED NORTH TO SOUTH
2. UNITS 303, 313, 323, 333 & 342 LAYOUT IS MIRRORED EAST TO WEST



UNIT TYPE B1.2

2 Beds Unit - Floor Area: 77.79m² SCALE 1:50

	REQUIRED [m²]	PROVIDED [m²]
STORAGE SPACE	6.0	6.5
PRIVATE AMENITY SPACE	7.0	7.5
AGGREGATE BEDROOM AREA	24.4	24.9
AGGREGATE KITCHEN / LIVING / DINING	30.0	32.2

NOTE: UNITS 315, 325, 335, 344 & 354 LAYOUT IS MIRRORED EAST TO WEST

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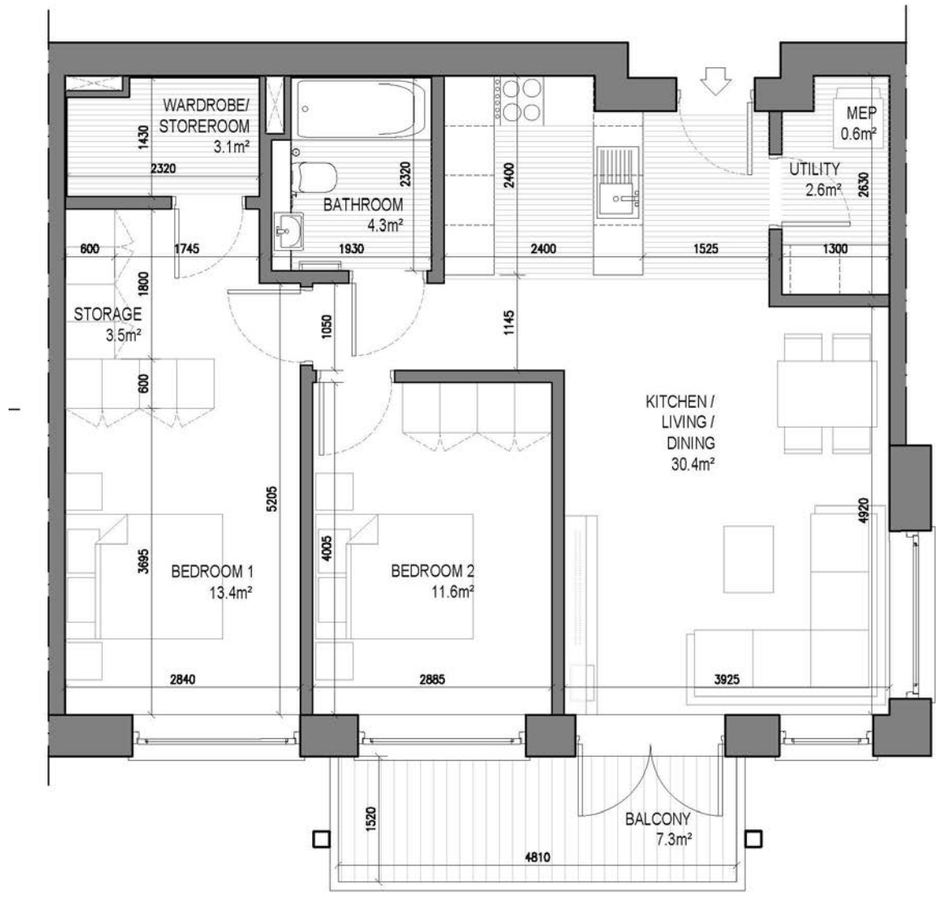
7.5 Proposed Apartments - Apartment Type B1.3



UNIT TYPE B1.3

2 Beds Unit - Floor Area: 75.49m² SCALE 1:50

	REQUIRED [m²]	PROVIDED [m²]
STORAGE SPACE	6.0	6.1
PRIVATE AMENITY SPACE	7.0	7.3
AGGREGATE BEDROOM AREA	24.4	25.0
AGGREGATE KITCHEN / LIVING / DINING	30.0	30.4

NOTE: UNITS 213, 223, 233, 243 & 253 LAYOUT IS MIRRORED EAST TO WEST

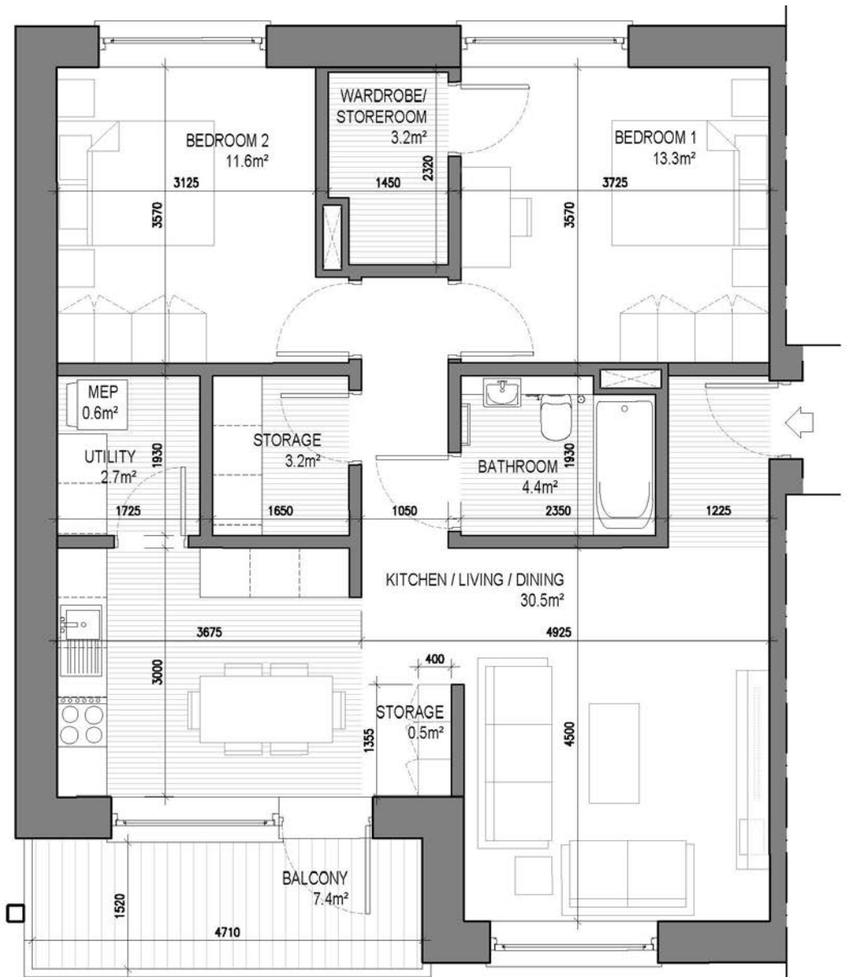
7.6 Proposed Apartments - Apartment Type B2.1, B2.2

UNIT TYPE B2.1

2 Beds Unit - Floor Area: 83.68m² SCALE 1:50

	REQUIRED [m²]	PROVIDED [m²]
STORAGE SPACE	6.0	6.5
PRIVATE AMENITY SPACE	7.0	7.5
AGGREGATE BEDROOM AREA	24.4	25.9
AGGREGATE KITCHEN / LIVING / DINING	30.0	34.5

NOTE: 1. UNITS 505, 515, 525, 535 & 545 LAYOUT IS MIRRORED NORTH TO SOUTH
2. UNITS 302, 312, 322, 332 & 341 LAYOUT IS MIRRORED EAST TO WEST
3. UNITS 415, 425, 435 & 445 LAYOUT IS ROTATED 180 DEGREES



UNIT TYPE B2.2

2 Beds Unit - Floor Area: 81.22m² SCALE 1:50

	REQUIRED [m²]	PROVIDED [m²]
STORAGE SPACE	6.0	6.4
PRIVATE AMENITY SPACE	7.0	7.4
AGGREGATE BEDROOM AREA	24.4	24.9
AGGREGATE KITCHEN / LIVING / DINING	30.0	30.5

NOTE: UNITS 111, 121, 131, 141 & 151 LAYOUT IS MIRRORED EAST TO WEST

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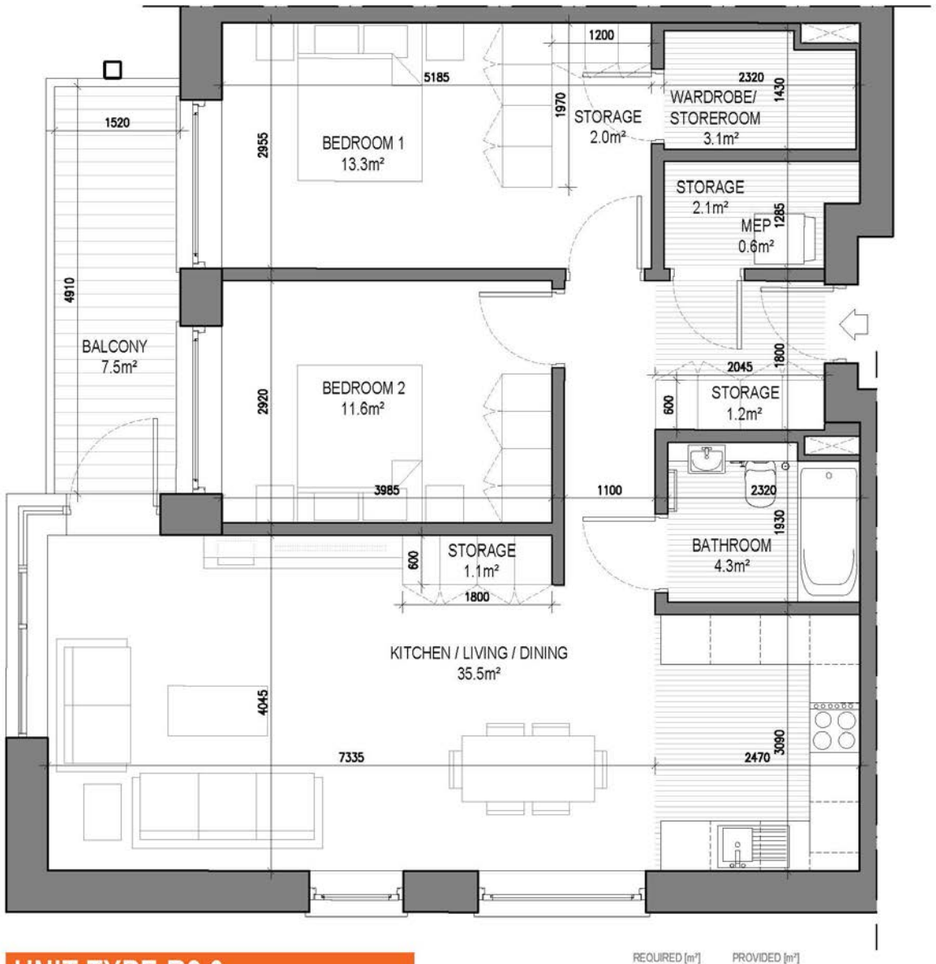
7.7 Proposed Apartments - Apartment Type B2.3, B2.4

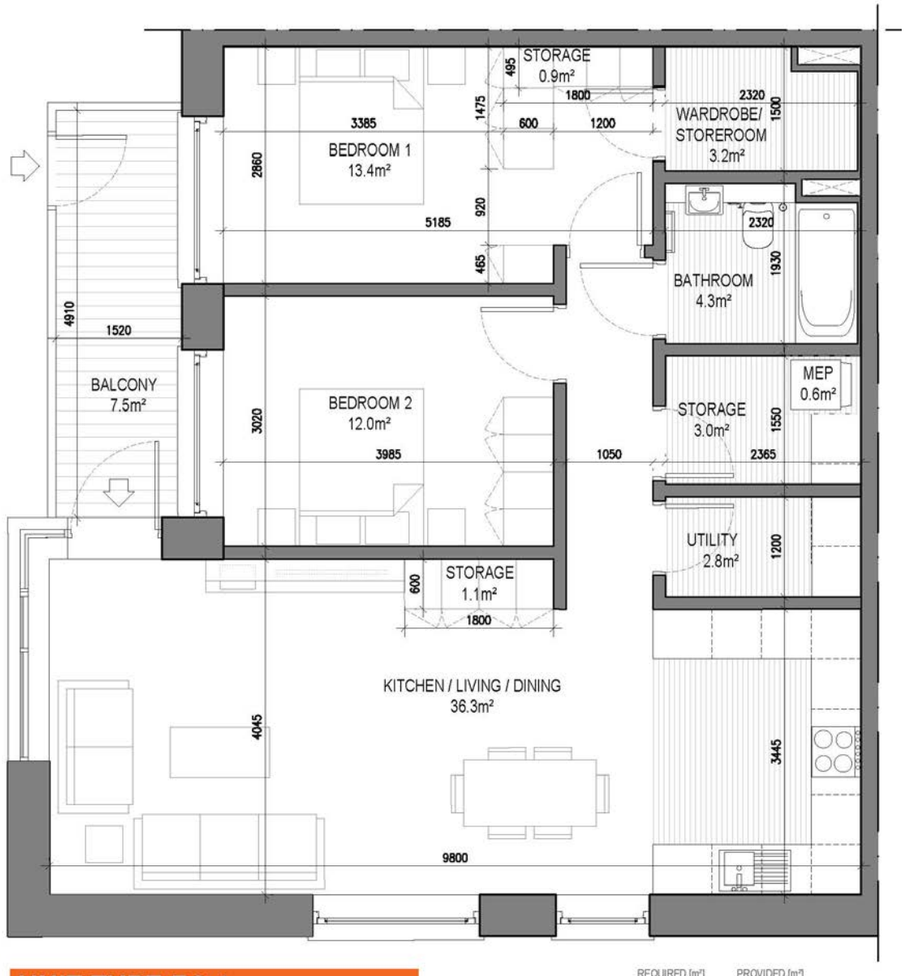


UNIT TYPE B2.3

2 Beds Unit - Floor Area: 86.10m² SCALE 1:50

	REQUIRED [m²]	PROVIDED [m²]
STORAGE SPACE	6.0	6.4
PRIVATE AMENITY SPACE	7.0	7.5
AGGREGATE BEDROOM AREA	24.4	24.9
AGGREGATE KITCHEN / LIVING / DINING	30.0	35.5

NOTE: UNITS 314, 324, 334, 343 & 353 LAYOUT IS MIRRORED EAST TO WEST



UNIT TYPE B2.4

2 Beds Unit - Floor Area: 87.19m² SCALE 1:50

	REQUIRED [m²]	PROVIDED [m²]
STORAGE SPACE	6.0	7.8
PRIVATE AMENITY SPACE	7.0	7.5
AGGREGATE BEDROOM AREA	24.4	25.4
AGGREGATE KITCHEN / LIVING / DINING	30.0	36.3

NOTE: UNIT 304 LAYOUT IS MIRRORED EAST TO WEST

7.8 Proposed Apartments - Apartment Type B2.5, B2.6

UNIT TYPE B2.5

2 Beds Unit - Floor Area: 89.17m²

SCALE 1:50

	REQUIRED [m²]	PROVIDED [m²]
STORAGE SPACE	6.0	6.4
PRIVATE AMENITY SPACE	7.0	11.5
AGGREGATE BEDROOM AREA	24.4	25.4
AGGREGATE KITCHEN / LIVING / DINING	30.0	36.3

UNIT TYPE B2.6

2 Beds Unit - Floor Area: 80.31m²

SCALE 1:50

	REQUIRED [m²]	PROVIDED [m²]
STORAGE SPACE	6.0	6.9
PRIVATE AMENITY SPACE	7.0	9.9
AGGREGATE BEDROOM AREA	24.4	25.8
AGGREGATE KITCHEN / LIVING / DINING	30.0	31.7

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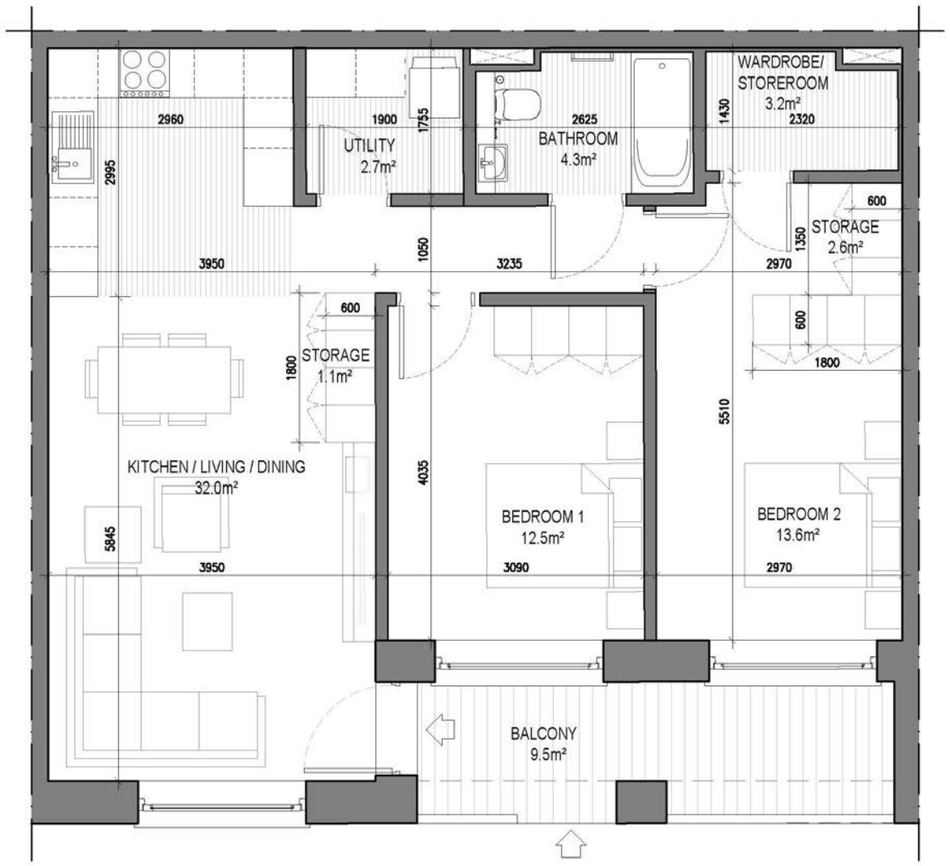
7.9 Proposed Apartments - Apartment Type B2.7, B2.9

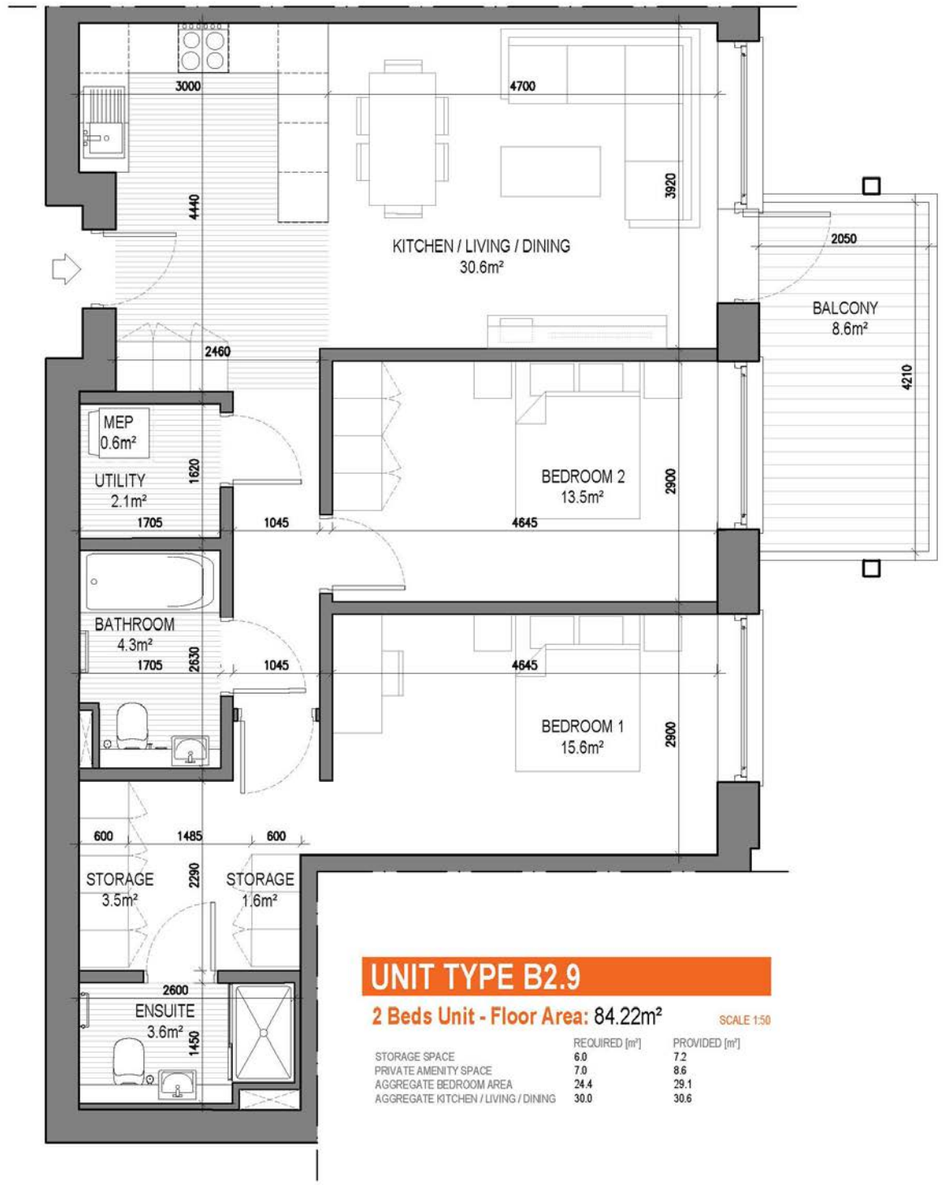


UNIT TYPE B2.7

2 Beds Unit - Floor Area: 80.31m²

SCALE 1:50

	REQUIRED [m²]	PROVIDED [m²]
STORAGE SPACE	6.0	6.4
PRIVATE AMENITY SPACE	7.0	9.5
AGGREGATE BEDROOM AREA	24.4	26.1
AGGREGATE KITCHEN / LIVING / DINING	30.0	32.0



UNIT TYPE B2.9

2 Beds Unit - Floor Area: 84.22m²

SCALE 1:50

	REQUIRED [m²]	PROVIDED [m²]
STORAGE SPACE	6.0	7.2
PRIVATE AMENITY SPACE	7.0	8.6
AGGREGATE BEDROOM AREA	24.4	29.1
AGGREGATE KITCHEN / LIVING / DINING	30.0	30.6

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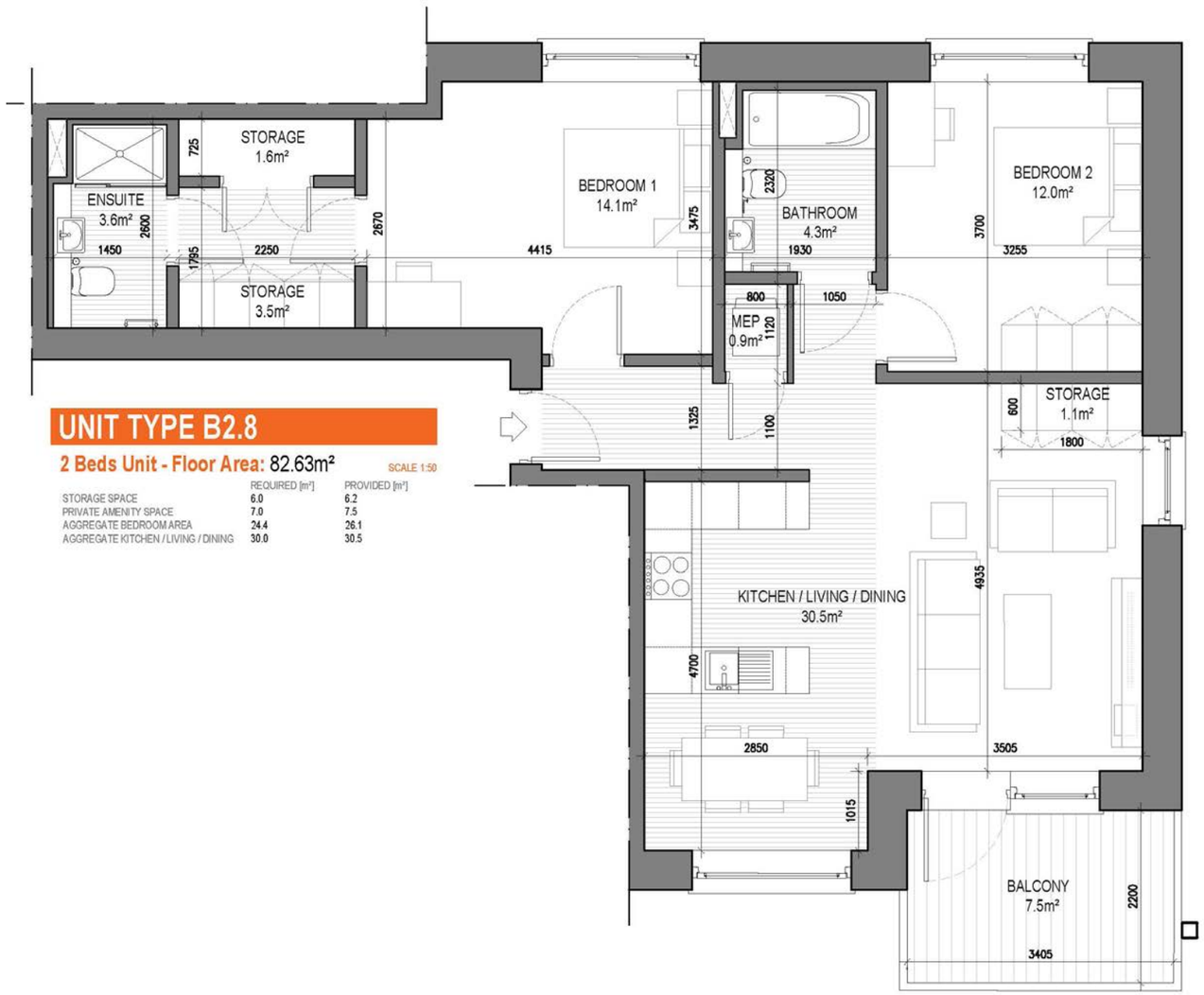
7.10 Proposed Apartments - Apartment Type B2.8



UNIT TYPE B2.8

2 Beds Unit - Floor Area: 82.63m²

SCALE 1:50

	REQUIRED [m²]	PROVIDED [m²]
STORAGE SPACE	6.0	6.2
PRIVATE AMENITY SPACE	7.0	7.5
AGGREGATE BEDROOM AREA	24.4	26.1
AGGREGATE KITCHEN / LIVING / DINING	30.0	30.5

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