



## GLENAMUCK NORTH – NORTHERN SITE - LRD - STAGE 3

Lands North of the GDDR,(Kilternan Road) Dublin 18.

Job number: 24002.1

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**M'CORM**  
ARCHITECTURE  
AND URBAN DESIGN

## ARCHITECTURAL AND URBAN DESIGN STATEMENT

FEBRUARY 2026

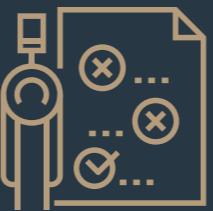
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## CONTENTS

<b>1</b>	<b>INTRODUCTION</b>	<b>4</b>
1.1	DESCRIPTION OF THE PROPOSED DEVELOPMENT	5
1.2	PLANNING FRAMEWORK	6
1.3	RELEVANT DOCUMENTS & TECHNICAL GUIDANCE	8
<b>2</b>	<b>SITE CONTEXT</b>	<b>9</b>
2.1	RELATIONSHIP WITH REGIONAL CONTEXT	10
2.2	SITE DESCRIPTION	11
2.3	SITE CONSTRAINTS AND OPPORTUNITIES	13
2.4	SITE STRATEGY AND INTEGRATION WITH PROXIMATE CONTEXT	14
<b>3</b>	<b>URBAN DESIGN RATIONALE</b>	<b>15</b>
3.1	SUSTAINABLE & EFFICIENT MOVEMENT	16
3.1.1	Strategic connections	16
3.1.2	Permeable street network	16
3.1.3	Street design (DMURS)	16
3.1.4	Promotion of sustainable movement	17
3.2	MIX OF LAND USES	18
3.2.1	Appropriate mix of uses and intensities	18
3.2.2	Housing variety	18
3.3	GREEN AND BLUE INFRASTRUCTURE	19
3.3.1	Integration of nature and biodiversity	19
3.3.2	Open Space Network	19
3.3.3	Nature-based Urban Drainage (SUDS)	20
3.4	RESPONSIVE BUILT FORM	21
3.4.1	Layout coherence and legibility	22
3.4.2	Interface of buildings and the public realm	23
3.4.3	Integration with existing context	24
3.4.4	Distinctiveness and detailed design	25
<b>4</b>	<b>OTHER DESIGN PARTICULARS</b>	<b>27</b>
4.1	SUMMARY OF ACCOMMODATION	28
4.2	DETAILS OF BIKE, BIN AND EXTERNAL STORAGE	29
4.3	APPLICATION OF PRINCIPLES OF UNIVERSAL DESIGN	30
4.4	PART V UNITS	31
4.5	DETAILS OF MATERIALS & FINISHES	32
4.6	CAR AND BICYCLE PARKING	33
4.7	SUSTAINABILITY	34
4.8	CRECHE	35
<b>5</b>	<b>CONCLUSION</b>	<b>36</b>

# 1 INTRODUCTION



## 1.1 DESCRIPTION OF THE PROPOSED DEVELOPMENT

This Architectural and Urban Design Statement has been prepared in support of a Stage 3 Submission planning application by Durkan Carrickmines Developments Ltd. (the applicant) submitted to Dun Laoghaire - Rathdown County Council (DLR) for a proposed mixed-use development on lands measuring approximately 5.20 hectares in Kilternan, Co Dublin.

The proposal comprises 219 residential dwellings. The existing context of the site and its setting have been carefully considered and integrated in the design of this residential development.

The proposed scheme has been developed in a manner which employs best practice in terms of urban design and place making and relevant standards. To create a new sustainable and vibrant community in the Glenamuck -Kilternan area, a wide range of dwelling typologies and a mix of housing sizes are proposed. Apartments, Duplexes and Housing combine to deliver a variety of built forms and unit sizes will range from 1-bedroom to 4-bedroom dwellings across the site.

A separate application has been lodged for the Southern lands and a creche is provided to serve the subject site and the southern lands

Provision of public and communal open spaces, public realm boundary treatments, landscaping and lighting, refuse storage, associated drainage, attenuation and services, car parking and all associated site development works.

A full description of the proposed development is set out in the Planning Report prepared by Thornton O' Connor Planning Consultants and submitted as part of the LRD stage 3 application package. A suite of supporting documentation and drawings is also enclosed with this LRD stage 3 application and should be read in conjunction with this report.

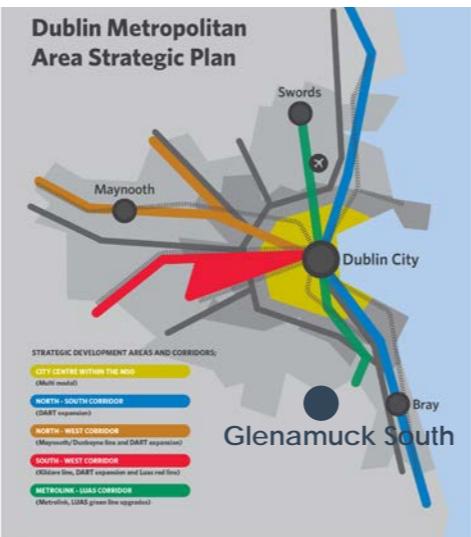


Figure 1.1 DMA Strategic

Figure 1.2 EM RSES, Growing hierarchy, annotated by MCORM.

**USE ZONING OBJECTIVES**

- Objective A To protect and/or improve residential amenity.
- Objective A1 To provide for new residential communities in accordance with approved local area plans.
- Objective A2 To provide for the creation of sustainable residential neighbourhoods and preserve and protect residential amenity.
- Objective B To protect and improve rural amenity and to provide for the development of agriculture.
- Objective DC To protect, provide for and/or improve mixed-use district centre facilities.
- Objective E To provide for economic development and employment.
- Objective F To preserve and provide for open space with ancillary active recreational amenities.
- Objective G To protect and improve high amenity areas.
- Objective GB To protect and enhance the open nature of lands between urban areas.
- Objective LIW To improve and provide for low density warehousing/light industrial warehousing uses
- Objective MH To improve, encourage and facilitate the provision and expansion of medical/hospital uses and services.
- Objective MIC To consolidate and complete the development of the mixed use inner core to enhance and reinforce sustainable development.
- Objective MOC To provide for a mix of uses which complements the inner core, but with less retail and residential and more emphasis on employment and services.



Figure 1.3. DLR County Development Plan, annotated by MCORM.

## 1.2 PLANNING FRAMEWORK

The subject site is located within Dublin Metropolitan Area, according to the Eastern and Midlands Regional Spatial and Economic Strategy (RSES). It is important to consider the location of this scheme within the Dublin Metropolitan Area Strategic Plan (MASP), within the radius of 15km to Dublin City Centre. The scheme has also had due regard to Project Ireland 2040 and the National Planning framework (NPF, 2018). According to the MASP, this development will contribute to the housing delivery objective established as it follows the compact growth strategy by increasing the density of an underutilised area zoned for residential development. The subject site has access to the LUAS Green Line - Metrolink corridor. There have been several planning applications recently granted for residential developments in the vicinity.

The regional planning framework has a particular objective to integrate land use and transportation on a coherent and sustainable basis. In this regard, the scheme will contribute to fulfil the following RPOs:

“RPO 5.2: Support the delivery of key sustainable transport projects including Metrolink, DART and LUAS expansion programmes, BusConnects and the Greater Dublin Metropolitan Cycle Network...”

“RPO 5.3: Future development in the Dublin Metropolitan Area shall be planned and designed in a manner that facilitates sustainable travel patterns, with a particular focus on increasing the share of active modes (walking and cycling) and public transport use and creating a safe attractive street environment for pedestrians and cyclists”.

The scheme has also been designed in line with the objectives of the DLR County Development Plan (CDP) and has due regard to the Kilternan - Glenamuck Local Area Plan. The housing allocation proposed, with a total of 219 units, will include a varied dwelling mix in terms of typology and size.

The Dún Laoghaire-Rathdown County Development Plan (2022-2028) sets a clear overall vision for the development of the county for the short and mid term, which states the following:

**Vision Statement:** The Vision for Dún Laoghaire-Rathdown is to embrace inclusiveness, champion quality of life through healthy placemaking, grow and attract a diverse innovative economy and deliver this in a manner that enhances our environment for future generations.

The scheme considers the surrounding physical fabric and it aims to integrate naturally into the existing ad-hoc rural pattern. The proposed development will establish a more compact built environment to generate a landscape of active open spaces, streets and permeable connections. Existing natural assets such as mature trees, hedgerows and the golf stream will be retained and enhanced. The scheme is consistent with the zoning objectives established in the Dún Laoghaire-Rathdown County Development Plan (2022-2028) for the subject lands.

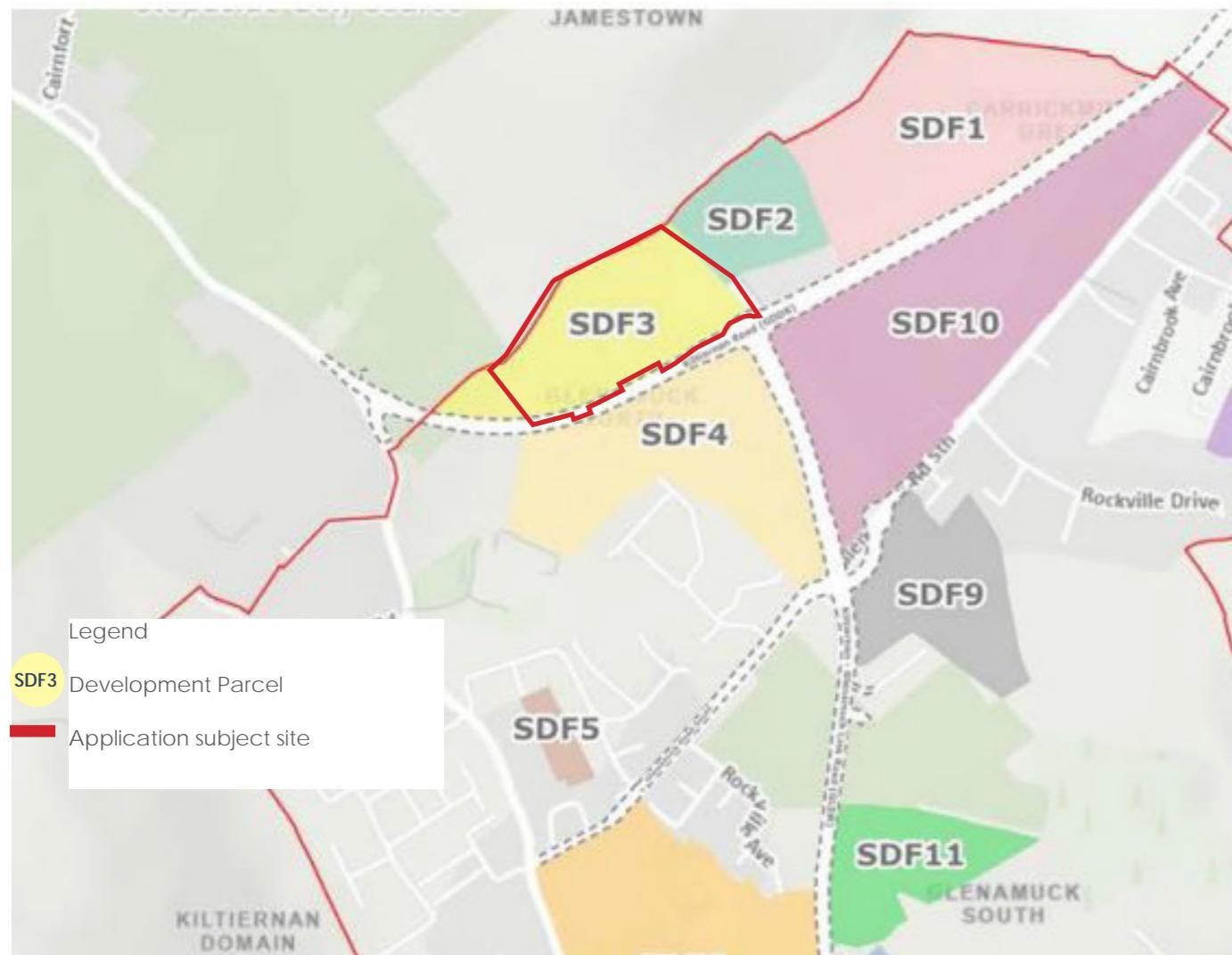


Figure 1.4 Kiltiernan - Glenamuck Local Area Plan, annotated by MCORM.

## 1.2 PLANNING FRAMEWORK(cont.)

We acknowledge that the DLR Kiltiernan-Glenamuck Local Area Plan (LAP) is now published and we have taken the parameters set out in this document into account. The LAP sets the objectives of providing residential developments as well as transportation infrastructure on the lands which the subject site forms a part.

The LAP sets out the objectives within the site under the following headings :

SDF4 - 1 Movement Objectives

SDF4 - 2 Place making Objectives -

SDF4 - 3 Built form

SDF4 - 4 Heights Objectives

SDF4 - 5 Density Objectives

SDF4 - 6 Environment Objectives

Please refer to planning report for further information and statement about the applicable local planning framework for this development.

### 1.3 RELEVANT DOCUMENTS & TECHNICAL GUIDANCE

MCORM Architecture and Urban Design have prepared this design statement to demonstrate how the proposed development has had full regard to applicable national and local policy, relevant technical guidance documents and best practice criteria, which are outlined below:

#### NATIONAL & REGIONAL PLANS & GUIDANCE

- Housing for All - A New Housing Plan
- National Planning Framework (NPF)
- Regional Spatial & Economic Strategy for the Eastern & Midland Region

#### MINISTERIAL GUIDELINES

- Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities(2024)
- Urban Development and Building Heights – Guidelines for Planning Authorities (2018)
- Planning Design Standards for Apartments, Guidelines for Planning Authorities (2025)
- Design Manual for Urban Roads and Streets (2019)
- The Planning System and Flood Risk Management Guidelines 2009
- Appropriate Assessment of Plans and Projects in Ireland
- Childcare Facilities – Guidelines for Planning Authorities 2001

#### LOCAL POLICY: DUN LAOGHAIRE - RATHDOWN (DLR) COUNTY COUNCIL DEVELOPMENT PLAN (2022-2028)

- Objective A: 'To provide residential development and improve residential amenity while protecting the existing residential amenities.'

#### KILTERNAN - GLENAMUCK LOCAL AREA PLAN

- We have had regard to the LAP in the proposed scheme.

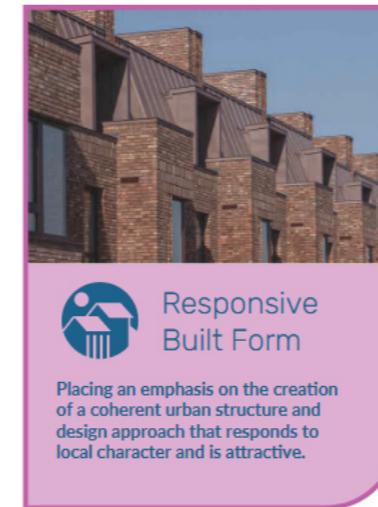
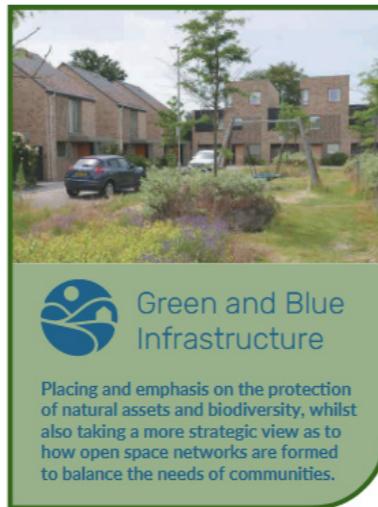
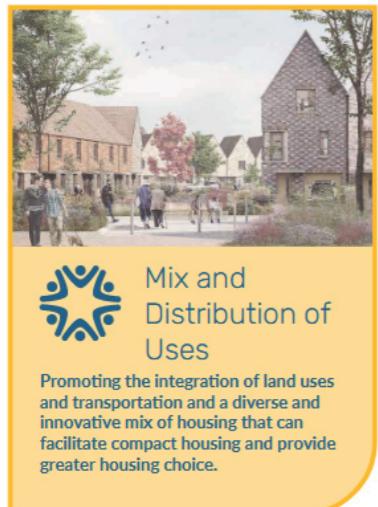


Figure 1.5 Key Indicators of Quality Design & Placemaking. Source: Department Housing, Local Government and Heritage, 2024

## 2 SITE CONTEXT



## 2.1 RELATIONSHIP WITH REGIONAL CONTEXT



Figure 2.1 Spatial context, Dublin Metropolitan Area

The application lands are located in the Glenamuck North Character Area in a semi-rural context within the Dublin Metropolitan Area, in the administrative area of Dun Laoghaire - Rathdown.

It is approximately 15km distance to Dublin City Centre and c.1.9km from the closest LUAS station(Ballyogan Wood). at Carrickmines to the north east.

The lands enjoy a rich surrounding landscape. Glenamuck North occupies an elevated position with the Dublin Mountains as its backdrop to the west and panoramic views of the sea in the east.

Sandyford, Carrickmines and Dundrum are the major urban centres in close proximity to Glenamuck North, with a high provision of strategically zoned lands related to employment, services and retail.

The new Glenamuck District Distributor Road (GDDR), also known as Kiltiernan Road, and the Glenamuck Link Distributor Road (GLDR), also known as Kiltiernan - Glenamuck Link Road network links Glenamuck North to the main high-capacity transport infrastructure, the M-50 and the LUAS green line, which efficiently connect the location with the wider metropolitan and national transport networks.

The provision of the GLDR (under construction) and GDDR, will improve overall vehicular mobility in the area and provide for better access to existing proximate retail and office hubs in Sandyford, Carrickmines, Dundrum and Dun Laoghaire.

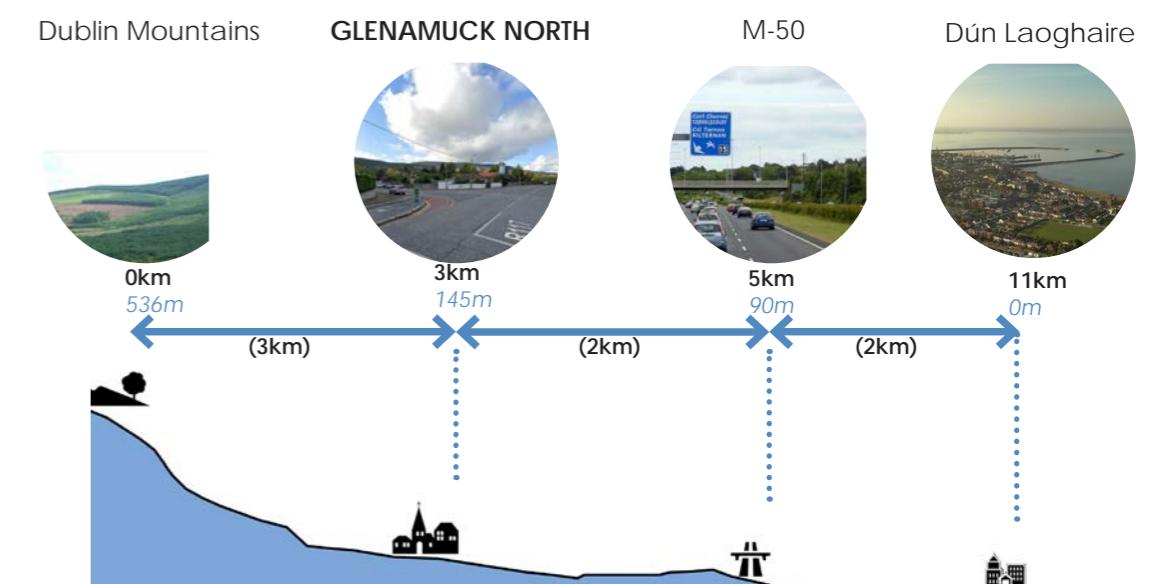


Figure 2.2 Indicative site section diagram

## 2.2 SITE DESCRIPTION

## LEGEND



Figure 2.3 Site location aerial view showing boundary of the subject site. Source: MCORM, 2026

The subject site is located to the north of the GDDR and east of Enniskerry Road. The site has a 220kV power line running from north to south through the centre of the site and 110 kV lines that run along the eastern boundary of the site.

The Kilternan - Glenamuck area is currently serviced by Bus routes No. 44, L26 and 118. The site will be approx. 1.0 km (c. 10-12 minutes walking distance) from Carrickmines Retail Park, 1.9 km (c. 15-20 minutes walking distance) from the Ballyogan Wood Luas Stop and c. 1.5km (c. 4 minutes driving distance) from Exit 15 on the M50 motorway. The LUAS and Carrickmines are easily reachable by short bike ride. The most notable features within the area are a pub/restaurant; a petrol filling station and shop; a car garage and auto service, a crèche and schools such as Kilternan Church of Ireland National Schools and further education facilities, Our Lady of the Wayside National School and Kilternan Adult Education Centre. Wayside Celtic Football Club is to the south of Glenamuck road and Kilternan Parish Tennis Club to the west of the Enniskerry road. 2 churches are located at either end of Kilternan village. Many of the existing buildings in the immediate area are a mix of 2-3 storey housing, 2-3 storey duplexes and 4-5 storey apartment blocks. Some of these facilities and amenities are highlighted on the aerial view adjacent and the street view images overleaf.

The application site lands are surrounded by pattern of low density built fabric comprising older low-rise housing and cottages together with more recent medium density Housing, Duplex and Apartment developments against the backdrop of the Dublin mountains.



Figure 2.4 Drone image highlighting subject site within the context of Glenamuck. Source: MCORM, 2026



PHOTOGRAPH VIEW POINTS

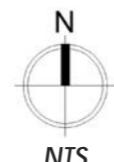


Figure 2.5 Site photographs showing local context of Kilternan. Source: MCORM, 2026

## 2.3 SITE CONSTRAINTS AND OPPORTUNITIES

The context of the application site has been carefully considered with its unique constraints and opportunities informing the design and these are illustrated in the Figure 12. opposite.

### PLANNING CONSTRAINTS AND OPPORTUNITIES

The design process has taken into account of the Kiltinan - Glenamuck Local Area Plan, and the DLR County Development Plan , which all focus on creating a vibrant residential environment with a strong sense of place and high-quality urban design. As envisioned in the LAP the scheme will feature a north west -central green spine composed of landscaped, well-connected open spaces, promoting safe and accessible pedestrian and cycling routes throughout the area and connects to adjacent open spaces and lands. The following zoning objective influence the development of the site:

1. **Objective A:** 'To provide residential development and improve residential amenity while protecting the existing residential amenities.'

### PHYSICAL CONSTRAINTS AND OPPORTUNITIES

The key urban design considerations informing this scheme can be summarized as follows:

- The Interface along GDDR
- Adequate response to the existing constructed developments;
- Retention , where possible, of existing hedgerows;
- Pedestrian and cycle connection to provide a significant permeability to the existing context and the future masterplan lands to the South
- Anticipating future connection and movements;
- Cohesive Building Form, Typologies and Density
- Integration of Opens Spaces: usable and functional
- Optimizing the views of the Dublin mountains and the sea
- A significant constraint on development is presented by the corridor created by an existing 220kV overhead electricity line with associated pylons running in a north-south direction across the center of the lands as well 110kV overhead electricity line that runs along the eastern boundary.
- A riparian strip for the existing "Golf stream" runs along the south eastern boundary of the subject site
- Watermain connection at entrance to site

The proposal has had due regard to all of the above opportunities and constraints of the site.

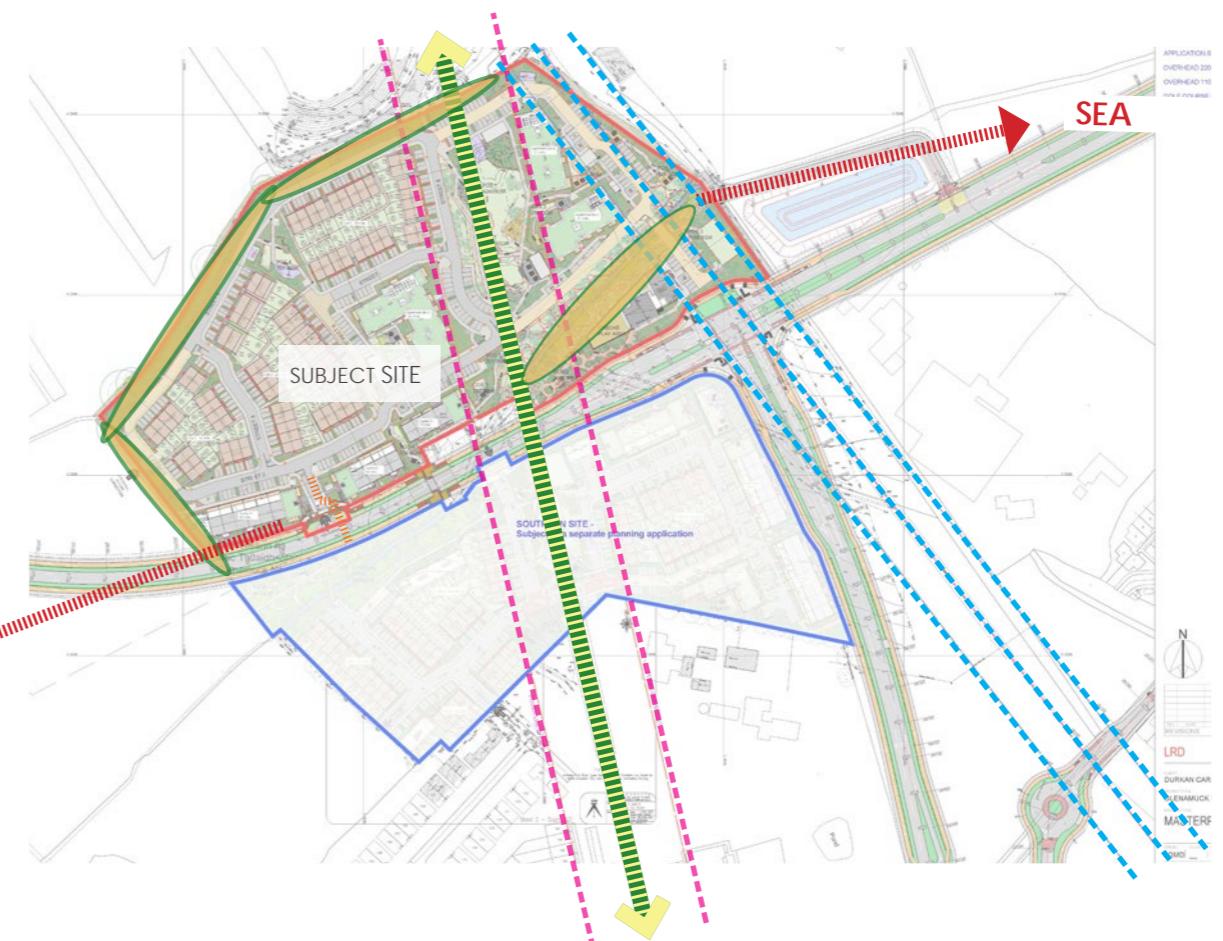


Figure 2.6 Site constraints and opportunities diagram. Source: MCORM, 2026

- Landscaped site edges including riparian strip preservation
- Potential key visuals (mountains and sea)
- Main green infrastructure opportunity
- Overhead 220kv power lines sterilized zone
- Overhead 110kv power lines sterilized zone
- Watermain connection at entrance to site

## LEGEND

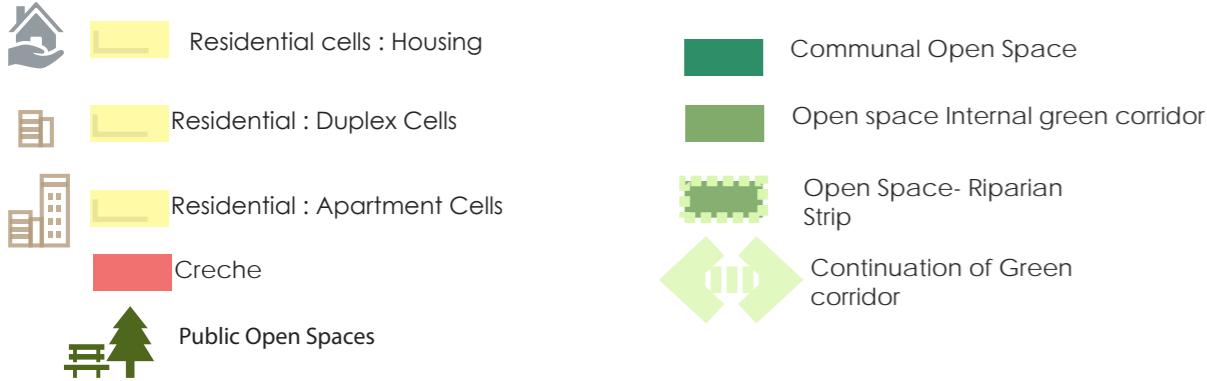


Figure 2.7. Concept of site strategy. Source: MCORM, 2026

## 2.4 SITE STRATEGY AND INTEGRATION

The emerging development proposed in this application is residential in nature and carefully integrates the main key principles envisaged in the DLR development plan and the LAP. The proposed scheme will be well integrated within the context of Glenamuck and Kilternan. The proposal aims to integrate large public open spaces harmoniously with the residential cells throughout the scheme, creating a strong sense of place.

It is submitted that the proposed development accords with the policies, objectives and the main principles set out in the Development Plan and has regard to the LAP. The proposed 219 no. unit scheme :

- Encourages and facilitates walking and cycling and general physical activity through the implementation of best practices in urban design that promotes permeability and interconnecting spaces, in accordance with DMURS;
- Provides a range of dwelling types that are suitable to a variety of households and tenures;
- Incorporates supporting functional public and private open spaces that meet the needs of the entire community and accord with the principles of universal design, in so far as practicable; and,
- Provides high-quality architectural designs that positively contribute to the built environment and local streetscape, while incorporating energy efficiency and energy conservation into designs.

The proposed development is relatively compact in nature, providing an appropriate medium density of 46.2 units per hectare in accordance with the Sustainable Residential Development and Compact Settlements Guidelines, the context and character of the surrounding area and in consideration of the site specific context.

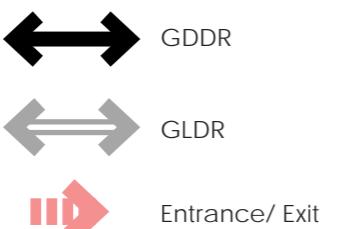


TO KILTERNAN VILLAGE

## 3 URBAN DESIGN RATIONALE



## LEGEND



The urban design rationale outlined below identifies the key issues considered in the design process for the proposed residential scheme on the site, with regards to the 4 indicators set out in The Compact Settlement Guidelines, as follows:

### 3.1 SUSTAINABLE & EFFICIENT MOVEMENT

The overall proposed site layout creates a permeable and pedestrian-friendly built environment with an efficient and balanced urban network that favors linkages across the site and towards proximate areas of interest (the future residential lands to the south and strategic employment areas such as Carrickmines).

#### 3.1.1 Strategic connections

The proposed residential community has a strategic significance due to its proximity to the future GLDR and GDDR. This link will accommodate all forms of movement, pedestrian, cycling and vehicles. The design intent is to provide contained vehicular entrances and internal circulation within the development, in order to discourage outside traffic from circulating across the scheme and encourage most vehicular traffic to use the planned GLDR & GDDR for journeys to external destinations.

The scheme will be accessed from 1 vehicular entry point along the GDDR to the south.

Please refer to Meinhardt Consulting Engineers report for further details.

The proposed development provides the opportunity for pedestrian and cycling connections through the proposed Green Corridor Public Open Space, that runs north to south beneath the 220kV Power lines. It is proposed that this green corridor stretches across to the lands to the south linking the two sites. A future connection pedestrian and cyclist point is proposed to Jamestown park to the north. The retention, enhancement and integration of existing natural site assets and amenities, including mature trees, hedgerows and the Golf stream riparian strip has informed the final layout. The site strategy will therefore exploit the natural features of the site to deliver a ready made sylvan and nature - integrated setting

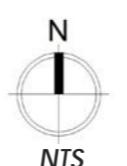
#### 3.1.2 Permeable street network

As highlighted opposite in figure 14, the proposed development is configured along the east -west GDDR meeting the GLDR to the south east of the site. This main entrance to the scheme is to the western side of the site, ensuring an adequate separation distance from the main entrance to the lands to the south. The internal streets are local link streets designed to optimise sustainable movement, particularly pedestrian and cycling modes. Along with a legible built form, the hierarchical nature of the internal street network, including the Link Street, Local Link Streets contributes to safe, intuitive and inclusive navigation within the site.

#### 3.1.3 Street design (DMURS)

All streets, including carriageways, footpaths and cycle paths, have been designed in accordance with DMURS aiming to calm traffic within the development and enabling safe and comfortable movement of vulnerable users.

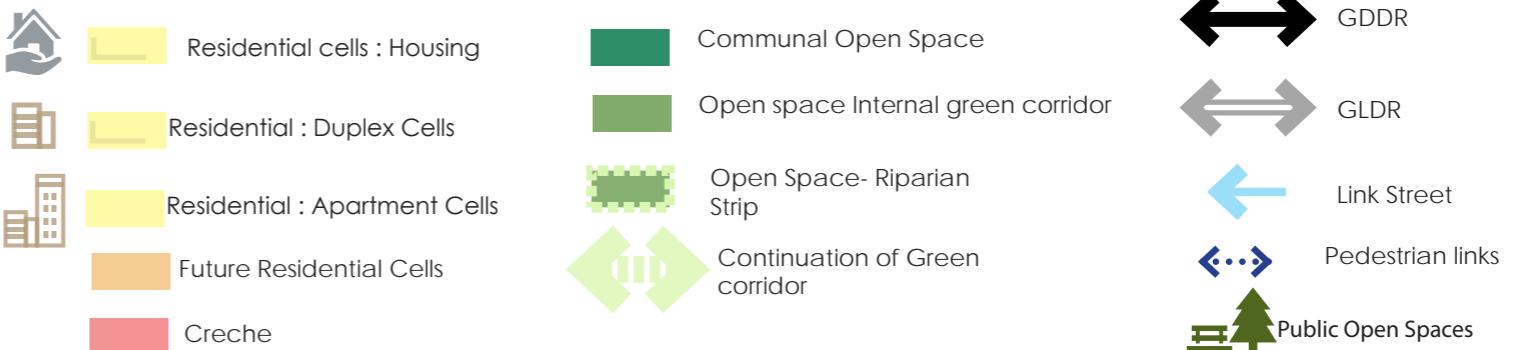
Please refer to Pinnacle Engineering Consultants drawings and reports accompanying this planning application for further detail of DMURS compliant street design.



TO  
KILTERNAN VILLAGE

Figure 3.1 Concept of site street strategy. Source: MCORM, 2026

## LEGEND



### 3.1.4 Promotion of sustainable movement

The site strategy facilitates multiple clear and accessible links for pedestrians and cyclists, encouraging these modes of making short journeys within Glenamuck and Kilternan village. Pedestrian links will be formed within openings in the new low wall along GDDR bounding the scheme. Cycling within the proposed development has been developed in accordance with the National Transport Authority's (NTA) National Cycle Manual (NCM). For the proposed development cycle provision is on street in a shared environment in a low traffic and low speed environment. Dedicated cycle tracks are provided for along the route of the GLDR and GDDR.

As shown in figure 15, pedestrian movement to external locations will be promoted by means of providing high permeability along all scheme edges. The strategy for the overall masterplan of the lands was taken into consideration in the proposed scheme as illustrated in the diagrams below and adjacent. The scheme is cognisant of maximising pedestrian permeability from within the development out to the primary bus corridor route.

Figure 3.2 Legend



Figure 3.3 Schematic of street network layout and pedestrian/cycling main routes. Source: MCORM, 2026.



Figure 3.4 Site layout plan illustrating housing variety. Source:MCORM, 2022

## 3.2 MIX OF LAND USES

### 3.2.1 Appropriate mix of uses and intensities

The proposed scheme makes the most of the potential that the site offers, in particular:

- Delivering an appropriate residential density. The proposed scheme delivers 219 units, representing an appropriate net density of c.46.2 dwellings per hectare, and in accordance to the Sustainable Development and Compact Settlement Guidelines (2024).
- Incorporation of a series of open spaces
- Continuing the Green link corridor providing connections to the future southern lands by providing widened footpaths this encourages short journeys to be made by foot and bicycle.
- The scheme offers a good mix of different unit sizes and accommodation choices to cater for a range of differing households.
- A Creche is proposed in the eastern portion of this site

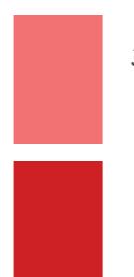
### 3.2.2 Housing variety

Within the proposed residential component of the development there is a broad range of dwelling types laid out in a series of cells all interconnected with each other within walking distance of areas of public open space. Higher concentrations of residential density in the form of duplex and apartment blocks are located at prominent locations, such as fronting the GDDR and the large central open space and eastern boundary

There are 219 dwelling units being proposed, 69 houses, 42 duplexes and 108 apartments

Throughout the development there are 3 no. principal house types proposed. These vary in form and are terraced & semi-detached. The mix of dwelling type and size will facilitate lifetime housing, providing a variety of accommodation choices for households including singles, couples and families. For example should older people need to down size at any stage, they can move within their own development into a small dwelling if and when their space requirements change. Similarly younger owners can trade up to larger units later in life as the need arises.

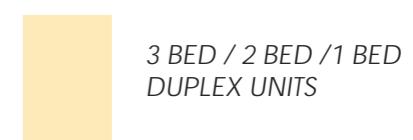
#### LEGEND



3 BED HOUSE  
4 BED HOUSE



APARTMENT  
BLOCKS



3 BED / 2 BED / 1 BED  
DUPLEX UNITS

### 3.3 GREEN AND BLUE INFRASTRUCTURE

Blue and green infrastructure, constraints and opportunities have informed the development since initial stages of design. The urban design proposed is well-informed by a multidisciplinary design team of consultants and specialists with an essential input on how nature is integrated in the overall layout and on a careful approach addressing sustainable urban drainage in both the public realm and private/semi-private outdoor and indoor areas.

#### 3.3.1 Integration of nature and biodiversity

The topography of the site is predominately flat in nature with a slope towards the eastern corner of the lands. There are existing natural physical features on the site such as the existing tree line to the west and north western boundary and the riparian strip that bisects the south eastern portion of the lands from east to west. Hedgerows and trees are to be retained in so far as possible and integrated in the proposed network of landscaped open spaces.

Please refer to the arborist and landscape report for further details.

#### 3.3.2 Open Space Network

The Public and Communal Open Space provision for this planning application is detailed below:

The most prominent open space **POS 1**, This forms a new linear parkland at the heart of the scheme forming a green spine, easily accessible to the new residential neighbourhoods (4249sq.m) The riparian strip sits at the front of the scheme, this is a natural asset for the site,however we are not including this in the open space quantum.

PUBLIC OPEN SPACES	
P.O.S 1	4249 sqm
P.O.S 2	1008 sqm
P.O.S 3	1168 sqm
P.O.S 4	790 sqm
P.O.S 5	501 sqm
P.O.S 6	459 sqm
COMMUNAL OPEN SPACES	
C.O.S 1	205 sqm
C.O.S 2	375sqm
C.O.S 3	232 sqm
C.O.S 4	254 sqm
C.O.S 5	280 sqm
<b>Total Communal Space*</b>	<b>1346 sqm</b>
<b>Total Public Open Space*</b>	<b>8175 sqm</b>

Communal semi- private open spaces is provided for duplex and apartment units. These areas are clearly defined by the proper built forms while designed in spatial continuity and integration within the overall network of landscaped open spaces throughout the scheme. These communal amenity areas are provided generously over the minimum requirements established by the Planning Design Standards for Apartments, Guidelines for Planning Authorities (2025). A total of 1346 sq.m communal open space has been allocated within this scheme. Please see below diagram for locations.

In summary, Public open space provided for this application is 8175sq. m (16.8% of the net developable area). Nature and biodiversity will play an active role in the central green spine, the riparian strip and all other Public open spaces. They will support a continuity and enhancement of existing ecosystems within the rural context of the scheme. Further detail is set out in the report prepared by the landscaping consultants, NMP, which forms part of this application.

#### LEGEND

Site boundary in planning application

P.O.S # Public Open Space

# Communal Open Space

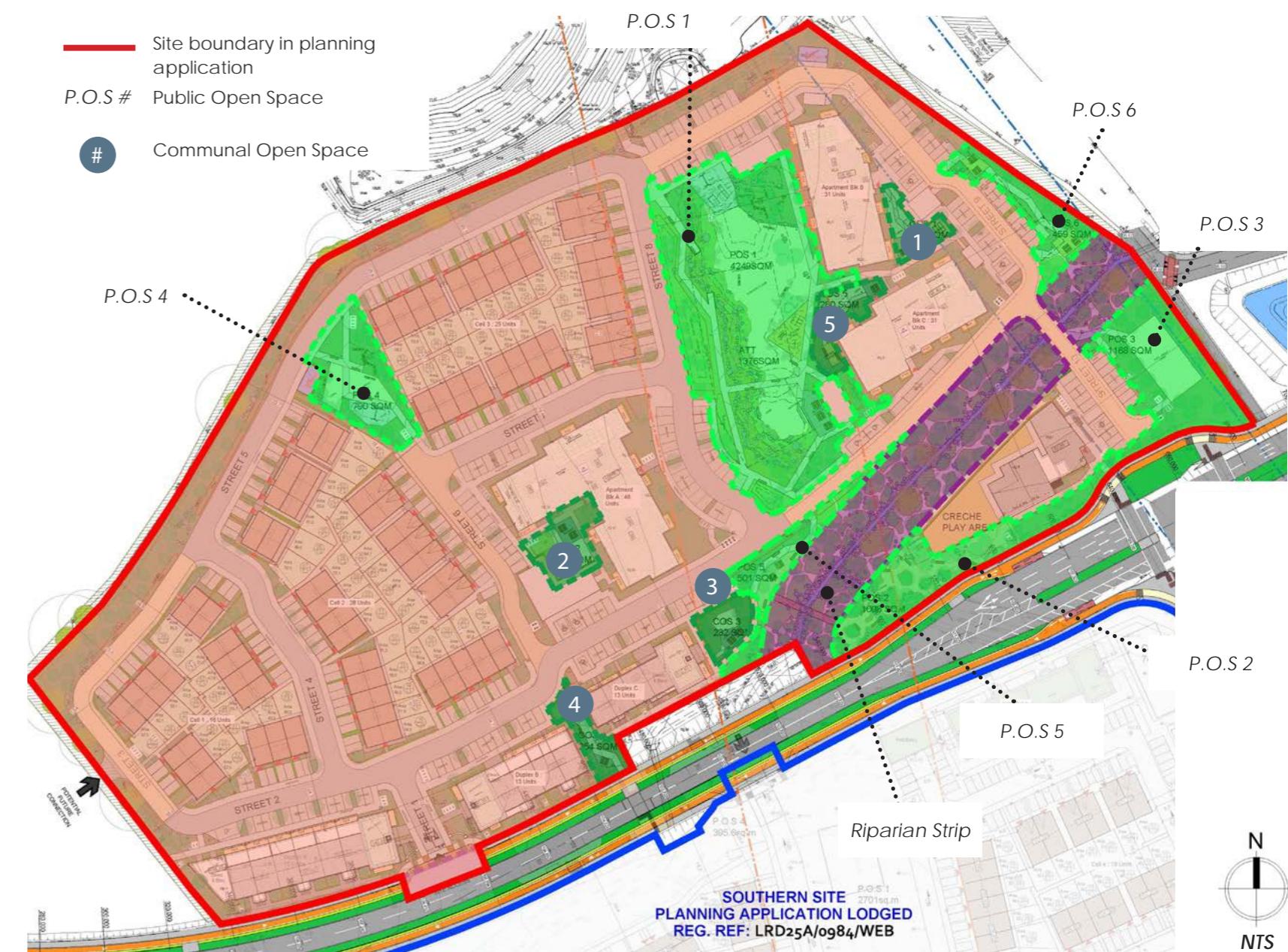


Figure 3.5 Public Open Space site's concept within this planning application. Source: MCORM, 2026.

### 3.3.3 Nature-based Urban Drainage (SUDS)

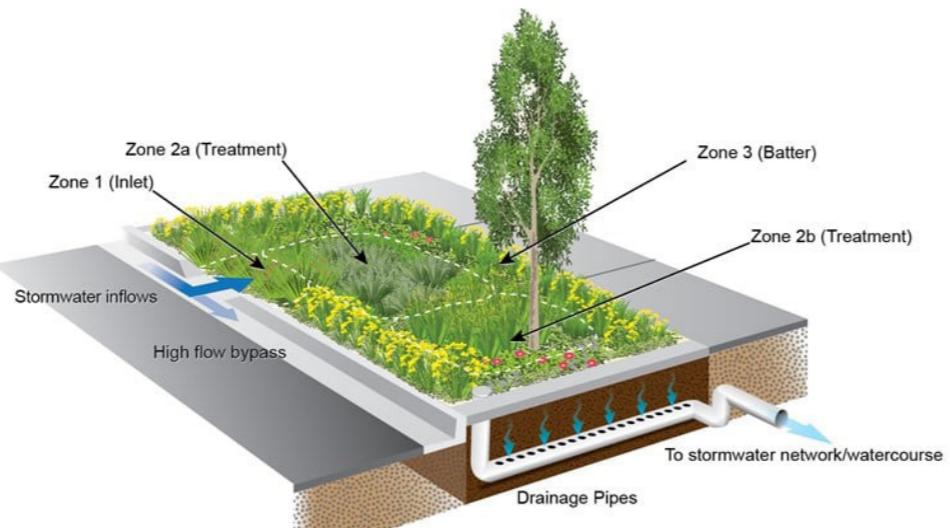
In accordance with the Greater Dublin Strategic Drainage Study (GDSDS) it is proposed to use Sustainable Urban Drainage systems (SUDS) for managing storm-water for the proposed development. The aim of the SUDS strategy for the site will be to:

- Attenuate storm-water runoff.
- Reduce storm-water runoff.
- Reduce pollution impact.
- Replicate the natural characteristics of rainfall runoff for the site.
- Recharge the groundwater profile

The SUDS strategy has been carefully designed with an interdisciplinary approach among the consultants involved in the design team, resulting in an integration of nature-based SUDS engineering in the masterplanning, urban design and landscaping of the proposed development. An assessment of the potential SuDS that could be incorporated within the site was conducted using the SuDS Manual, CIRIA 753. The SuDS elements which were found applicable to the proposed scheme design and layout include the following:



INDICATIVE TREE PITS DEALING WITH RUN OFF FROM ROADS AND OTHER HARD-LANDSCAPED PUBLIC REALM AREAS



INDICATIVE BIO RETENTION SYSTEM



INDICATIVE PERMEABLE PAVING AT FRONT GARDENS

1- Permeable Paving for driveways and for on-street parking under the control of the management company of the Duplex blocks.

2- Swales providing additional storage at source and also providing additional treatment of run off.

3- Tree Pits –run-off from roads will be directed towards tree pits where allowable. Additional treatment of run-off and additional storage volume is provided within the stone build-up below the tree pits.

4- Bio retention areas –runoff from roads / paths will be directed towards filter drains where allowable.

5- Pedestrian/green links to drain to surrounding landscape for reduction and treatment of run-off;

6- Underground storage in the form of 'Stormtech' units or similar approved systems to store runoff from a 1 in 100-year event. The storage systems will be designed to maximise water quality.

7- In accordance with the CIRIA SuDS Manual 2015, green roofs can be used to treat and attenuate run off in their substrate and support root uptake of water. Green roofs can increase the indigenous biodiversity and is encouraging environmentally design strategy, which is in accordance with the objectives as specified in the Greater Dublin Strategic Drainage Strategy (GDSDS) and in Appendix 7.2 of the DLRCC County Development Plan 2022-2028.

8- Hydrobrake flow control will be used.

Please refer Roger Mullarkey and Associates engineering drawings and reports accompanying this application for further detail on the SUDS layout and surface water management specifications.

Figure 3.6 Indicative images illustrating the measures included in the proposed SUDS strategy across the site Source: MCORM, NMP, RMA , 2026.

### 3.4 RESPONSIVE BUILT FORM

The envisaged new residential community presents a building fabric suitable for the location, which is a sensible response to its emerging context of proximate residential communities, mix-use areas and key green infrastructure. This section is addressed overleaf.



Figure 3.7 Photomontages showing a responsive built form . Source: MCORM/3DDB, 2026.



Figure 3.8 Key Plan . Source: MCORM



#### Legend

- GLDR
- GDDR
- Main street
- Link street
- Home zone

Figure 3.9 Street hierarchy Diagram. Source MCORM 2026

#### 3.4.1 Layout coherence and legibility

The creation of openspace and streets is integral to the success of the proposed scheme. The neighbourhood concept is developed by means of three key proposals consisting of- a permeable shared-space street network, an interconnected system of liveable landscaped open spaces and an efficient layout.

The proposed built environment is well integrated within the overall context, supposes a positive contribution to Glenamuck north as it will bring a vibrant residential neighbourhood and create a unique sense of place. These principles are developed below.

A network of streets and pedestrian/cycle links with an identifiable hierarchy is proposed. Routes for the exclusive use of pedestrians and cyclists have been provided through the central public open space. The horizontal alignment of all internal streets has been designed in line with DMUs objectives to slow down vehicular traffic.

Permeability and multiple access points will mean choice for users and therefore limit traffic movement at any one location. This permeable site layout generates a variety of spaces, which will offer a high connectivity in between individual cells with attractive linkages, but yet having their own individual character to provide strong diversity and act as way-finders within the neighbourhood, in conjunction with the built fabric proposed.

The central open space has been designed to facilitate informal play and outdoor community events.

Car parking is also integrated in the overall layout. It is provided within the landscaped curtilage of the majority of houses so as to avoid a car dominated streetscape. In addition, Duplex and Apartment blocks benefit from convenient on street parking adjacent to the blocks which will be dispersed with high quality landscaping to minimise the impact of vehicles on the public realm.

Bike parking, bin storage and external storage are provided within safe and secure facilities in various locations close to the Duplex and Apartment blocks.

The existing topography of the site has influenced the overall street and built fabric arrangements. This enables Part M access to the achieved and easy gradients along streets and footpaths to be maintained.



Figure 3.10 Interface with Public realm diagram. .Source MCORM 2026

### 3.4.2 Interface of buildings and the public realm

The site is bound by the GDDR to the south, combined with a sterilized zone underneath 220kV & 110kV power lines in the centre and east of the site and the riparian strip to the south east. The proposed development seeks to unlock these spaces between these undevelopable areas, comprising the various open spaces, streets and routes and its integration is crucial to the success of the proposed development.

This public realm consists of incorporating existing landscape features such as the area of hedgerows/ golf stream ditch into a new linear parkland at the front of the scheme, easily accessible to the new residential neighbourhoods.

The Central open space itself, a landmark landscaped open space shall provide a community amenity that can be used for a variety of outdoor neighbourhood events, in addition to being the main pedestrian entrance. This space will facilitate many functions, from casual play opportunities for children to community events. It is intended to be a destination open space amenity for the residents of the new neighbourhoods and beyond.

Nature and biodiversity will play an active role in the linear park and central green spine. They will support a continuity and enhancement of existing ecosystems within the rural context of the scheme.

In all cases, including the lower scale housing cells, the perimeter configuration of the buildings mean windows and doors provide activity onto every street and public realm area. All open spaces will be fully overlooked to ensure passive surveillance and safety for the user. The juxtaposition of the buildings proposed to existing and proposed landscaped features, makes way-finding throughout the development easy and logical.

The Duplex blocks A,B,C and the crèche will front the new GDDR. The increase in scale at the gateway to the scheme from the new road to 4 storeys will appropriately address the expanse of the new roads whilst announcing the entrance to the scheme.

Further detail is set out in the report prepared by the landscaping consultants, NMP, which forms part of this application.

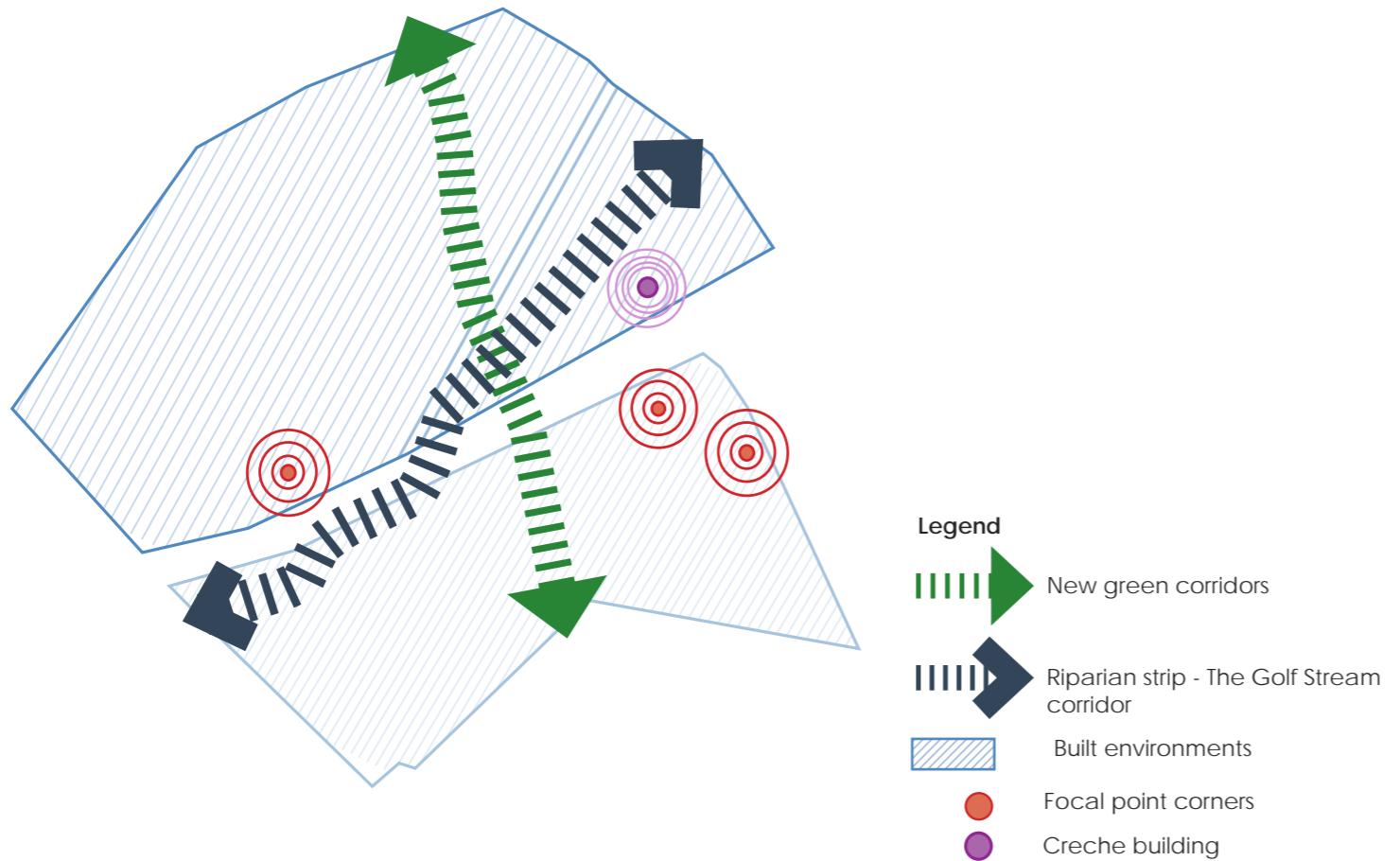


Figure 3.11 Masterplan conceptual diagram of distinctiveness and focal points including landscape features.

### 3.4.3 Integration with existing context

The Masterplan lands are bisected by the GDDR, with the southern lands, the built form of the entirety of the lands can be seen in the diagram adjacent.

The northern lands currently consist of greenfields defined by a network of distinctive hedgerows and clusters of mature trees to the northern, western and eastern boundaries as well as a tree line running east west on the south eastern portion and south west on the western portion of the subject site. In its undeveloped form, these features are currently not accessible to the wider public/ community.

The proposed development seeks to create an appropriate urban solution of built forms and edges that respond to the various conditions along its interface with the GDDR as well as creating a new distinctive neighbourhood.

It is proposed that a distinctive character area will give this scheme an identifiable sense of place, through a combination of building typology, materials and finishes, individual unit design proportion and open space design.



Figure 3.12 Artistic Impression looking east along the duplex entrances from the south. Duplex Block A & B. Source: MCORM/3DDB, 2026.



Figure 3.13 Artistic impression looking east along the GDDR, Duplex Block A. Source: MCORM/3DDB, 2026.

### 3.4.4 Distinctiveness & Detail Design

Two distinctive character areas are proposed across the masterplan lands, one to the north (subject site) and one to the south. These precincts are defined by differences in building design and finishes / materials and subdivided by new GDDR and the retention of existing site features/ landscaping, therefore integrating and enhancing natural assets within the overall urban design of the scheme.

#### Northern Character Area

The subject site which is bisected by the central green corridor forms the Northern character area as indicated in the key plan in Figure 26.

The buildings proposed on the lands include a mix of 3-4-storey duplex blocks, 4 storey Apartment blocks and 2-3 storey houses. This character area will benefit from the retained Rapijan corridor /Golf Stream which incorporates walking paths along its edge as well as a large public open space in the centre of this character area. The interface with the GDDR has been reinforced using a four storey contemporary Duplex typology to strengthen the built edge along the road south of the scheme. This announces the scheme as one travels north from the Kilternan Village, west from Carrickmines and east from Enniskerry road with a more compact form of development forming the housing cells and 3 no. Apartment blocks that front the open space further into the scheme. The vehicular entrance from GDDR is flanked by duplex units to the west and east. As one moves east, further in to the scheme, the higher density apartment blocks front the large central open space with the crèche fronting the GDDR to the very most eastern side of the scheme. Low boundary walls run along the footpath allowing for a visual connection to the scheme whilst protecting the amenity spaces from what will be a heavily trafficked GDDR.

The typological diversity proposed will be unified by sharing the same brick type; red & buff in colour. Houses will also present render walls and render expressed bands around external openings and lintels ,as indicated in architectural drawings and in detailed elevations below.

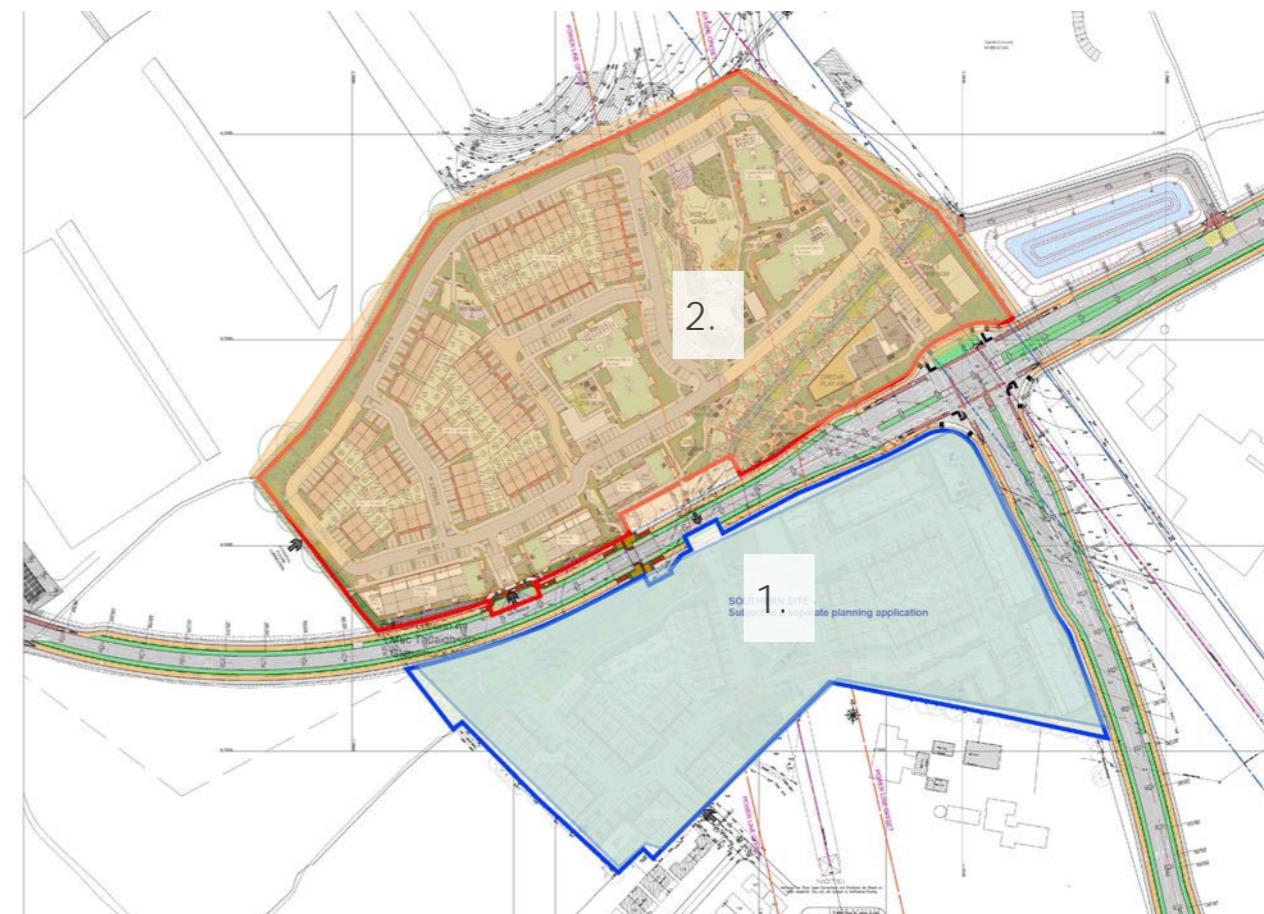


Figure 3.14 Key plan of character areas



Figure 3.15 Materials pallet for the overall masterplan scheme



Figure 13.16 Artistic impression of Duplex block C and Apartment block A from the east  
Source: MCORM/3DDB, 2026.



Figure 13.17 Artistic impression of Apartment Block A and Typical House Types.  
Source: MCORM/3DDB, 2026.



Figure 13.18 . Artistic impression of Duplex block C & Apartment Block A (behind) from GDDR  
Source: MCORM 2026

The proposed buildings employ a controlled palette of materials with a mix of traditional and contemporary typologies.

The primary materials for the development will be a mix of high-quality brick textures with complementary details in selected areas to the street elevations. The material choice will ensure that the buildings proposed are durable as well as being of high visual quality.

The proposed character area has legible unique features that will create a sense of identity and place, while applying a coherent architectural language through the use of repeating elements such as complementary brick types, window types, balcony treatments and metal canopies.

The use of these high quality, durable and low maintenance materials within the scheme will contribute to the longevity, appearance and character of the proposed development. The landscaped podium, defensible spaces/paving and soft landscaping have been detail designed by NMP Landscape Architects with the full report accompanying this planning application

## 4 OTHER DESIGN PARTICULARS

## 4.1 SUMMARY OF ACCOMMODATION

SCHEDULE OF ACCOMMODATION		MCORM ARCHITECTURE AND URBAN DESIGN		10-BICYCLE PARKING PROVISION	
24002 - LANDS AT GLENAMUCK DISTRICT DISTRIBUTOR ROAD - Northern Site	Date : January 2026			Duplex	90 no.
SITE ANALYTICS :				Duplex Visitor	10 no.
1- SITE AREA:				Duplex Cargo	5 no.
1a- GROSS AREA:	5.2 Ha			Apartment	206 no.
1b- NET AREA:	4.9 Ha			Apartment Visitor	22 no.
2- DENSITY:				Apartment Cargo	11 no.
2a- GROSS DENSITY on gross site area	42.12 unit/Ha			House Visitor	14 no.
2b- NET DENSITY on net site area	45.08 unit/Ha			Creche	10 no.
3- DUPLEX SUMMARY				Creche Visitor	16 no.
1 BED	11 no.			<b>TOTAL</b>	<b>384 no.</b>
2 BED	9 no.				
2 BED (3 person)	0 no.				
3 BED	22 no.				
<b>TOTAL</b>	<b>42 no.</b>				
NET FLOOR AREA (residential only)	3854 sqm				
Bin, Bike & External Stores	232 sqm				
Units Exceeding 10% GFA	42 no.				
Dual Aspect	42 no.				
3- APARTMENT TYPE SUMMARY					
1 BED	38 no.				
2 BED	31 no.				
3 BED	39 no.				
<b>TOTAL</b>	<b>108 no.</b>				
NET FLOOR AREA (residential only)	8444 sqm				
Bin, Bike & External Stores	404 sqm				
Services	219				
Units Exceeding 10% GFA	100 no.				
Dual Aspect	70 no.				
4- HOUSE TYPE SUMMARY					
3 BED	51 no.				
4 BED	18 no.				
<b>TOTAL</b>	<b>69 no.</b>				
NET FLOOR AREA	7947 sqm				
5- OVERALL UNIT TYPE SUMMARY					
1 BED	49 no.				
2 BED	40 no.				
3 BED	112 no.				
4 BED	18 no.				
<b>TOTAL</b>	<b>219 no.</b>				
NET FLOOR AREA - RESIDENTIAL	20246 sqm				
6- COMMUNAL OPEN SPACE:					
C.O.S.1	205 sqm				
C.O.S.2	375 sqm				
C.O.S.3	232 sqm				
C.O.S.4	254 sqm				
C.O.S.5	280 sqm				
Required	1074 sqm				
Provided	1346 sqm				
<b>TOTAL</b>	<b>1346 sqm</b>				
7- PUBLIC OPEN SPACE:					
P.O.S.1	4249 sqm				
P.O.S.2	1008 sqm				
P.O.S.3	1168 sqm				
P.O.S.4	790 sqm				
P.O.S.5	501 sqm				
P.O.S.6	459 sqm				
Riparian Corridor	3291 sqm				
Required (15%)	7287 sqm				
Provided	8175 sqm				
<b>TOTAL</b>	<b>16.80% 8175 sqm</b>				
<b>TOTAL (Including Riparian Corridor)</b>	<b>22.03% 11466 sqm</b>				
10-BICYCLE PARKING PROVISION		11-CARPARKING		12-MOTOR BIKE PARKING	
Duplex	90 no.	Houses	138 no.	Motorcycle Parking	7 no.
Duplex Visitor	10 no.	Duplex Blocks	42 no.		
Duplex Cargo	5 no.	Duplex Visitors	4 no.		
Apartment	206 no.	Apartments	108 no.		
Apartment Visitor	22 no.	Apartment Visitors	11 no.		
Apartment Cargo	11 no.	Creche	14 no.		
House Visitor	14 no.	Accessible Spaces	9 no.		
Creche	10 no.				
Creche Visitor	16 no.				
<b>TOTAL</b>	<b>384 no.</b>				
** 36no. Spaces are proposed EV spaces		<b>TOTAL</b>		<b>TOTAL</b>	
13-SITE AREA CALCULATIONS		14. PLOT RATIO		15. SITE COVERAGE	
Total Site Area	52047 5.2 Ha	Total Site Area	52047 Total Site Area	Total Site Area	52047
Junction	175 0.018 Ha	Net Site Area	48581 Net Site Area	Net Site Area	48581
Riparian Corridor	3291 0.329 Ha	Duplex Gross Floor Area	4248 Duplex Site Coverage	Duplex Site Coverage	2049
		Apartment Gross Floor Area (residential)	10406 Apartment Site Coverage	Apartment Site Coverage	3133
		Apartment Services (water tanks)	218	Apartment Services (water tanks)	218
		Bin/Bike/External Store (Surface)	636 Houses Site Coverage	Houses Site Coverage	4258
		House Gross Floor Area	7947 Creche	Creche	496
		Substations x 2	78.8 Bin/Bike/Storage Site Coverage	Bin/Bike/Storage Site Coverage	480
		Creche	571 Substation	Substation	79
		Creche Ancillary (bins/bikes)	37.6	Creche Ancillary (bins/bikes)	37.6
		Total Gross Floor Area	24145 Total Site Coverage Area	Total Site Coverage Area	10495
Net site Area:	48581 4.9 Ha	Total Site Area Plot Ratio	0.485 Total Site Coverage Total Site Area	Site Coverage Total Site Area	20.16%
		Net Site Area Plot Ratio	0.50 Net Site Coverage Net Site Area	Site Coverage Net Site Area	21.60%
16-Demolition Works		17. GROSS FLOOR AREAS			
N/A	0 sq.m	Res. GIA Duplex Block A	1802		
N/A	0 sq.m	Res. GIA Duplex Block B	1271		
Total Demolition Area	0 sq.m	Res. GIA Duplex Block C	1175.9		
		Res. GIA Apt Block A	4634		
		Res. GIA Apt Block B	2942		
		Res. GIA Apt Block C	2830		
		Res. GIA Houses	7947		
		Res. GIA Total	22602.2		

Figure 4.1 Summary of Accommodation. Source: MCORM, 2026

## 4.2 DETAILS OF BIKE, BIN & EXTERNAL STORAGE

- Duplexes & Apartments: 6 no. bin/bike/external storage stores are proposed adjacent to the communal open spaces and apartment blocks as well as being located within the duplex blocks. Please also refer to drawings AR1150, Bin, Bike and External Storage Details for further information.
- Houses: All houses have rear access for bin and bike storage via side passage or lane ways to the rear of the houses.

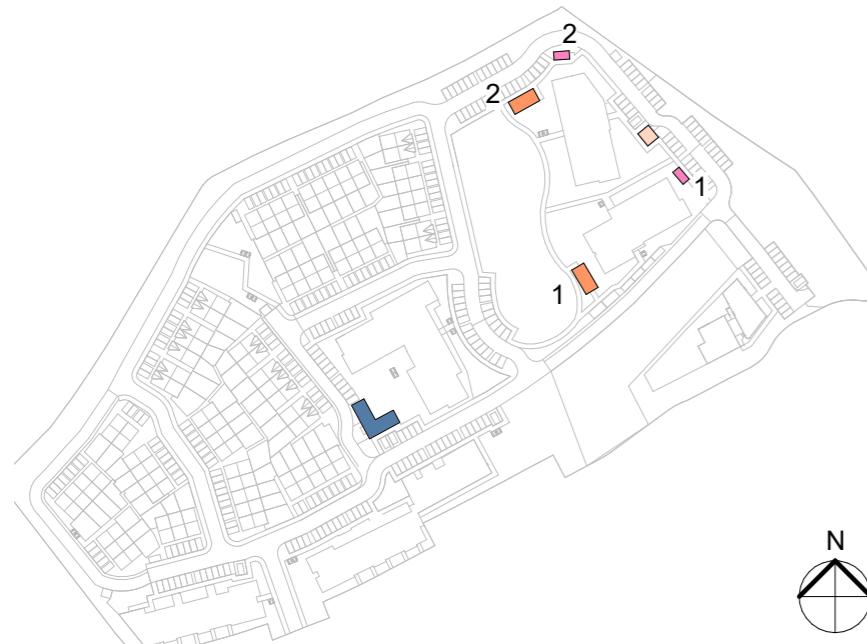


Figure 4.2 Key Plan Source: MCORM, 2026

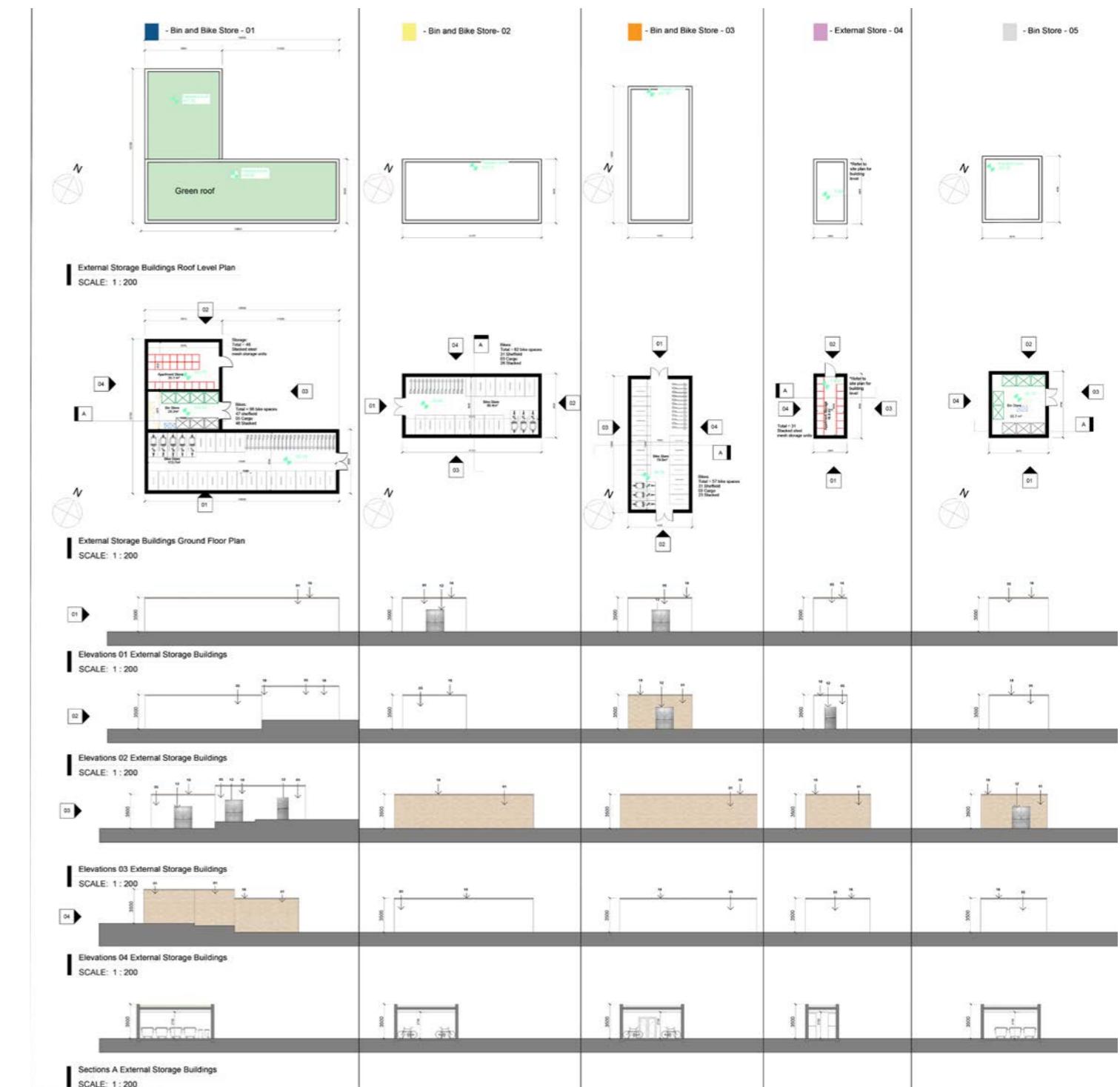


Figure 4.3 Example of bin/bike/external stores for duplex blocks . Source: MCORM, 2026

### 4.3 APPLICATION OF PRINCIPLES OF UNIVERSAL DESIGN

In the proposed Duplex block C 4no. units (10% of the overall total Part V units) are designed in accordance with the requirements of the 'Universal Design Guidelines for Homes in Ireland' developed by the Centre for Excellence in Universal Design (National Disability Authority). Accessible parking spaces are located proximate to the front door of the units and universally designed to be accessible to all users with a range of disabilities.

The criteria addressing the design of the internal unit layout are summarised as shown below:

#### A. Kitchen/ Dining/ Living Room

- Large and flexible room with ample unobstructed space to access all areas for everyone with ease of movement thought the kitchen
- (4) Minimum 800mm wide clear route between furniture and in front of windows and routes between doors
- (3) 1200mm clear space on three consecutive sides of a table
- Kitchen is not a thoroughfare. Cooker / hob and sink are in the same run of worktop.
- The kitchen space located next to the dining area to ease access for carrying food and crockery.

#### B. Kitchen/ Dining/ Living Room

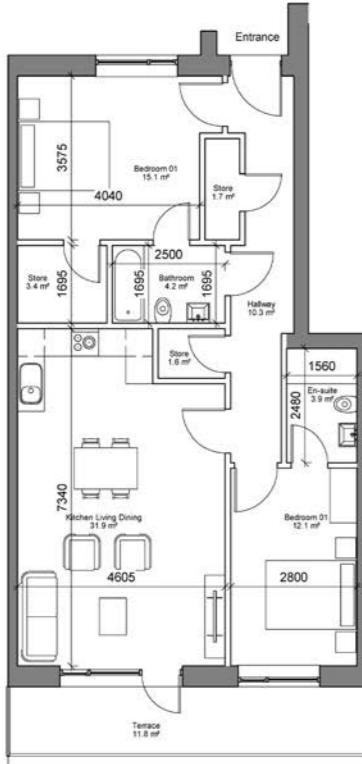
- Large and accessible family bathroom (minimum 2100 mm x 2500 mm) door opens outwards, sufficient space is allowed for the future adaptation to a shower room.
- (5) Bathroom adjacent to the main bedroom with flexibility to provide direct access from the bedroom.

#### C. Bedroom

- (4) clear access space of 800mm on both sides and at the end of the double bed.
- (2) Provide a clear space for a turning circle of 1500mm in the double bedroom.

#### Other

- Utility room with space for washer and dryer adjacent to kitchen.
- Doors open into rooms (such as living rooms, bedrooms and kitchens) with hinge-side of the door is adjacent to a return wall and approx. 300mm clear space on the leading edge of doors
- No single steps internally provided



2B.1 / 2 Bed 4 Person Unit  
SCALE: 1 : 100



2B.1 UD / 2 Bed 4 Person Unit  
SCALE: 1 : 100

Figure 4.4 UD unit layouts - Duplex Block B . Source: MCORM, 2026

## 4.4 PART V UNITS

### Part V units

The adjacent diagram shows the proposed Part V units proposed on the site. The scheme consists of 219 no. units, the total part V allocation is 44no. units (13 no. Duplexes & 31 Apartments)

The units are as follows:

### 31no. Apartments

12no. 1-Bed

7no. 2-Bed

12no. 3 bed

### 13 no. Duplex Units

7no. 1-bed

6no. 3-bed

**Total Part V provision = 44no Units**

As detailed in the previous section 5.3 - Universal Design, 10 % of the Part V allocation is proposed to be Universally designed.



Figure 4.5 Part V Plan . Source: MCORM, 2026

## 4.5 DETAILS OF MATERIALS AND FINISHES

### Brickwork and Stonework

The scheme will consist of 3 shades of clay bricks together with pale render. This complementary materials pallet is employed as a coherent family of materials that will run across the subject site. High quality buff brick elevations to the apartment & duplex blocks and red brick elevations to the houses align with current developments that are being built in the area, notwithstanding the delivery of a new neighbourhood with its own character. A varied built character will be achieved by using a combination of brick and render throughout. The strong distinctiveness of the scheme's higher density edges is reinforced with the design employed on the duplex block facades. Main external finishes are illustrated adjacent (fig. 36).

### Windows

To deliver visual variety, and variations of perceived wall depth, together with a diversity of detailing different approaches have been applied to the in-wall opes. Well considered wall openings balanced through different facades creating a rhythm. Window proportion and style vary within the individual character areas to provide visual interest. In all cases, the aesthetic aim is to play on the contrast between solid and void and between the glass and brick.

### DUPLEX BLOCKS

Duplex blocks that front the GDDR incorporate vernacular elements in terms of style (pitched roofs) and materials (brick), together with a more contemporary corner set piece which provides a distinct sense of place when viewing the scheme from the GDDR. Throughout the scheme there are 2 duplex typologies, these use legible unique features to create a sense of identity and place while applying coherent window types, terrace treatments and canopies.

### APARTMENTS

Apartment blocks A-C which are located on the eastern part of the site that front onto the central open space and the eastern boundary create strong distinctiveness to the scheme's edge which is reinforced with the incorporation of scale at this location.

The combination of glazed and solid surfaces is controlled, with the intention of creating visual interest while negotiating the volume of the buildings across the development.

### HOUSE

The houses are designed with a more traditional style and materials pallet, using 1 brick type complemented by render details around door and window reveals.

The houses proposed are primarily finished with a high-quality brick finish on all primary elevations facing the street or other public realm areas. As a low maintenance material, will ensure that the streetscapes created will endure and retain a high-quality feel for longer. The roofs of the houses will be completed with a dark coloured roof tile to complement the brickwork & U-PVC windows add to the high thermal efficiency of each unit and will also be very low maintenance components.

### CRECHE

The creche was designed to address a key junction to the south east of the proposed layout incorporating two distinctive brick tones, colour render bands to key windows and a distinctive roof profile to the road interfaces to the south and west, with a selected render finish to the internal, north facing elevations.



Figure 4.6 Palette of materials.



Figure 4.7 Artistic impression of Duplex blocks at the junction of the GDDR & GLDR Source: MCORM 2026.

## 4.6 CAR AND BICYCLE PARKING

Car parking as proposed will not dominate the visual character of the street. In all cases where either on street or in curtilage parking is proposed, a strong street planting scheme has been detailed by NMP Landscape Architects.

Surface parking is proposed for the Duplex & Apartments blocks at a ratio of 1 per unit plus a minimum 1 per 10 units for visitor spaces. 14. no surface car parking spaces are proposed for the creche in a dedicated parking court. This results in a total of 179 no. car parking spaces(36. will be dedicated to EV parking). The developer will provide car charging points at the outset to the quantity required by a planning authority - a ratio of 1 in every 5 spaces has been provided.

All houses will also be "charger ready"

3 & 4 bed houses have 2no. spaces provided.

The overall quantum of car parking is 317 no. spaces.

This is covered in more detail in the Traffic and Transport Assessment document prepared by Pinnacle Consulting Engineers attached to this application.

Bike parking spaces are provided in different configurations, depending on the necessity of each area. Bike parking for visitors will be provided in some cases on surface where they are designed to be well integrated to the proposed landscaped areas and public realm. All long-term residential spaces are covered and located in secure internal bike stores.

Please refer to MCORM's drawing AR1005 Car parking plan for further details.

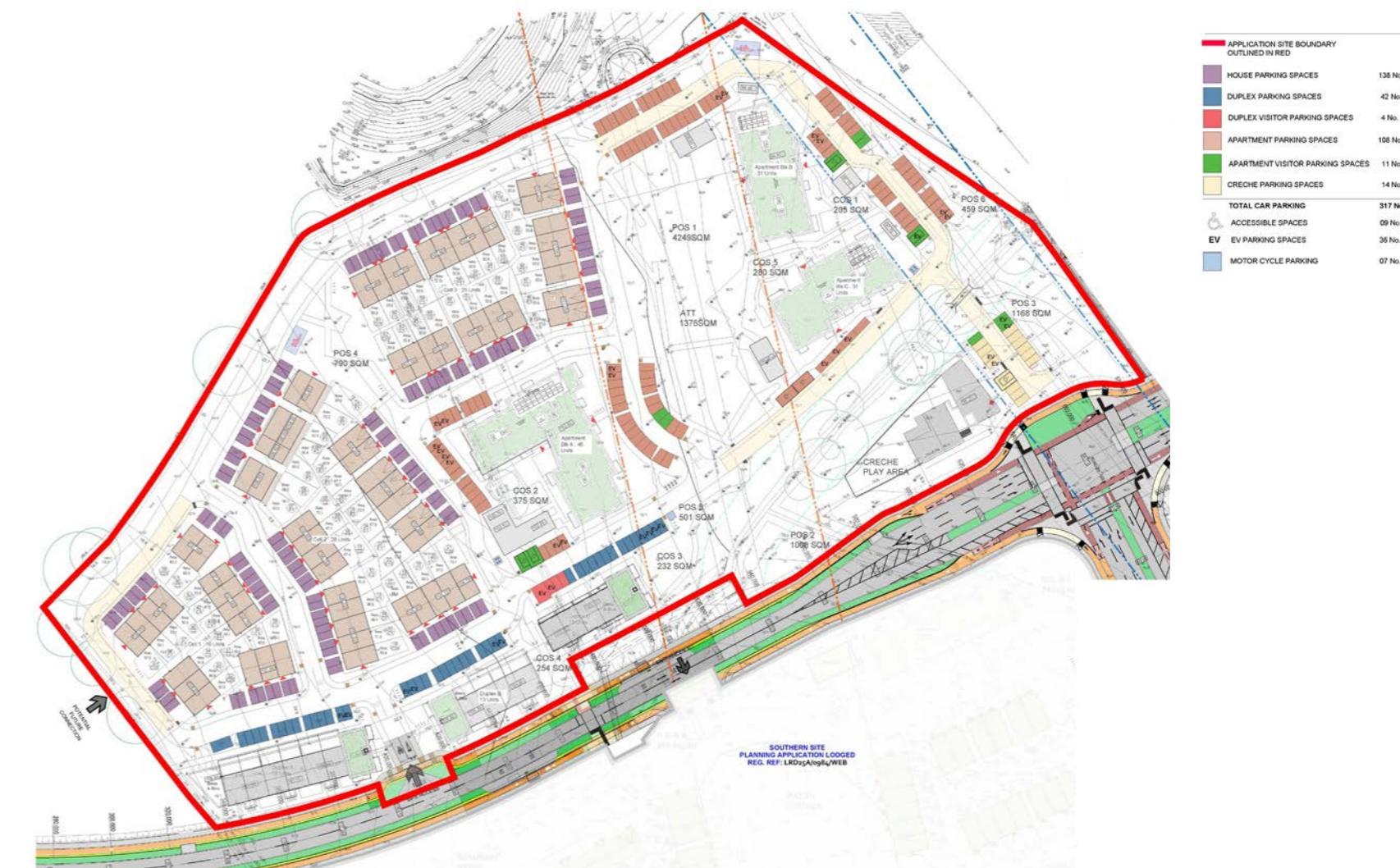


Figure 4.8 Car parking plan. Source MCORM 2026

## 4.7 SUSTAINABILITY

### OVERALL STATEMENT

All of the units will be subject to the NZEB (Nearly Zero Energy Building) requirements of the updated Part L Regulations, from 2021 that are in effect. In terms of energy ratings all of the units on site will have a Building Energy Rating (BER) of A2 / A3.

The measure of compliance with Part L of the Regulations is demonstrated using the Dwelling Energy Assessment Procedure (DEAP) software.

### RENEWABLE ENERGY

Since 2008 and the introduction of the European Performance of Building Directive it has been mandated that each dwelling unit must generate a portion of their energy demand. The proposed buildings supply the renewable energy contribution in order to meet the Energy Performance Criteria of 0.3 as compliance hinges around either the ability to generate hot water (for sanitary purposes) using a heat pump with a related COP of over 230% or providing sufficient photovoltaic capacity to lower the imported energy into the unit.

A summary of the renewable solutions to be adopted on site are:

- Solar Photovoltaic (PV)
- Combined Heat and Power
- Heat pumps

All components proposed to achieve the renewable energy requirements were considered from the early stages of the design process and incorporated within the landscaping and built fabric to minimise any negative visual impact.

### U-PVC WINDOWS

PVC framing is proposed at Kilternan for its energy efficiency and low maintenance characteristics compared with aluminium windows.

When assessing the energy efficiency of a window the frame has a bigger impact on the U value than the glass, effectively it is the weakest link in the thermal performance of the overall assembly. PVC framing material performs better than aluminium, having improved insulation qualities. At the point of manufacture the embodied energy of uPVC is 80 MJ/kg whereas the equivalent aluminium figure is 170 MJ/kg, a reduction of over 50%. Although the lifespan of both aluminium and PVC is similar at circa 35 years, aluminium frames depend on their paint cover, minimum of 70 microns, for protection whereas the PVC frame material is designed to be exposed and does not require an outer protective layer, and therefore require less up-keeping.

### BUILDING FABRIC

The building fabric elements that will be used in the construction of the dwellings will achieve a high level of performance meeting the current Part L standards.

The specified air tightness for the unit is to achieve an air tightness level of 3 air changes an hour or better. We expect that this figure will be comfortably exceeded within the houses and duplex types proposed.

### GREEN ROOFS

We are providing green Sedum roof on all flat roofs. This type of green roof requires little maintenance compared to other green roofs as they have shallow roots and only need a small amount of rain water and nutrients to survive. Upkeeping is mostly related to periodic gutters and edge cleaning but the meadow itself requires little attention.

Sedum roof systems have been shown to have benefits for a range of insects. Sedum flowers do provide foraging for pollinators, especially bees in late June, providing much needed habitats and food sources for wildlife and insects.



Figure 4.9 Sample image of similar building finishes. Comparable development delivered by the applicant . Source MCORM 2026.



Figure 4.10 Sample image of biodiversity at sedum roof. Source MCORM 2026



Figure 4.11. Sample image of biodiversity. Source MCORM 2026.

## 4.8 CRECHE

The crèche is proposed as a standalone building fronting the GDDR. It is designed as a 1-2 storey structure with a dedicated private outdoor play area located to the north and west of the building. The crèche block addresses both the riparian corridor and the GDDR, providing active frontage and passive surveillance along these important edges.

The facility is appropriately sized to serve the southern development in conjunction with the proposed scheme and is designed to accommodate up to 75 children.

Dedicated car and bicycle parking is provided for the crèche in a grouped surface parking arrangement located to the east of the building, ensuring safe and convenient access..

As the crèche building forms an important focal point within the overall scheme, careful consideration has been given to its architectural design and street frontage. The building will utilise two complementary brick types, a variety of window typologies and coloured render bands to create visual interest and articulation. The roof profile comprises a series of articulated mono-pitched roof forms arranged in two directions, reflecting the playful nature of the building's use and contributing positively to the overall character of the development.



Figure 4.12. Creche elevations . Source MCORM 2026



Figure 4.13 Creche Ground floor layout. Source MCORM 2026.



Figure 4.14 Creche first floor layout. Source MCORM 2026.

## 5 CONCLUSION



Figure 5.1 Artistic impression of Duplex block C and Apartment block A from the east

Source: MCORM/3DDB, 2026.

We respectfully submit that the scheme presented will positively respond to its context and carefully integrate within the Glenamuck North lands. This layout has been designed with careful consideration of the existing site topography and to retain most of the existing natural features. We have taken this as an opportunity to preserve the continuity of hedgerows, streams and tree lines within a development of unique character to its sylvan setting, in addition to providing a number of future potential pedestrian and cycling links to the proximate existing and future developments. The new built environment proposed in this submission will result in an inclusive and diverse neighbourhood and will present an overall aesthetic architectural style of high quality and durability with a strong sense of place whilst delivering a variety of livable streetscapes and high quality usable landscaped open spaces.

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## APPENDIX A. RESPONSE TO LRD OPINION



A green icon consisting of two arrows pointing left and right, with a small circle in the center, followed by the text "Green link".

Figure A.1 Open Space Kilternan Diagrams



### 3. Permitted Open Space, Kilternan Village Reg Ref: LRD24A/0597

Please refer to the submitted Thornton O'Connor's Planning Report for the complete response to the LRD opinion. Commentary regarding Architectural and Urban Design items are provided below:

## Item 4

## Layout and Masterplan

The Planning Authority recognises the constraints faced by the applicant with powerlines x 2 crossing the site. The Planning Authority note that the powerlines impact on the layout of the site and how the scheme successfully addresses the GDDR and GLDR on the current site and the southern site (referred to as Site A). The applicant is requested to review the approach taken to the issue of Public Open Space on nearby sites under the same 220kv lines as regards the extent to which these areas can be considered part of the public open space provision for the site, or must be counted as additional open space. The applicant is requested to set out the reasons why the power lines (110kv) cannot be undergrounded to facilitate an improved layout.

**RESPONSE:** We note that a precedent has been set in the nearby sites of Rockville and Kilternan Village with the open spaces beneath the 220kv power lines in each scheme. The open space in the subject site comprises various different uses, casual play, formal play and pedestrian/cycle routes. There is also a quantum of open space to the western side of the site which is not in the riparian corridor. We have also proposed an over provision of Communal open space.

As set out in the Kilternan - Glenamuck LAP document, it is an objective to link the open spaces along a green corridor which can be seen in the extracts below and the adjacent site plan, showing the future connection via this green corridor linking Kilternan Village, Rockville and the subject site.

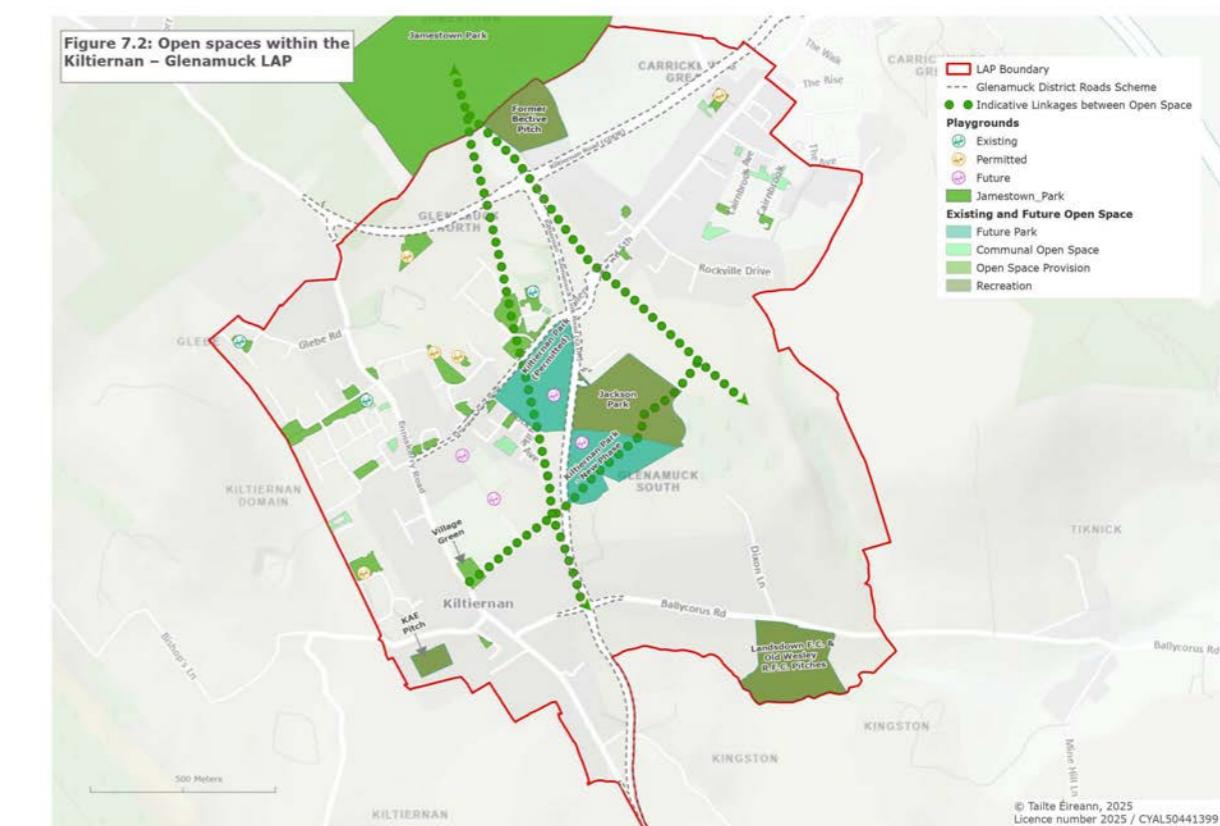


Figure A.2 Open Space Kilternan Source DLRD LAP

## Item 4 Cont.

*Layout*

**RESPONSE CONT.** The undergrounding of the 110kv powerlines was investigated early on in the design process, and was discussed with the utility provider, it was noted in order to accommodate this it could take up to c. 5 years to complete. This would have significant implications on the delivery, viability and completion of the development. Whilst this together with the 220kv lines, does create a significant constraint on the site we have positioned the creche in this location. Fronting on to the GDDR and at the junction with the under construction GLDR the creche building will act as a vista closer as one travels north on the GLDR.



Figure A.3 Links Diagram. Source: MCORM 2026



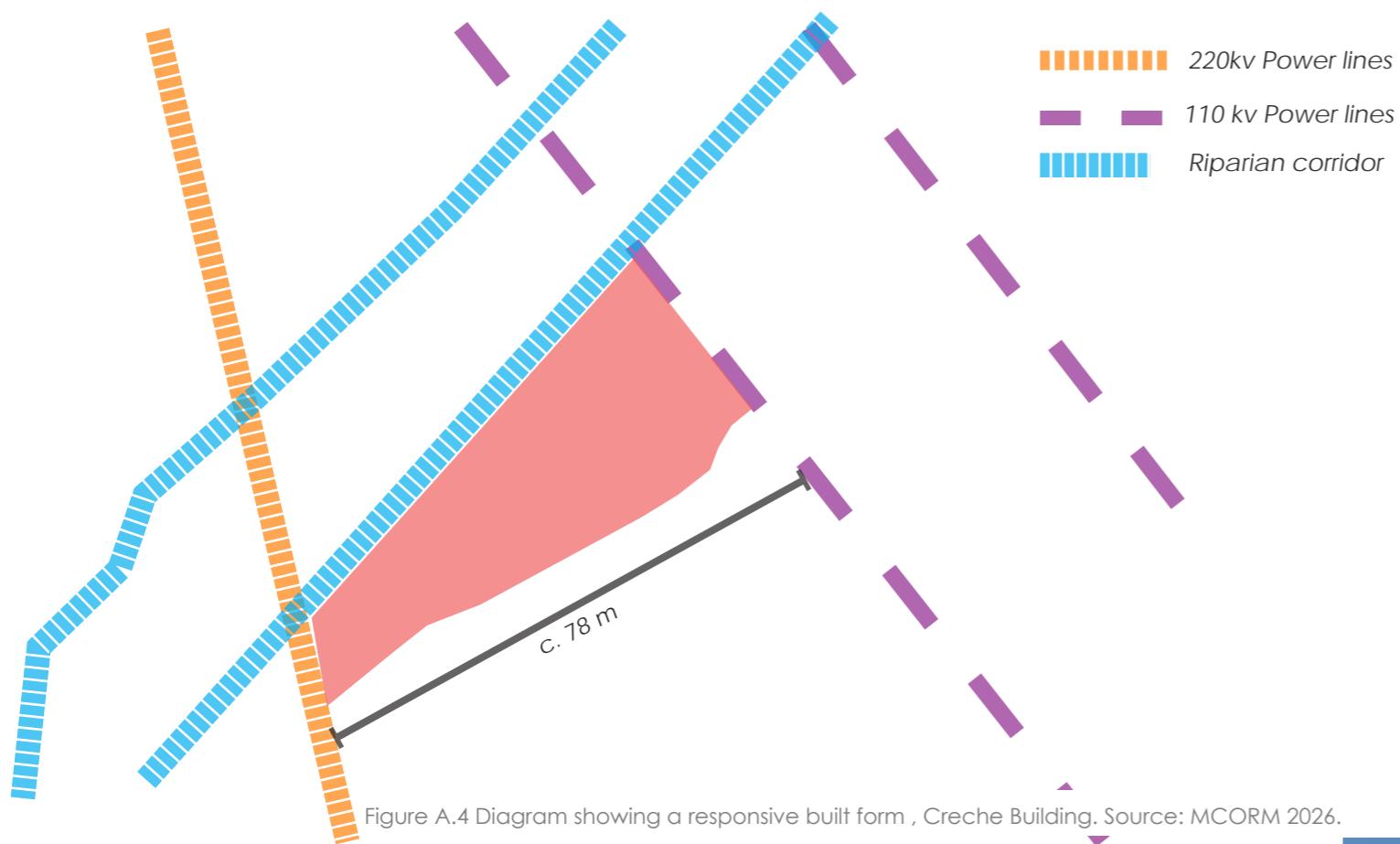
Pedestrian/cyclist link connecting from the southern site re.  
ref: LRD25A/0984/WEB to the subject site to Jamestown park

## Item 5

### Layout

In conjunction with Item 1 above, the Applicant is requested to provide details on how the proposed scheme can be linked to the planned Jamestown Park (notwithstanding relevant consents and future development) by way of a pedestrian/cyclist connection on the northeastern corner of the site. There is an expectation that this would link would form part of the application at Stage 3. The Movement Objectives of SDF3 of the LAP refer to this matter.

**RESPONSE:** As set out in the diagram adjacent, we have proposed a link from south to north connecting to Jamestown Park. It is proposed that this link connects with that proposed in the Southern site (reg ref: LRD25A/0984/WEB) as set out in the LAP Movement strategy. This link traverses the main public open space (P.O.S1) within the development allowing for safe use by all. Please refer to NMP Landscaping reports for further information.



## Item 7

### Layout

In conjunction with Item 5 above, the Applicant is requested to give further consideration to the 'vista' on the southeastern corner of the site, at the interface of the GDDR and GLDR junction. This boundary should provide improved active frontage, linkages, and contribute positively to the visual character of the scheme and junction. It is not considered that the scheme performs successfully in terms of the need to provide suitable enclosure and street frontage. Amendments to the layout should be considered that may include the siting of the creche building. The Placemaking Objectives of SDF3 of the refer to this matter.

**RESPONSE:** As set out in the diagram adjacent there are three site constraints that affect the site frontage: the 220 kV power line, the 110 kV power line, and the riparian corridor. Consequently, a residual irregular parcel of land remains. There is a c.78m long frontage remaining to create a vista in this location. We have proposed a creche building at this location. This building maximises its frontage at the junction of the GLDR and GDDR with a proposed 2 storey element neareston the eastern most side of the building. .

As the crèche building forms an important focal point within the overall scheme, careful consideration has been given to its architectural design and street frontage. The building will utilise two complementary brick types, a variety of window typologies and coloured render bands to create visual interest and articulation. The roof profile comprises a series of articulated mono-pitched roof forms arranged in two directions, reflecting the playful nature of the building's use and contributing positively to the overall character of the development.





Figure A.7 Links & Connections Diagram. Source MCORM 2026

## Item 8

### Layout

The applicant shall set out clearly proposed vehicular and pedestrian links through to existing and future developments and to provide letters of consent from neighbouring landowners as appropriate. It is expected that where areas have been developed on adjacent sites, that linkages will be provided 'on day 1'.

**RESPONSE:** The site provides for 1no. vehicular link onto the GDDR, and future vehicular connection to the lands to the west. In all cases pedestrian links are provided for. We have also proposed various pedestrian links on to the GLDR, GDDR and through the large central open space through to Jamestown Park. Please refer to Meinhardt Engineers and NMP Landscaping reports for further detail on these links. These links will be provided for 'on day one'.

- Vehicular connections
- Future Vehicular connections
- ↔ Pedestrian links & connections



Figure A.8 Photomontages showing access off GDDR. Source: MCORM/3DDB, 2026.



• • • ➤ Primary Residential Entrances along the GLDR.

Figure A.9 Access Diagram off GDDR. Source MCORM 2026

## Item 9

### Layout

The applicant shall provide clarity as to the layout and functioning of the duplex units fronting the new road at site's southern boundary. Care should be taken to ensure that the entrances facing the new road function as the sole/primary access points to these units. The Built Form Objectives of SDF3 of the LAP refer to this matter.

**RESPONSE:** All primary entrances to the residential units address the GDDR, creating an active street frontage and providing passive surveillance. A total of 26 no. own-door dwellings are proposed fronting onto the GDDR. These entrances, in conjunction with the creche building, ensure that the built form objectives set out in SDF 3 of the LAP are fully satisfied.

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