01 SITE CONTEXT
AMENDMENTS MADE TO ADDRESS LRD OPINION

A S32B meeting was held on the 11th September 2025 with members of Wexford's County Council and the Design Team present. This site plan, along with supporting information, was presented at the meeting for comment. The input received from Wexford County Council resulted in the following adjustments being made prior to the final application. These amendments are addressed in the following pages.

1) Increased parking provision - 15no. additional spaces have been added in total. 12no. additional visitor spaces along the edge of the parkland and 3no. for the creche in place of the previously proposed hardstand area.

2) Overall street hierarchy strategy has been updated. The primary local street is now 6m wide with a 2m footpath. The majority of streets are secondary local streets that are 5.5m wide with 2m footpaths. Shared surfaces are 4.8m wide with a 1.2m street build-up.

3) A dedicated right hand turning pocket has now been introduced at the junction to the site on the R725.

4) The creche now includes a community/multi-use room to provide further facilities to the surrounding area.

5) The proposed part v allocation has been amended to provide a greater number of 2 bed units to better align with the current social housing demand in Gorey.

RESIDENTIAL SITE - GOREY LRD						
Unit Type	Description	No. of Bedroom	No. of Bed Space	Unit Area (sq.m.)	No. of Units	%
B1	semi-detached	4 bed	7	151.60	16	3.9%
F5/F7	shallow semi-detached / detached	4 bed	7	156.20	15	3.6%
F4	townhouse corner	4 bed	7	154.00	8	1.9%
F2/F3	shallow semi-detached	3 bed	5	104.10	22	5.3%
F1	townhouse corner	3 bed	5	102.60	6	1.5%
D1/D1C	townhouse end	3 bed	4	92.00	148	35.9%
E1	townhouse mid	2 bed	4	80.00	134	32.5%
R1/R2/R3/R4/R5	GF/FF duplex apartments (accessible)	3 bed	5	107.20	28	6.8%
S1/S2/S3/S4/S5	SF apartments (accessible)	1 bed	2	51.70	28	6.8%
P1	maisonette (accessible)	1 bed	2	56.6	4	0.9%
P2	maisonette (accessible)	1 bed	2	56.5	4	0.9%
Total No. of Units					413	100.0%
PLUS 1no 120 CHILD CRÈCHE - 570.0 SQ.M						

SITE SCHEDULE		
Site Area (red line boundary)	19.4 HA	
Developable Area	11.5 HA	
Total No. of Units	No. 413	
Density	35.9 units/HA	
Open Space	15.0%	
Standard Houses	349	84.6%
Apt/Duplex/Maisonette Units	64	15.4%
4 bed	39	9.4%
3 bed	204	49.5%
2 bed	134	32.5%
1 bed	36	8.6%

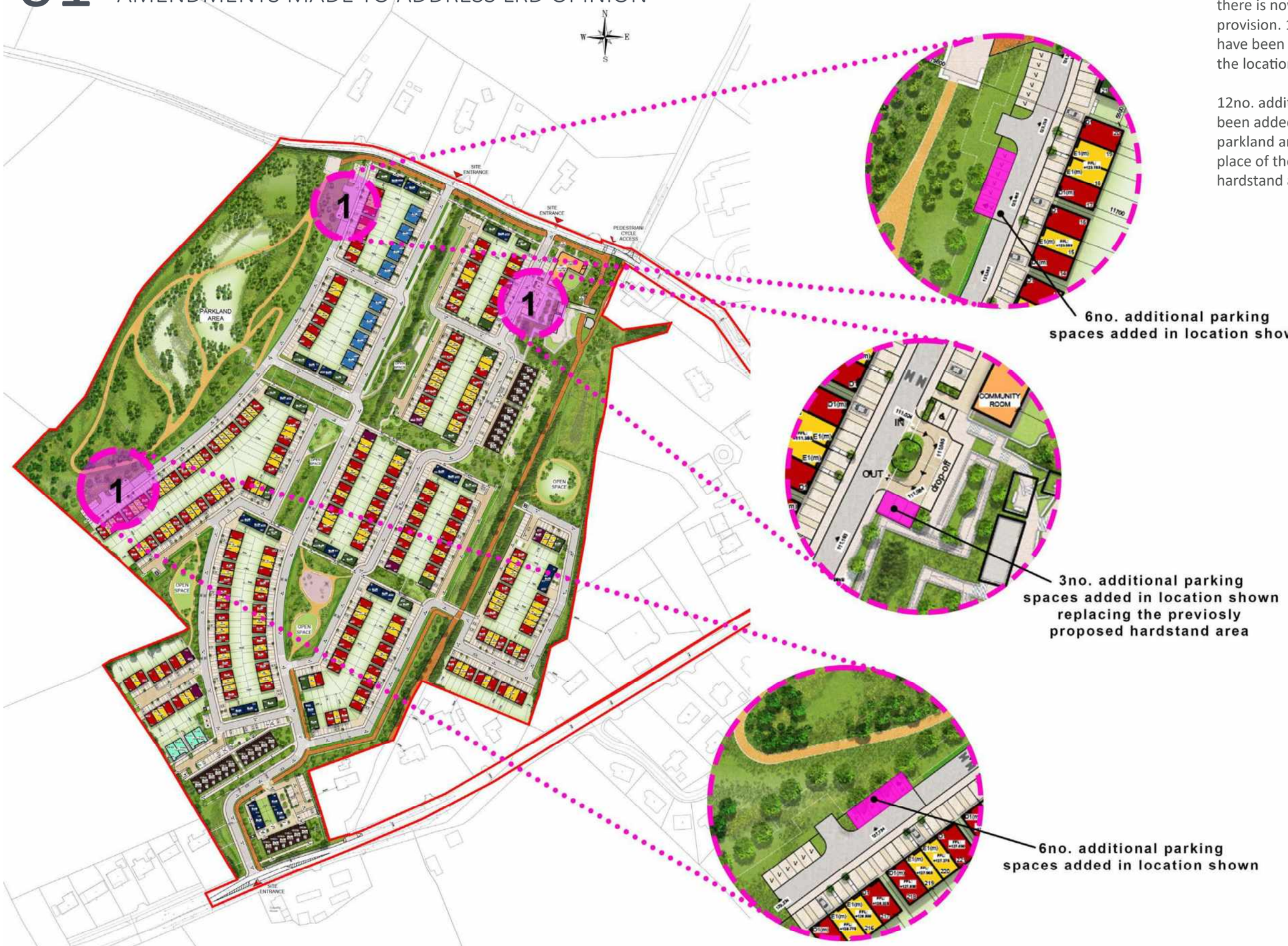


01 SITE CONTEXT

AMENDMENTS MADE TO ADDRESS LRD OPINION

As requested at the S32B meeting, there is now increased parking provision. 15no. additional spaces have been added in total (as shown in the locations below).

12no. additional visitor spaces have been added along the edge of the parkland and 3no. for the creche in place of the previously proposed hardstand area.



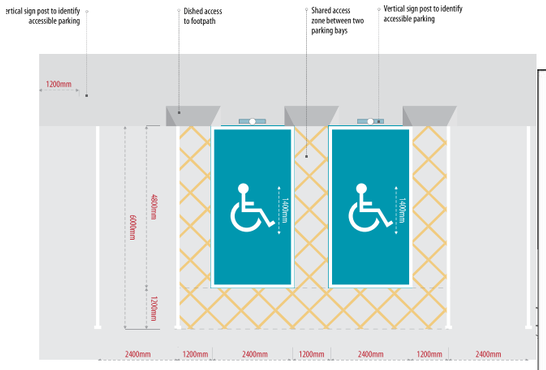
01 SITE CONTEXT
AMENDMENTS MADE TO ADDRESS LRD OPINION

Each unit in the development has provision for car parking. 2 no. spaces are provided for the 3 and 4 bed housing units and 1 no. space is provided for the 2 bed mid townhouse units. 1 no. space has been provided for each of the apartment units with visitors spaces also provided. There are also an additional 26 no. visitor spaces, 24 no. of which are located along the parklands to the west of the site.

12 no. parking spaces are provided for the crèche including 1 no. accessible space and 1 no. large drop off space (that can accommodate 2-3 cars). A dedicated turning area has also been included to ensure a safe/controlled area for vehicles to turn and exit the site is provided.

8 no. of the 103 no. communal parking spaces are dedicated to accessible parking spaces ensuring that these spaces achieve the minimum requirement of 5% accessible spaces. 6 no. EV spaces have also been provided in the form of 3 no. EV Charging Hubs.

Please refer to the accompanying E.V. Charging Strategy Report for detailed information on the E.V. charging proposal.







Total No. CAR PARKING SPACES	**No. 667**	of which 564no are for the standard residential units, 65no are communal spaces for the apartments, 12no are for the creche (including the drop-off area) and 26no visitor spaces
Standard Residential Units Parking	No. 564	of which 514no are within curtilage & 50no are allocated to units but are not within curtilage
Communal Parking	No. 103	65no for the apartments, 12no for the creche & 26no visitor spaces
Accessible Parking Spaces	No. 08	7.8% of the 103no communal spaces
EV Parking Spaces	No. 06	in the form of 3no EV charging hubs (with 2no charging spaces each)

Dwellings with in curtilage parking, pre-wired for future EV

The parkings spaces have been assigned as follow:

HOUSING:
- 2-bed = no. 1.0 space x 134 = **134**
- 3-bed = no. 2.0 space x 176 = **352**
- 4-bed = no. 2.0 space x 39 = **78**
- * additional visitors spaces = **26**

APARTMENTS:
- 1/3 bed = no. 1.02 space x 64 = **65**

CRECHE:
- creche = 10no standard spaces, 1no accessible space & 1no drop-off space = **12**

PARKING KEY
- EV Parking hubs (6no spaces within 3no hubs) *these provide EV charging facilities for the apartments*
- Communal parking spaces (103no space) *12no for the creche, 65no for the apartments & 26no for visitors*
- Standard residential units with off-curtilage assigned parking (50no assigned spaces)
- Standard residential units with in-curtilage parking (514no spaces) *pre-wired for future EV*

BIN STORES	**No. 6**	for apartments & creche
BIN STORE (1)	External communal bin stores for apartments	
BIN STORE (2)	For the creche	

The houses/maisonettes either have direct access to their private amenity space for bin storage or they have small private bin areas to the front of the unit

Total No. BIKE SPACES	**No. 586**
COMMUNAL BIKE STORE X 5no (22-24no spaces each)	No. 112 secure bike spaces
COMMUNAL BIKE STORE - Sheffield stands	No. 42 secure bike spaces
INDIVIDUAL BIKE STORE X 136no (3no spaces each)	No. 408 secure bike spaces
CRECHE BIKE STORAGE	No. 12 secure bike spaces & No. 12 visitors spaces

The communal bike spaces are for the own door access apartments/duplexes

APARTMENTS:
- 1-bed = no. 1.5 bike spaces x 28 = 42
- 3-bed = no. 3.5 bike spaces x 28 = 98

140no *spaces required - 154no spaces provided (* additional 14no spaces)*

STANDARD HOUSING
- 2-bed = no. 3 bike spaces x 134 = 402
- 3-bed = no. 3 bike spaces x 2 = 6

274no spaces required - 408no spaces provided (* the extra 134no spaces equates to 1no visitors space per mid-terrace unit)

CRECHE:
- creche = no. 24 bike spaces

(NOTE - detached, semi-detached, end townhouse & maisonette units don't require dedicated bike spaces because they have direct access to their private amenity space for bike storage)



01 SITE CONTEXT
AMENDMENTS MADE TO ADDRESS LRD OPINION



3D AERIAL VIEW OF OVERALL STREET HIERARCHY



As requested at the S32B meeting, the overall street hierarchy strategy has been updated to incorporate the following changes:

- The primary local street is now 6m wide with 2m footpaths.
- Secondary local streets are 5.5m wide with 2m footpaths.
- Shared surfaces are 4.8m wide with a 1.2m street build-up.



The new street hierarchy, ranging from 6m-wide roads to 4.8m shared surfaces, enhances both vehicular and pedestrian experiences within the scheme. Wider roads accommodate through-traffic and service access efficiently, while narrower shared surfaces naturally calm traffic and prioritize pedestrian movement.

This graduated design promotes safer, more walkable environments and encourages social interaction. The variety in street widths reflects intended use, supporting place-making. By integrating these scales, the scheme balances accessibility with a more human-scale feeling, promoting a more inclusive and flexible public realm. Overall, the hierarchy supports a harmonious coexistence of vehicles and pedestrians, improving urban quality and connectivity.

01 SITE CONTEXT
AMENDMENTS MADE TO ADDRESS LRD OPINION



3D AERIAL VIEW OF PRIMARY LOCAL STREET THAT RUNS THROUGH THE CENTRE OF THE SITE



3D AERIAL VIEW OF SECONDARY LOCAL STREET



3D AERIAL VIEW OF SHARED SURFACE STREET

PRIMARY LOCAL STREET





PRIMARY LOCAL STREET FEATURES:

- 6.0m ROAD WIDTH
- ROAD-SIDE PEDESTRIAN PATH
- PARALLEL PARKING OR ON-CUR-TILAGE PARKING
- DIRECT ACCESS TO UNITS
- INCORPORATING LIGHTING, BINS, PARKING & LANDSCAPING

SECONDARY LOCAL STREET





SECONDARY LOCAL STREET FEATURES:

- 5.5m ROAD WIDTH
- ROAD-SIDE PEDESTRIAN PATH OR SHARED SURFACE
- PARALLEL PARKING OR ON-CUR-TILAGE PARKING
- DIRECT ACCESS TO UNITS
- INCORPORATING LIGHTING, BINS, PARKING & LANDSCAPING

SHARED SURFACE





SHARED SURFACE FEATURES:

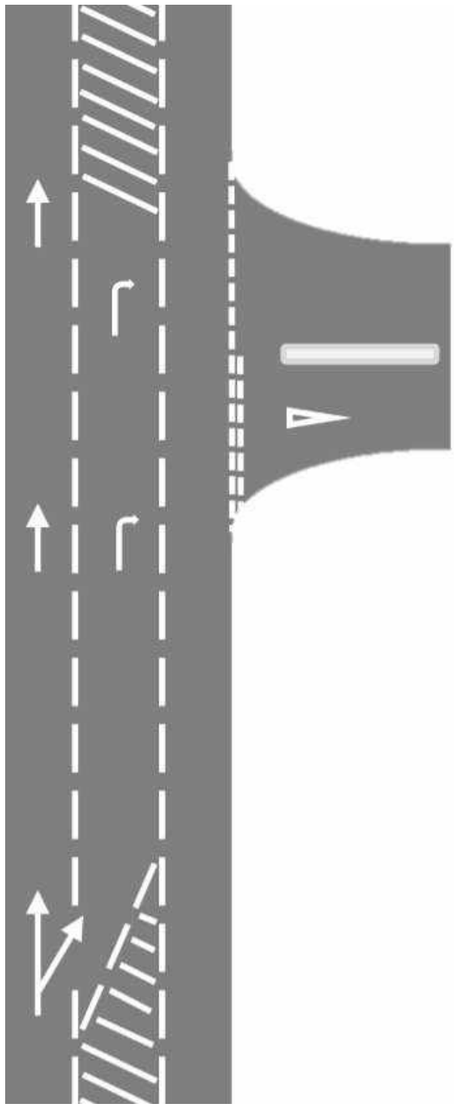
- 4.8m ROAD WIDTH
- ROAD-SIDE PEDESTRIAN PATH OR SHARED SURFACE
- PARALLEL PARKING OR ON-CUR-TILAGE PARKING
- DIRECT ACCESS TO UNITS
- INCORPORATING LIGHTING, BINS, PARKING & LANDSCAPING

01 SITE CONTEXT
AMENDMENTS MADE TO ADDRESS LRD OPINION

As requested at the S32B meeting, a new right hand turning pocket has been added to the junction with the southern site entrance and the R725. The creation of a right hand turn pocket at this junction allows for the safe stopping of a vehicle looking to turn right into the development. Due to the busy nature of the R725, this will allow for the continuous flow of traffic along the road and avoid any traffic buildup in the area.

Please refer to NRB's Drawings for detailed information on junction details.

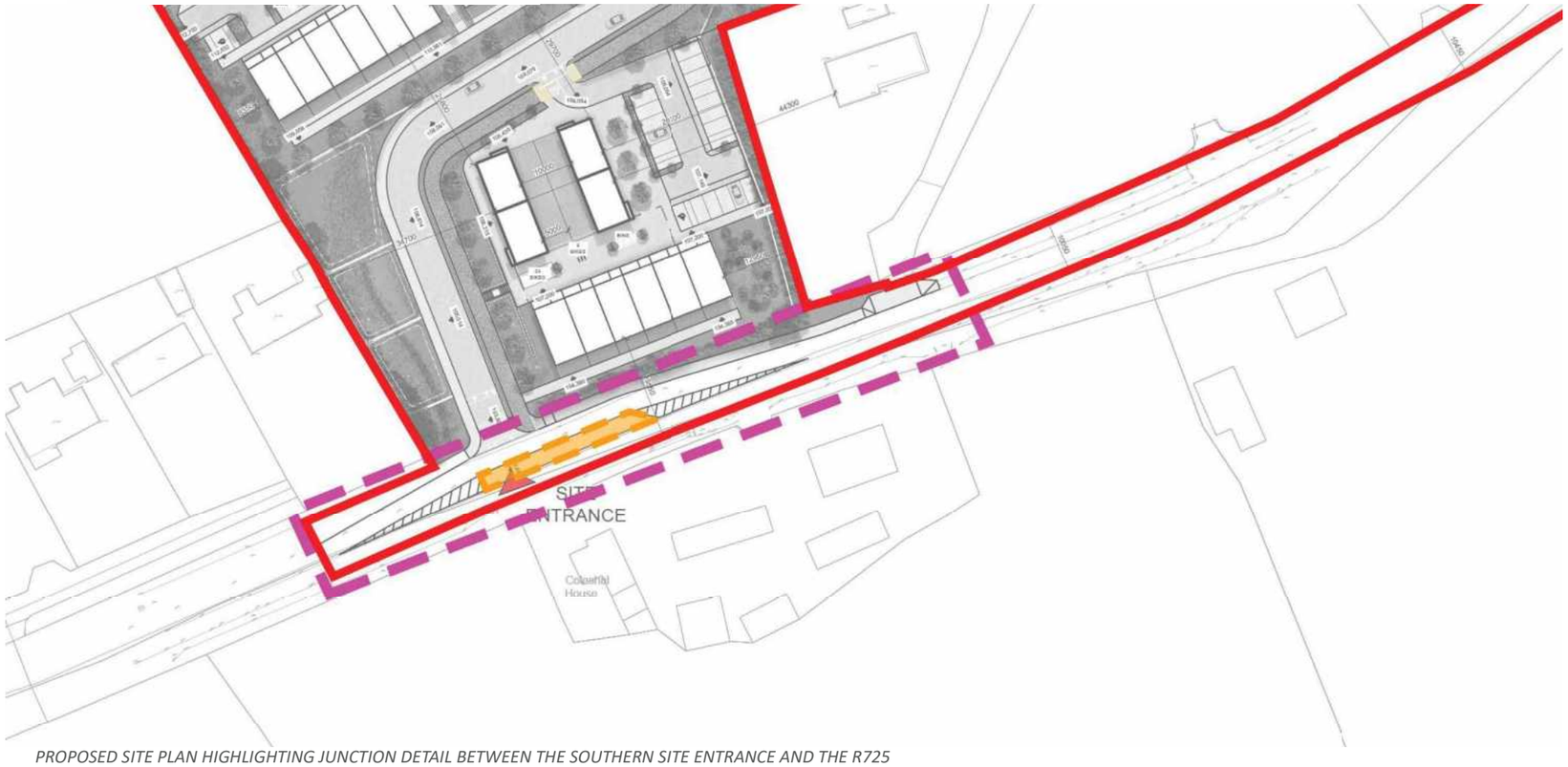








NRB'S SOUTHERN JUNCTION DETAIL



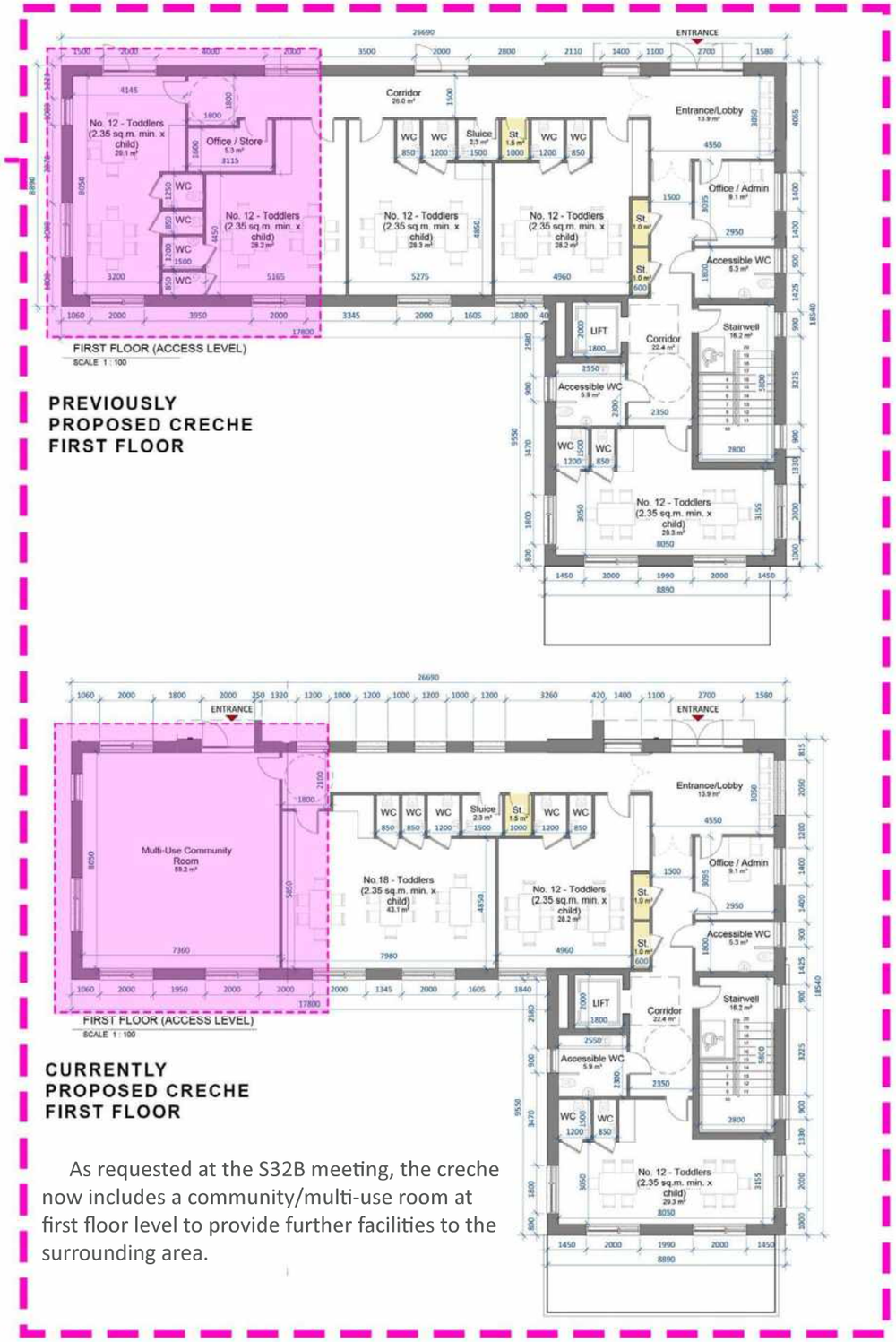
PROPOSED SITE PLAN HIGHLIGHTING JUNCTION DETAIL BETWEEN THE SOUTHERN SITE ENTRANCE AND THE R725

01 SITE CONTEXT
AMENDMENTS MADE TO ADDRESS LRD OPINION





3D VIEW OF ENTRANCE TO COMMUNITY/MULTI - USE ROOM IN THE CRECHE



As requested at the S32B meeting, the creche now includes a community/multi-use room at first floor level to provide further facilities to the surrounding area.

01 PROPOSED DESIGN
AMENDMENTS MADE TO ADDRESS LRD OPINION

As requested at the S32B meeting, 10 of the D1 Type 3-bed houses have been swapped for 10 additional E1 Type 2-bed houses. This change has resulted in the Part V allocation now comprising 12 no. D1 3-bed units and 42 no. E1 2-bed units.

The house types contained within the allocation have been reviewed by Housing Capital and deemed acceptable as social housing units. The review considered the layout and storage provision of the units, the proposed materials in terms of maintenance burden, the provision of bin stores, parking allocation, accessibility, and universal design (UD) features of the proposed social housing units.

Location of Part V Unit Types

Relocation of E1 Unit Types (2 Bed Townhouses)

E1 Unit Types (2 Bed Townhouses) Added

Part V Allocation			
Unit Type	**No. Bed Spaces**	**Unit Area (m²)**	**number**
D1/D1C - 3 bed end townhouse	4	92.0	12
E1 - 2 bed townhouse	4	80.0	42
P1 - Maisonette	2	56.6	4
P2 - Maisonette	2	56.5	4
R1/R3/R4 - (Split level) GF & FF 3 bed apartment	5	107.2	10
S1/S3/S4 - (Split level) SF 1 bed apartment	2	51.7	10
TOTAL = 82no (20% of 413no units overall)			

