Henry J Lyons

LDA
Ghníomhaireacht Forbartha Talún
Land Development Agency

LRD Planning
STAP-HJL-XX-XX-RT-A-9000 Architectural Design Statement
951220 LDA Stapolin
Planning Amendment to Blocks A & D

Rev 02 29 June 2026



Land Development Agency
CLIENT

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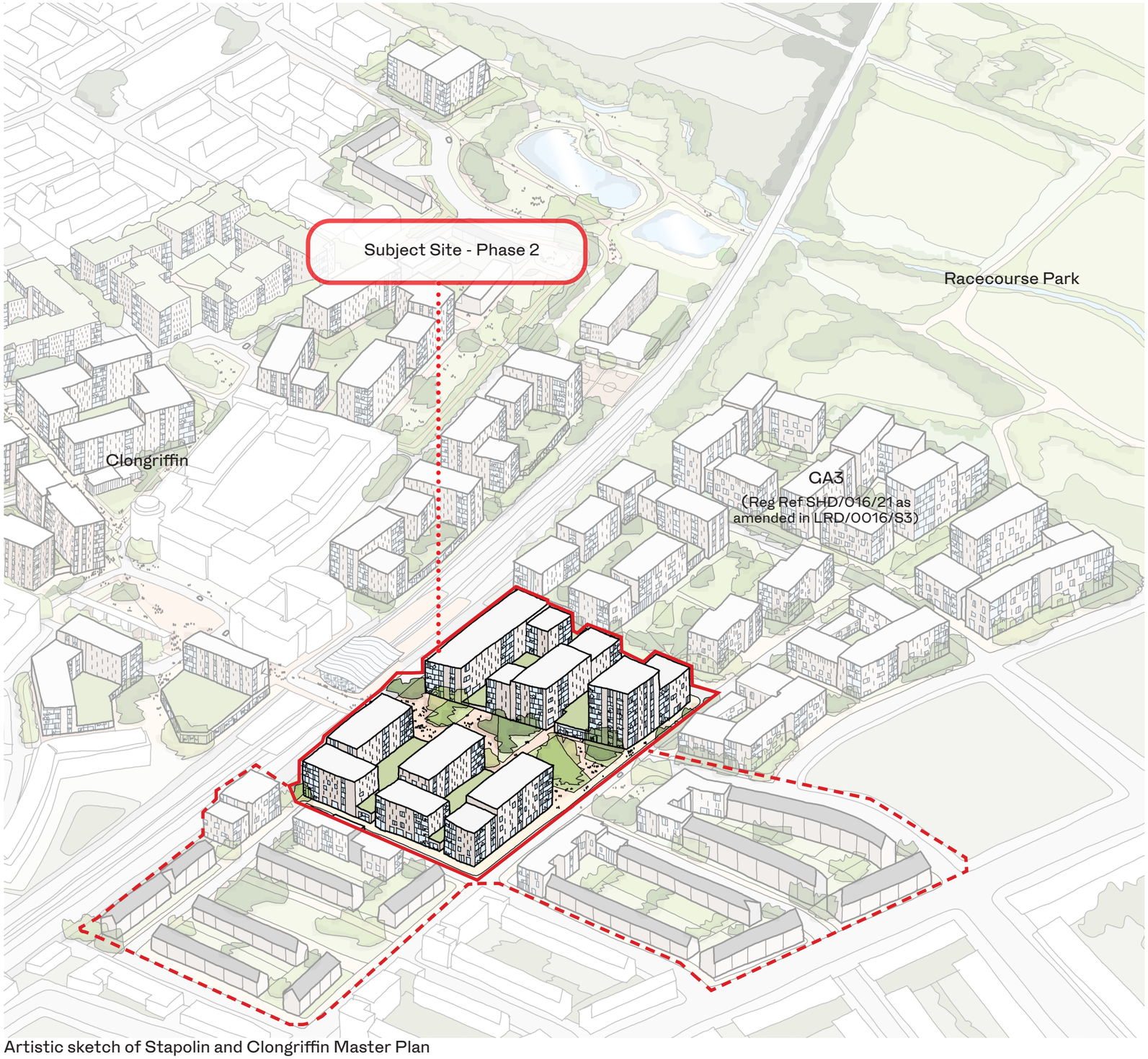
06 Response to LRD Opinion

Appendix I

Unit Mix & Area Schedules
Age Friendly Homes Checklist

0.0 INTRODUCTION

This document has been prepared by Henry J Lyons Architects on behalf of the LDA in conjunction with the wider architect led design team and describes the scope of the planning amendment application for the Stapolin Growth Area 1, as permitted under ABP Reg. Ref. ABP-310418-21 (and as amended under LRD/0015/S3 & LRD/0073/S3E).



Artistic sketch of Stapolin and Clongriffin Master Plan

Amendment Application Boundary

Planning Application Boundary of Parent Application SHD/011/20 ABP Permission Ref: 310418 as amended in LRD/0015/S3 & LRD/0073/S3E

0.1 EXECUTIVE SUMMARY

The purpose of this amendment is to redesign key areas of the podium and Stapolin Square to respond to conditions of the grant and refine the consented Stapolin GA1 scheme at Blocks A and D and Stapolin Square to deliver more homes, better environmental performance and a stronger civic heart, all within the same permitted height and massing envelope.

Stapolin Square is redesigned in response to conditions of the grant to remove the two public lifts and replace them with gently sloping, Part M-compliant routes that provide universal access between Longfield Road and Clongriffin Station. The public realm, public lighting strategy and landscape are coordinated to improve safety, legibility and user experience.

The proposal increases the number of apartments in Blocks A and D from 528 to 596, bringing the overall development (SHD/011/20 as amended), to 893 homes. This uplift is achieved through internal reconfiguration, conversion of internal tenant amenity to additional residential units, and optimisation of apartment sizes and depths in response to the LDA's brief requirements and to the 2022 BRE daylight and sunlight standards.

The unit mix is rebalanced towards 1 and 2 bedroom homes, supporting affordability and reflecting identified housing need.

Ancillary provision is adjusted accordingly, with increased bicycle parking, rationalised car parking.

The retail and commercial units remain conceptually the same and frame the square and primary street edges. The creche provision is enlarged to respond to increased number of homes and identified need.

The scheme also confirms the delivery of Part V homes.

The proposed scheme aligns with the LDA's mission to provide sustainable, affordable housing and thriving mixed-use communities.



Aerial View of Stapolin Square and Blocks A and D

0.2 PROJECT DESCRIPTION

The proposed development will consist of the alteration of permitted development of Block A, Block D and Stapolin Square, as permitted under ABP Reg. Ref. ABP-310418-21 (and as amended under LRD/0015/S3 & LRD/0073/S3E). No amendments are proposed to any other permitted blocks. The permitted Block A and Block D are located to the south and north of Stapolin Square and include for 528 units (277 in Block A1, A2 & A3 and 251 in Block D1, D2 & D3) and include residential tenant amenity, retail/café/restaurant, pharmacy, medical centre, crèche, gym, car and bicycle parking and public realm. The proposed alterations only relate to Block A, Block D and Stapolin Square, of the permitted development and for the most part are contained within the footprint and massing of the permitted development and relate to internal reconfiguration.

The proposed alterations result in an overall increase of 68 no. units in Block A and Block D, bringing the total units in Block A and Block D to 596, the total units permitted under ABP Reg. Ref. ABP-310418-21 (as amended) to 893 (760 apartments and 133 houses).

The proposed altered residential development of Block A and Block D will consist of a total of 596 no residential apartments, as follows:

1. Alteration of Blocks A1, A2 & A3 from permitted 4 to 7-storey buildings providing for 288 no. apartment units to a 4 to 7 storey building providing for 312 no. apartments.

2. Alteration of Blocks D1, D2 & D3 from permitted 5 to 10-storey buildings providing for 251 no. apartment units to a 5 to 10 storey building providing for 284 no apartments.

3. The reconfiguration of internal layouts of each of the blocks has resulted in the reduction of the blocks overall width and therefore increased width and area to the courtyards and increased distance between individual blocks.

4. Alteration of the permitted uses and facade at ground floor level and removal of permitted Residential Tenant Amenity Facilities located in Blocks A3 and D3 to provide for a ground floor level that includes in Blocks A1-A3, retail/restaurant/café/gym units and a creche including outdoor play space and in Blocks D1-D3, retail/restaurant/cafe units and residential units.

5. A revised central civic plaza at Stapolin Square centrally located between blocks A1-A3 and D1-D3, redesigned to address Condition 2 (a) of ABP-310418-21 which requires the removal of the two previously proposed public lifts. Stapolin Square is now designed to accommodate a gently sloped landscaped route from Longfield Road to Clongriffin Train Station.

6. Alterations to the permitted below podium areas under Block A, Stapolin Square & Block D to include for alterations to permitted layouts of car parking, cycle parking, plant, waste stores and substation locations. This includes the reduction in car parking as required under Condition 2 (b) of ABP-310418-21 which requires omission of car parking under the permitted ramped access road to the Train Station to the north of Block D. An increase in bicycle parking is proposed.

No amendments are proposed to the constructed Blocks within B3, B4, C4, C5, C6 or the permitted The Haggard Park which remains as permitted, or all other elements including surface water attenuation wetlands and associated upstream surface water network, demolition of existing temporary lift and stair enclosure and associated infrastructure to Clongriffin Train Station, road infrastructure (except where within the application boundary and requiring to be locally altered for proposed alterations), and utilities infrastructure (except where within the application boundary and requiring to be locally altered for proposed alterations), all of which remain as per permitted.



Artists impression - Aerial view Block A & D, Stapolin Square

0.3 Pre-planning consultation

During the brief development for Phase 2, the design team presented the proposed scheme to Fingal County Council in a pre-planning consultation meeting. This constructive engagement led to valuable feedback that significantly contributed to the evolution and refinement of the scheme.

The meeting was held on Thursday 14 Aug 2025.

0.4 LRD Opinion

The LRD Stage 2 meeting was held with Fingal Council on 19th March ‘26. The architects response to relevant items raised in the opinion can be found in Section 06 of this statement, as well as the Response to Opinion prepared by planners BSM.

1.0 Site Context

1.1 GA01 LANDS & SITE SURROUNDING CONTEXT

The subject site is located within the boundary of the Baldoyle- Stapolin Local Area Plan 2013. It falls within a coastal area 9km northeast of Dublin City centre, on the edge of Baldoyle Village.

The main Dublin–Belfast railway line and Clongriffin DART station form the western boundary of the site. To the west, the existing development comprises 4–7-storey residential buildings and undeveloped sites, which are proposed for development as part of the Clongriffin master plan. The southern boundary is defined by the existing 2–4-storey residential development at The Myrtle, while Stapolin Lawns and the Red Arches development define the eastern boundary, with buildings ranging from 2–6 storeys. The lands to the north of the subject site also fall within the LAP area, are currently undeveloped, and are designated as Growth Area 3 (subject to SHD permission: ABP Reg. Ref: 311016; FCC Reg. Ref: SHD/016/21 as amended) and Growth Area 2.

The distinctive natural landscape to the north of the site is significant in determining the character of the area, and the adjacent lands are highly sensitive. Baldoyle Bay is a Natura 2000 site and is designated as a Special Protection Area and as a candidate Special Area of Conservation under the Birds and Habitats Directives respectively. The adjacent wetlands are of international importance; the area is a Ramsar site and also a statutory Nature Reserve. The layout of the permitted master plans for GA01 and GA03 has been designed to take advantage of the opportunities afforded by the natural landscape and by significant views from and through the site to Racecourse Park and the coastline.

The permitted development context of this site presents an important opportunity to connect the adjoining, currently fragmented housing developments (The Myrtles and Red Arches) in the Baldoyle–Stapolin LAP area to each other, and to existing services and proposed amenities. The permitted development, as amended, seeks to deliver a focal point for the area through the creation of a village centre (Stapolin Square) and through the provision of important transport routes and linkages across the site.



Site Context Plan

- Indicative Site Boundary
- GA01 Lands
- GA03 Lands
- GA02 Lands
- Racecourse Regional park
- Clongriffin Development

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1.2 GA01 & GA03 PLANNING CONTEXT

This diagram shows an overview of the planning history and the site extent of the Growth Area 01 and the neighbouring Growth Area 03.



Application Site Boundary

GA03 SHD ABP Reg. Ref: 311016

GA01 SHD ABP Reg. Ref: 310418

Permission Ref. F16A/0412, ABP Reg. Ref. ABP-248970 (and as amended in F20A/0258, F21A/0046, F22A/0017, F22A/0434 & LRD0007/S3)

1.3 EXISTING CONTEXT

A portion of the Stapolin Development has been completed under Ref. F16A/0412, ABP Reg. Ref. ABP-248970 (as amended.) The rest of site is currently cleared for construction, bounded by hoarding and contains newly constructed site infrastructure, such as stormwater drainage and other site services.

A construction contract for Phase 1 of Stapolin, encompassing zone B and C and the proposed park at The Haggard has been awarded and will be commencing on site soon.



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1.4 PERMITTED PROJECT OVERVIEW

Summary of Key Elements of GA1 Master plan permission Reg Ref SHD.011.20 as permitted.

The development as permitted is approx. 9.1 hectares and comprises a comprehensive mixed-use master plan.

Residential: permitted Scheme provides 827 dwellings in 15 blocks, consisting of 692 apartments and 135 houses. The approved blocks are configured to provide a range of heights and built forms, with blocks ranging from low to tall elements and a central tower at D3 reaching substantial height of 10 storeys.

Non-residential uses: ground-floor/central hub includes a gym, creche, medical uses and pharmacy, plus convenience retail and two restaurant/cafe units, equaling 3,314m².

Public realm and open space: Stapolin Square and adjacent public spaces provide significant on-site open space, with Class 1/Class 2 public open space contributions and a substantial network of green links and linear parks (notably the central civic plaza around Stapolin Square and the Longfield Road linear parks).

Parking and cycling: a mixed parking strategy supports both undercroft parking for apartment blocks and off-street parking for smaller apartment blocks and houses, with a substantial provision for secure bicycle parking across the development to meet residential, visitor and commercial needs.

Urban design and landscape: the permitted layout emphasises a legible urban grain, public realm hierarchy, and integration with landscape-led design to support biodiversity and sustainable drainage where applicable.

TOTAL UNIT MIX										
TOTALS	STUDIO	1B2P	2B3P	2B4P	3B5P	UNITS	2B	3B	4B	HOUSES
BLOCK B1	0	21	10	18	0	49				
BLOCK B2	0	15	8	16	0	39				
BLOCK B3							0	29	9	38
BLOCK B4							0	27	9	36
BLOCK C1A	0	19	0	23	1	43				
BLOCK C2A	0	16	8	9	0	33				
BLOCK C1							7	8	0	15
BLOCK C2							0	10	7	17
BLOCKC3							0	22	7	29
BLOCK A1_North	0	17	0	23	7	47				
BLOCK A1_South	10	7	5	21	0	43				
BLOCK A2_North	0	13	0	28	4	45				
BLOCK A2_South	8	9	4	31	5	57				
BLOCK A3_North	0	12	0	24	5	41				
BLOCK A3_South	0	6	0	28	10	44				
BLOCK D1_North	10	8	4	22	1	45				
BLOCK D1_South	0	16	5	24	11	56				
BLOCK D2_North	2	7	0	20	0	29				
BLOCK D2_South	0	6	0	29	10	45				
BLOCK D3_North	8	14	3	20	1	46				
BLOCK D3_South	0	7	0	23	0	30				
TOTALS	38	193	47	359	55	692	7	96	32	135
	5%	28%	7%	52%	8%		5%	71%	24%	
									TOTAL UNITS	827

COMMERCIAL FACILITIES					
	Nett	Ancillary Nett*	Gross	Outdoor	Total Comm. Facilities
Gym (Block D)	313	98	411		
Convenience store (Block A)	854	25	915		
Medical Centre (Block A)	398	49	462		
Pharmacy (Block A)	218	32	268		
Crèche (Block A)	491	39	539	123	
Unit 03 (Block D)	439	17.5**	485		
Unit 02 (Block D)	66	29.5**	112		
Storage Units (Block D)	292				
TOTAL COMMERCIAL FACILITIES	3,071		3,191	3,314	3,314

* Ancillary Nett includes Waste & Store Rooms

** Unit 02 & Retail 03 shared Waste Room

PERMITTED ACCOMMODATION SCHEDULE

1.4 PERMITTED PROJECT OVERVIEW

Summary of Key Elements of GA1 Master plan permission Reg Ref SHD.011.20 as permitted.

Bus ramp linking Clongriffin to Stapolin: A new bus, bicycle, pedestrian and taxi ramp was incorporated to link Longfield Road with Stapolin Square and the train station, improving access to the rail network and enhancing east–west permeability.

The ramp forms a continuation of the transport route, Station Road, which connects services between Clongriffin and Stapolin via the train station.

Stapolin Square is the central civic heart of the development and forms the primary public realm connection to Clongriffin Train Station.

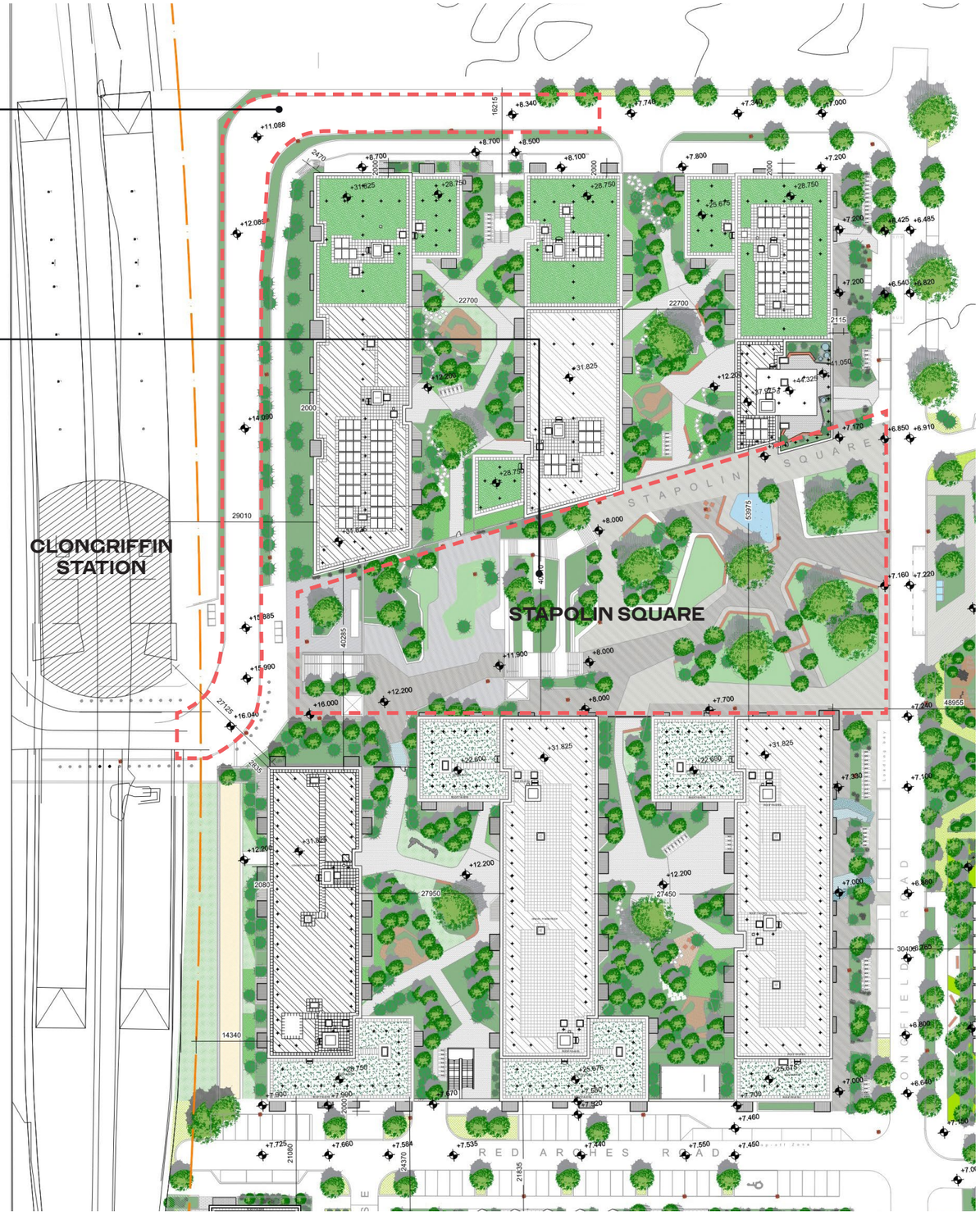
The permitted scheme provided for accessibility across the square via two public lifts located within Stapolin Square, enabling the circa 8 m level difference between the square and the train station to be bridged.

The public realm around Stapolin Square is designed as part of a consolidated green/public realm network, with connections to the blocks A1–A3 and D1–D3 and to the adjacent public spaces along Longfield Road.

The square is conceived as a high-quality, legible public space with landscaping, paving, and street furniture that supports informal activities and acts as a focal point and services & retail hub for the neighbourhood.



< Aerial View of Permitted Stapolin Square



Permitted Site Plan >

1.5 STAPOLIN PHASING



Completed Phase

This portion of the master plan and stormwater infrastructure was completed under Planning Reg Ref. F16A/0412, ABP Reg. Ref. ABP-248970 (and as amended in F20A/0258, F21A/0046, F22A/0017, F22A/0434 & LRD0007/S3)

Phase 1 - Commencing Construction

The contract for construction of Phase 1, including 115 houses, 164 units and the 3 public parks has been awarded. A formal announcement regarding the commencement of works will be issued by the LDA shortly.

Phase 2 - Planning, Detail Design and Tender

This is the portion of the master plan is currently under consideration in this LRD amendment application. Detail design and tender stages will commence after planning lodgment. This Phase is to be delivered at the same time, with Stapolin Square being delivered prior to the first occupation of the residential units.

Future Phases

Growth Area 3 Master Plan, permitted under Reg Ref. SHD/016/21 ABP Permission Ref: 310418 as amended in LRD/0016/S3 is undergoing review. Future planning applications or amendments are expected. Further details and next steps will be provided in due course.

1.6 MASTER PLAN CRECHE PROVISION



Phase 1 -Temporary Creche proposal

2 houses proposed in Block B4, with a total gross internal area of 216m², adjacent to Red Arches Road, are proposed to be used as a temporary creche.

Refer to drawings issued for information for further detail:

STAP-HJL-ZZ-ZZ-DR-A-0010

STAP-HJL-ZZ-ZZ-DR-A-1110

STAP-HJL-ZZ-ZZ-DR-A-1111

Phase 2 - Creche

The creche located in Block A3 in Phase 2 is proposed to be increased in size from 539m² to 727m². For further details refer to section 2.5 of this document and Proposed General Arrangement Plans.

Future Phases

A creche of 425m² is permitted in Block C4. Reg Ref. SHD/016/21 ABP Permission Ref: 310418 as amended.

2.0 Proposed Amendments

2.0 PROPOSED AMENDMENTS

The scope of this amendment comprises Blocks A and D, 5 to 10 storey apartments blocks with retail space, creche, ancillary spaces and car parking at ground floor. The blocks are connected via a landscaped podium, serving as private outdoor amenity space.

Stapolin Square, the district hub and transition point to the station, extends over the undercroft parking which connects the two residential developments at ground floor.

This amendment seeks to resolve relevant planning conditions and incorporate the LDA's preferred project delivery requirements. The following sections sets out the proposed amendments.



Proposed Site Plan

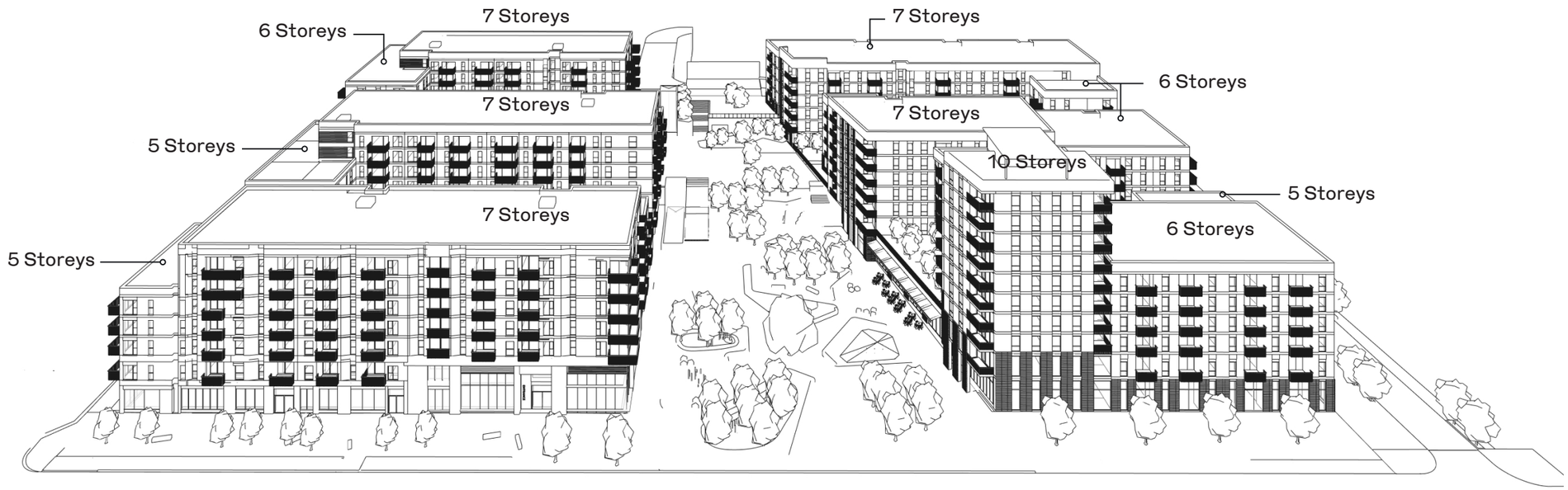
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2.0 PROPOSED AMENDMENTS

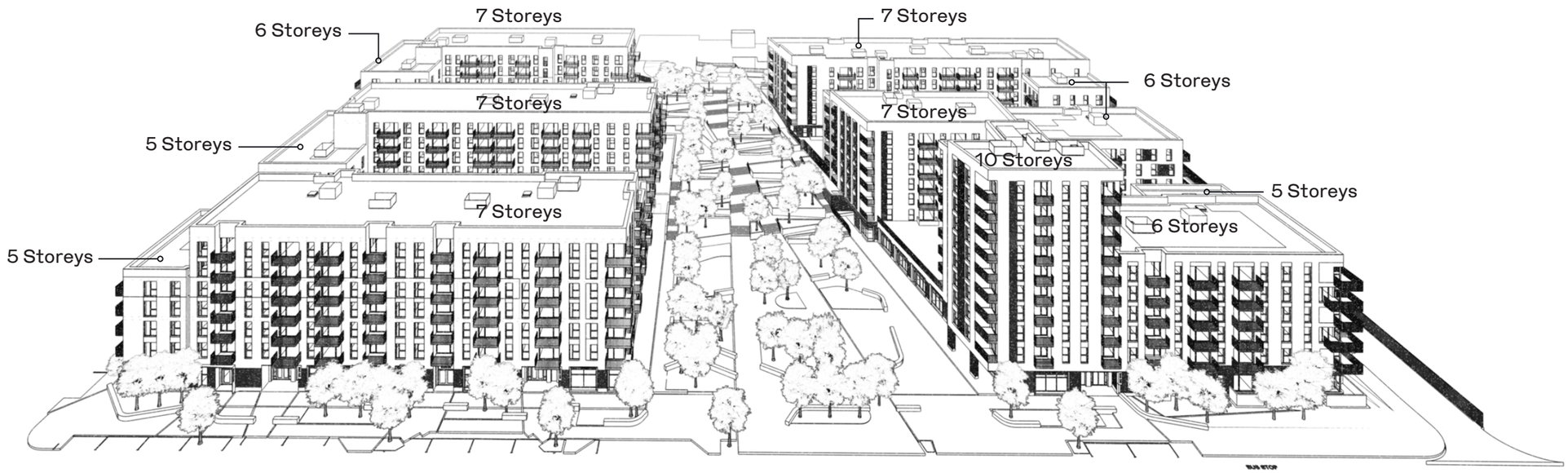
The overall concept, building heights and massing have not changed.

- Number of storeys proposes matches the permitted number of storeys
- The building shapes are the same, but have been narrowed slightly
- The fenestration and balcony arrangement is updated to match revised internal layouts
- The public domain and landscaping is updated to suit conditions set out in the granted planning permission, ABP Reg. Ref. ABP-310418-21 (and as amended under LRD/0016/S3 & LRD/0073/S3E), as well as updated internal layouts.

A side by side comparison shows the similarity of the proposed scheme against the permitted.



Permitted 3D model



Proposed 3D model

2.1 STAPOLIN SQUARE REDESIGN

Condition 2 under grant 310418-21 ABP requires the redesign of specific aspects of the permitted proposal. Condition 2 states:

The proposed development shall be amended as follows:

(a) The two Public Lifts located within the Village Square (Stapolin Square) shall be omitted and an alternative means of access for all, such as ramps shall be provided.

(b) Car parking spaces R86 to R 124 located beneath the proposed ramped access road to the Train Station Concourse shall be omitted from the undercroft car parking area. Water Tanks for D Blocks shall be repositioned away from beneath the ramped access road. See Section 2.6.

(c) Details of a safe street crossing point at the western edge of the Village Square and Stapolin Square for pedestrians and public transport users to safely cross to the train station.

The revision to Stapolin Square will include a proposal for item 2a and 2c. Refer to section 2.6 for item 2b.

Site Plan - Stapolin Square





Artists Impression - permitted view of Stapolin Square

2.1 STAPOLIN SQUARE REDESIGN - WIDER CIRCULATION CONCEPT

Circulation within, and universal access around, Stapolin Square is fundamental to the success of the scheme. The square is conceived as the town square and the civic heart of the development, and it must function as an inclusive, legible and comfortable space for all users.

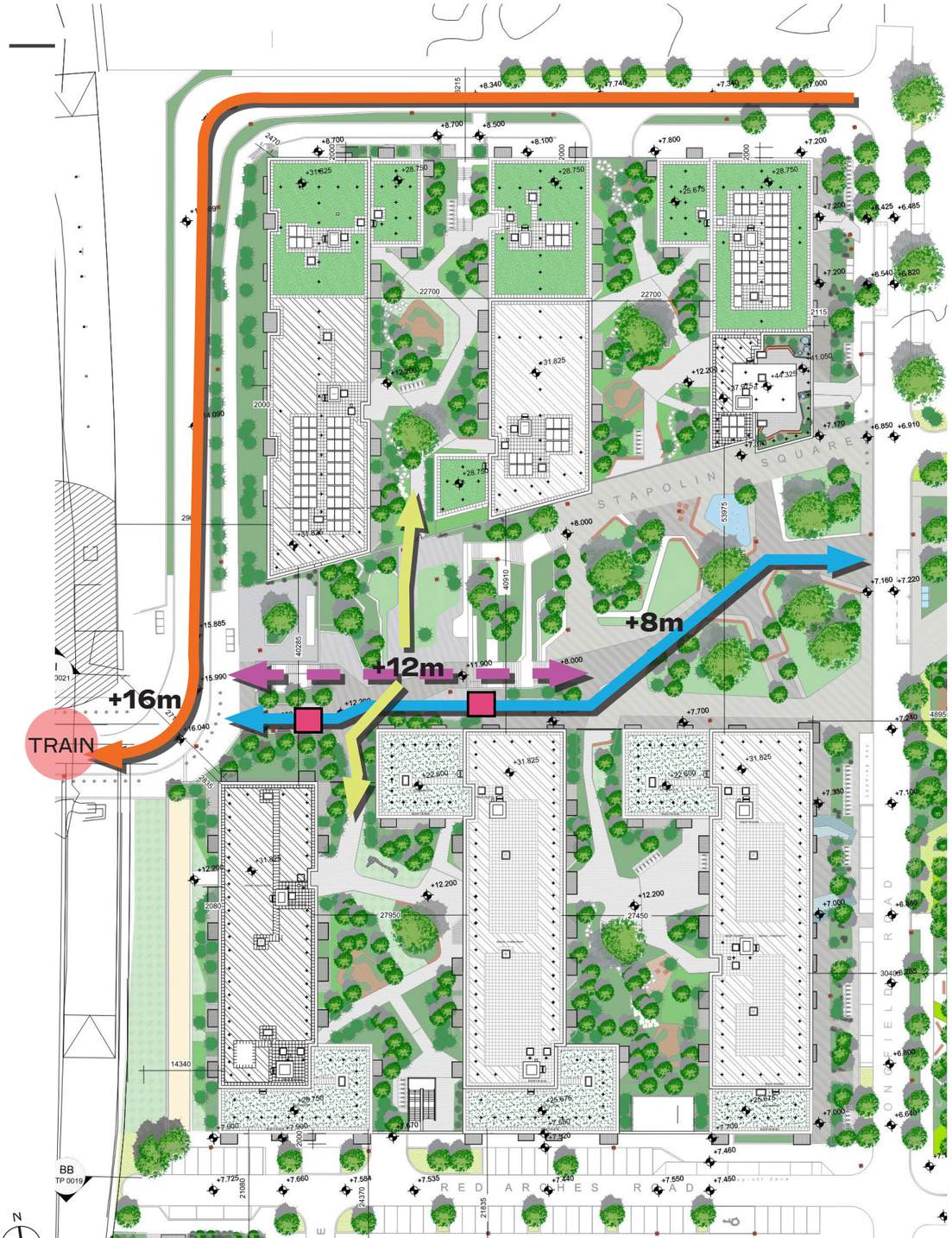
A key technical challenge arises from the existing level difference of approximately 8 metres between the entrance to the train station and the natural ground level within the site. Providing an accessible route that negotiates this height difference without reliance on lifts has been a primary design driver.

Permitted Scheme – Summary

In the permitted scheme, step-free access across the square to the train station is achieved via a level pedestrian route linked by two public lifts, which together overcome the 8-metre level change.

In parallel, a stepped route is provided across the square (shown in purple), offering a more direct but non-accessible connection for those who are able to use steps.

Around the perimeter of Block D, to the north and west, a pedestrian footpath and a dedicated public transport corridor are provided. This route serves buses, taxis and cyclists and forms an important movement spine, integrating the development into the wider district movement network.



Site Plan - Permitted Stapolin Square

Public Transport, cyclists and pedestrian route

Accessible Route

Public Lift

Primary Stepped Access

Access to Residential Entrances at Podium Level

2.1 STAPOLIN SQUARE REDESIGN - WIDER CIRCULATION CONCEPT

Revised Proposal – Enhanced Universal Access

In the revised scheme, the accessible connection across the square to the train station is provided by gently sloping routes with gradients shallower than 1:21. These routes are designed as part of the public realm rather than as add-on infrastructure, ensuring that universal access is embedded in the overall landscape proposal. A key feature of the proposed gently sloping route is that at the gradient proposed no handrails are required. This allows the form of the gently sloping route to appear more natural and seamless in the environment and eliminates the physical and visual barriers that handrails across the scheme would create.

A generous central landing at RL12m is located midway along the slope, acting as both a rest point and a key nodal space. From this landing, access is provided into the private courtyards of Blocks A and D. This configuration is fully compliant with the Technical Guidance Document Part M and has been developed to support ease of movement to those with mobility impairments and all other users. The stepped route across the square, as indicated in purple, is also Part M compliant and is retained as a complementary, more direct option for pedestrians.

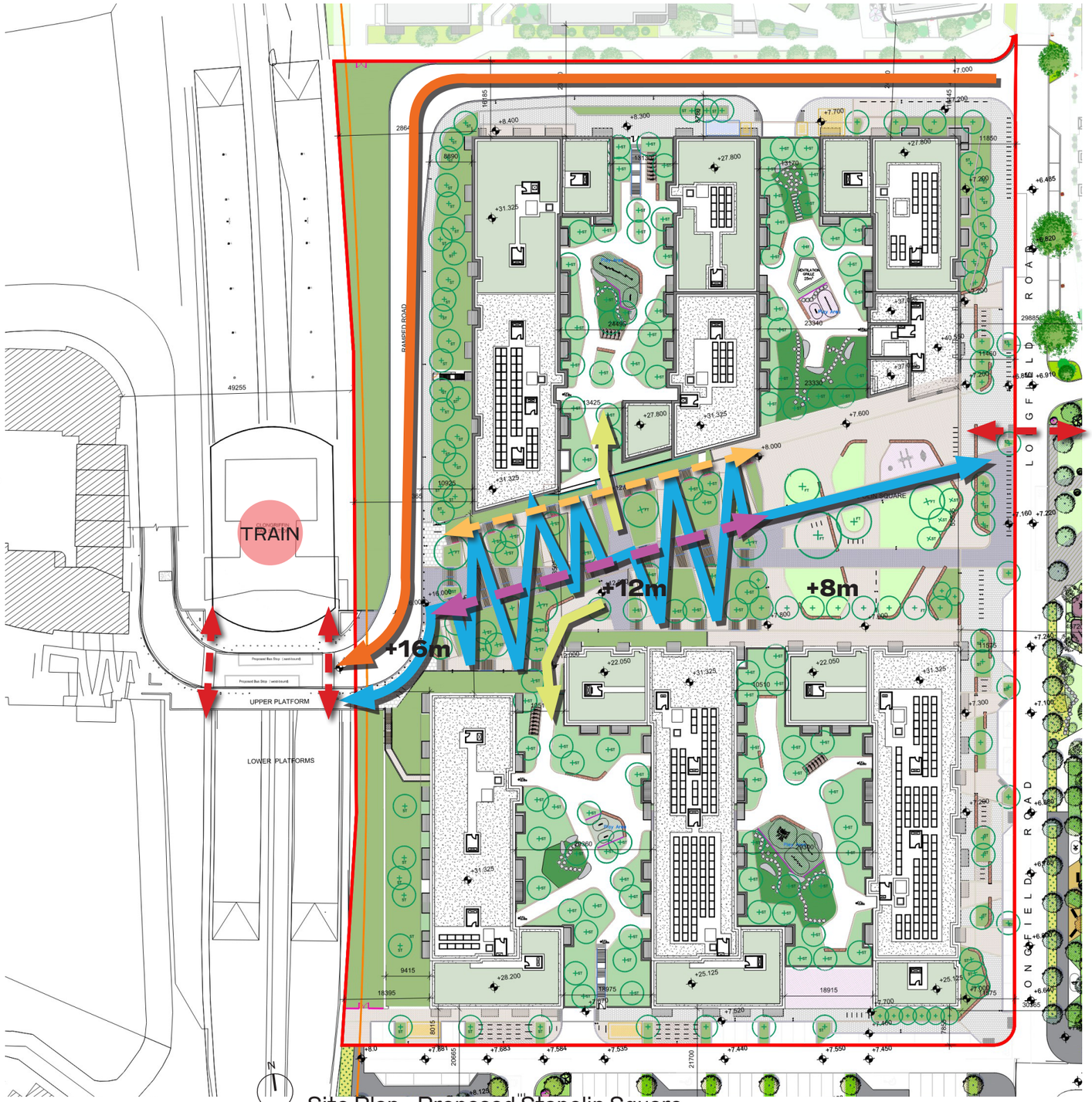
At the uppermost level of Stapolin Square, the proposed foothpath ties into the existing foothpath of the existing platform. Pedestrians are directed along the southern footpath to cross over to Clongriffin or use the existing crossing points to the train station.

To the north and west of Block D, the perimeter movement strategy is maintained. A continuous pedestrian footpath, following the road levels is proposed. This route will serve buses and cyclists and completes the connection to Station Road and Clongriffin, ensuring the Stapolin district is integrated into the wider transport network.

A cyclist wheel ramp has been integrated into side of the northern stepped access route to allow cyclists to dismount and cross the square with ease.

Together, these measures deliver a robust, legible and inclusive circulation framework that reinforces Stapolin Square as the focal point of the scheme, while meeting contemporary accessibility standards and future-proofing the development for a wide range of users.

- Public Transport, cyclists and pedestrian route
- Accessible Route
- Existing/ Permitted Crossing point
- Primary Stepped Access
- Access to Residential Entrances at Podium Level
- Cyclist wheel ramp



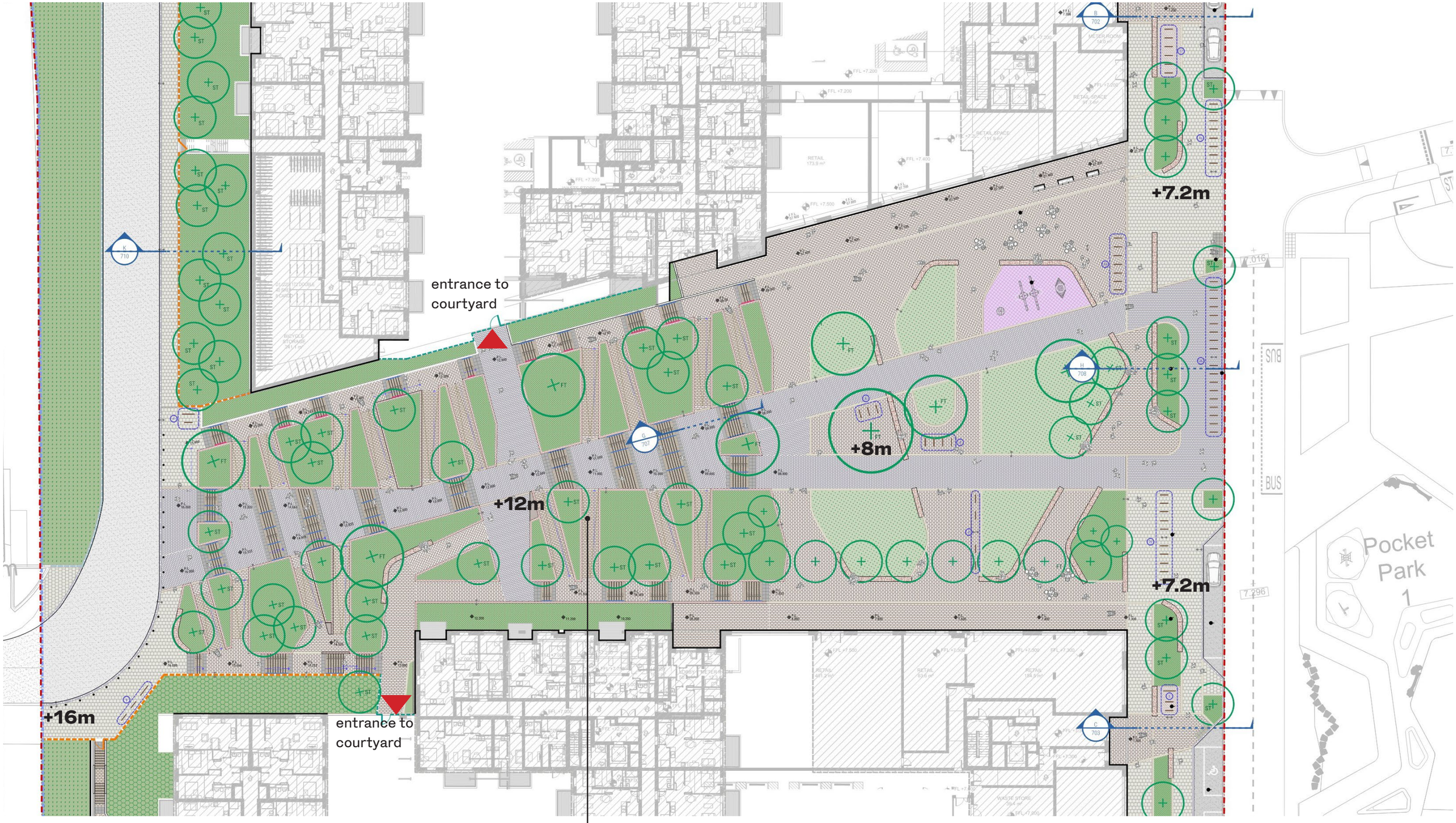
Site Plan - Proposed Stapolin Square

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2.1 STAPOLIN SQUARE - PROPOSED

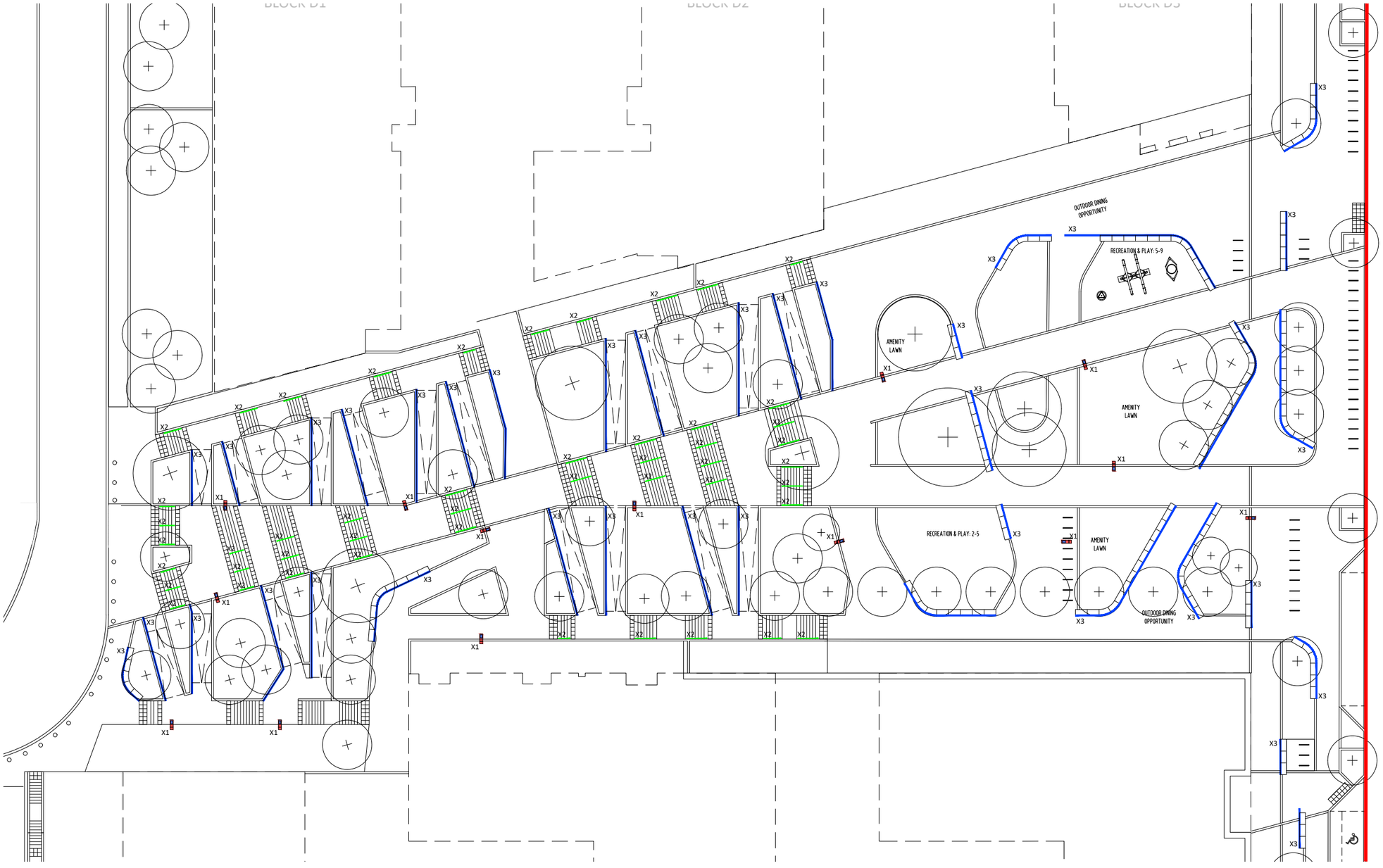
thepaulhogarthcompany

Refer to Landscape Architects Design Statement for further design detail and materials for Stapolin Square



2.1 STAPOLIN SQUARE REDESIGN - PUBLIC LIGHTING

OCSC
O'CONNOR . SUTTON . CRONIN
MULTIDISCIPLINARY CONSULTING ENGINEERS
Civil / Structural / Environmental / Mechanical / Electrical / Sustainability



Proposed Lighting Plan - Stapolin Square

LEGEND OF SYMBOLS:

X1 5M POLE MOUNTED COLUMN LUMINAIRE - 5000 LUMENS
X2 HANDRAIL MOUNTED LED STRIP LIGHT - 1450 LUMENS
X3 LOW LEVEL LED STRIP LIGHT - 1450 LUMENS

REF: 'X1'

5M POLE MOUNTED COLUMN LUMINAIRE - 5000 LUMENS



REFER TO LIGHTING SCHEDULE

REF: 'X2'

HANDRAIL MOUNTED LED STRIP LIGHT - 1450 LUMENS



REFER TO LIGHTING SCHEDULE

REF: 'X3'

LOW LEVEL LED STRIP LIGHT - 1450 LUMENS



REFER TO LIGHTING SCHEDULE

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2.1 STAPOLIN SQUARE REDESIGN - PUBLIC LIGHTING

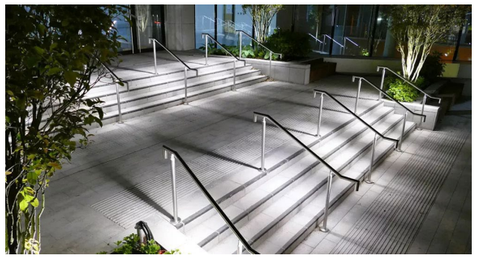


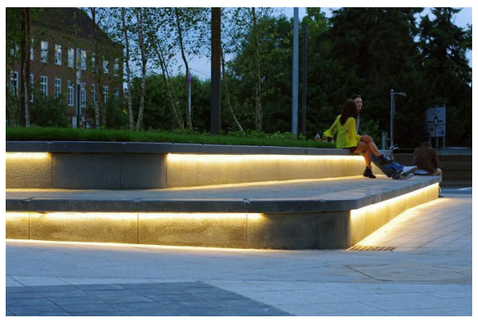
Similar or approved Lighting poles





LED strip lights integrated into handrails







LED strip lights integrated into benches and retaining walls

The design of Stapolin Square incorporates a number of steps and gently sloped access routes, each of which is subject to differing lux level requirements. This variation presents a particular challenge in achieving effective, compliant and visually coherent lighting across the space. Our public lighting strategy has therefore been developed carefully, with a balanced focus on effectiveness, regulatory compliance, user safety, whole-life cost, and the reduction of light pollution and ecological impact.

To address the range of conditions within the square, three principal types of lighting fittings are proposed:

1. Pole-mounted luminaires are used to provide broad, general illumination across the larger open areas of the square. These fittings are most effective for delivering the baseline lighting levels required for general visibility and security, ensuring that the main public routes and gathering spaces feel safe and legible after dark. Their height and optics are chosen to maximise coverage while controlling glare and limiting unnecessary spill light into adjacent residential façades and planting.

2. LED strip lights integrated into handrails. On stepped access routes, it is required to meet higher illumination standards, typically 100 lux, in accordance with Part M requirements. To achieve this in a targeted and efficient manner, LED strip lighting is integrated directly into the handrails alongside these flights of steps.

This approach brings the light source closer to the walking surface, allowing us to direct light precisely where it is needed for safe foot placement. It is both more effective and more efficient than attempting to meet these higher lux levels using only taller pole-mounted fittings, which would result in greater light spill, higher energy use and a larger number of columns. The integrated handrail lighting also enhances the legibility of level changes and provides a clear, continuous visual guide for pedestrians.

3. LED strip lighting within benches and low retaining walls. A further layer of lighting is introduced through discreet LED strips integrated into seating elements and low retaining walls. These fittings contribute to the overall ambient light within the square and help to define key pedestrian routes. By grazing light across adjacent paving and gently sloped surfaces, they improve depth perception and way-finding, particularly in transitional areas between steps, gently sloping surfaces and level zones.

Together, these three fitting types form a coordinated lighting strategy that responds to the technical demands of the site while enhancing the user experience and respecting the environmental context.

2.2 TAKING IN CHARGE

For full detail refer to drawings STAP-HJL-AD-B1-DR-A-0040 & 0041

ZONE FOR TAKING IN CHARGE

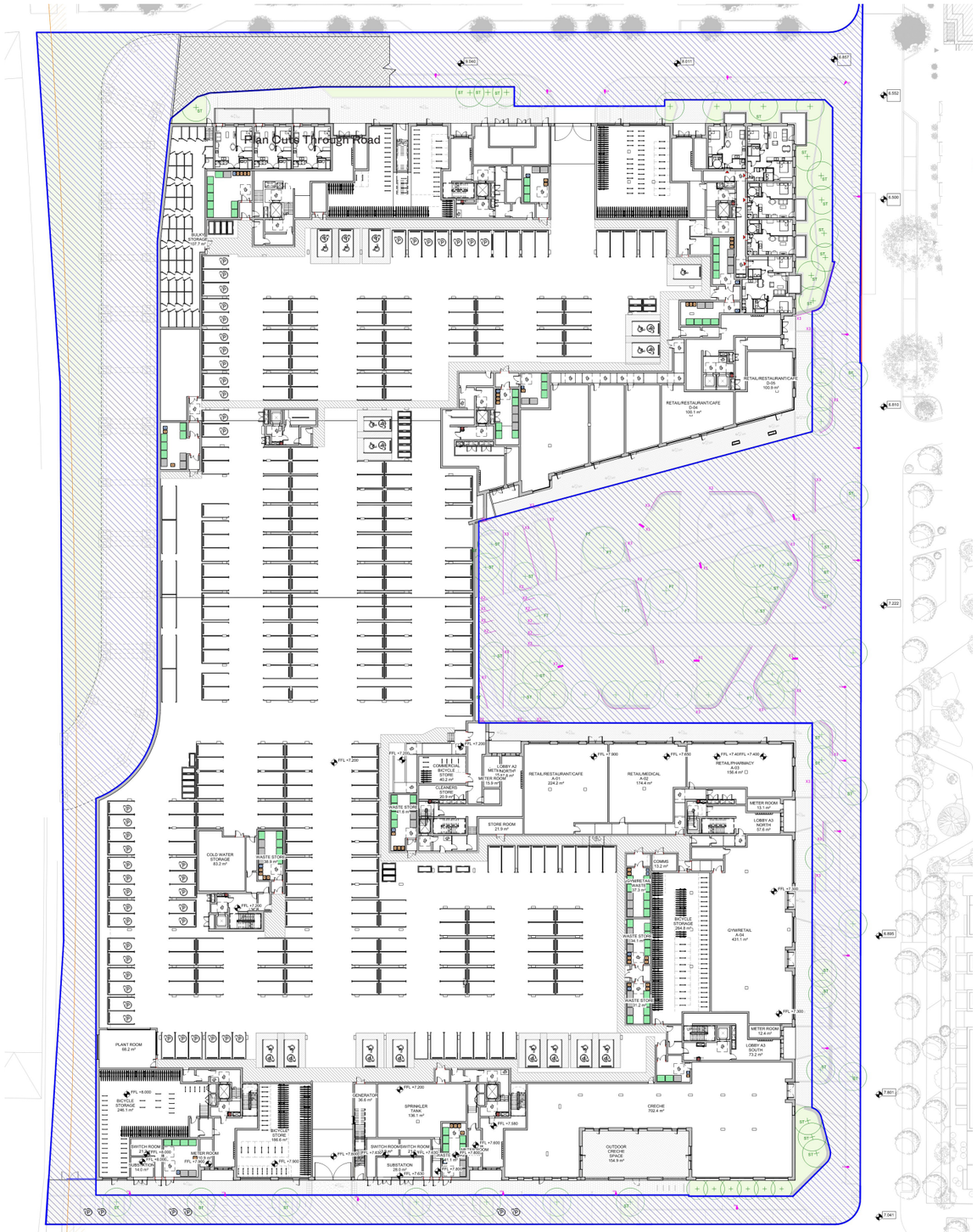
ZONE FOR TAKING IN CHARGE OVER PODIUM CAR PARK

EV CAR CHARING SPACE

FUTURE IRISH RAIL BOUNDARY

FUTURE IRSH RAIL MAINTENANCE ACCESS ZONE

Proposed Lighting



Ground Floor Plan



Roof Plan

HJL

2.2 TAKING IN CHARGE

ZONE FOR TAKING IN CHARGE

ZONE FOR TAKING IN CHARGE OVER PODIUM CAR PARK

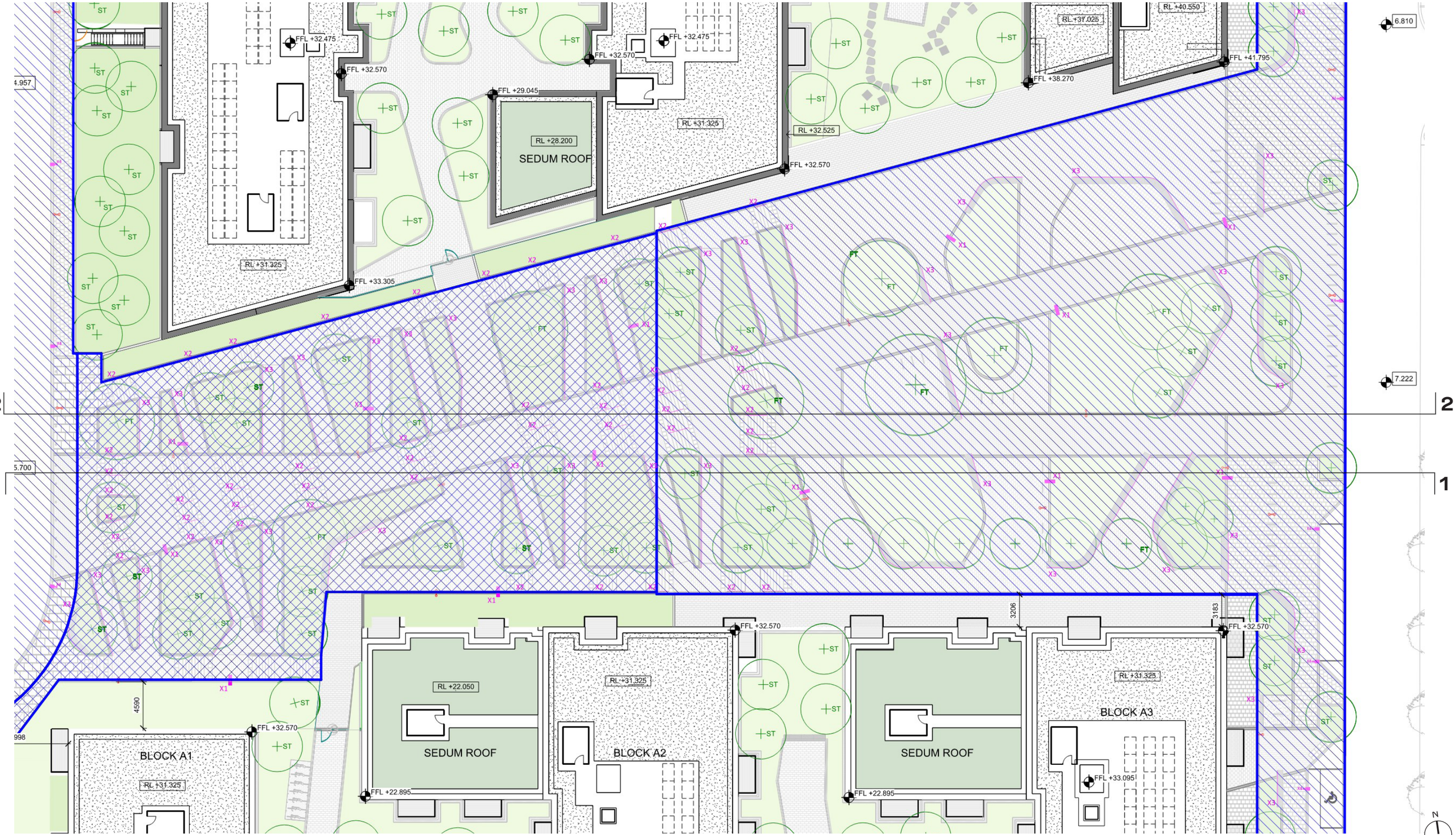
EV CAR CHARING SPACE

FUTURE IRISH RAIL BOUNDARY

FUTURE IRSH RAIL MAINTENANCE ACCESS ZONE

Proposed Lighting

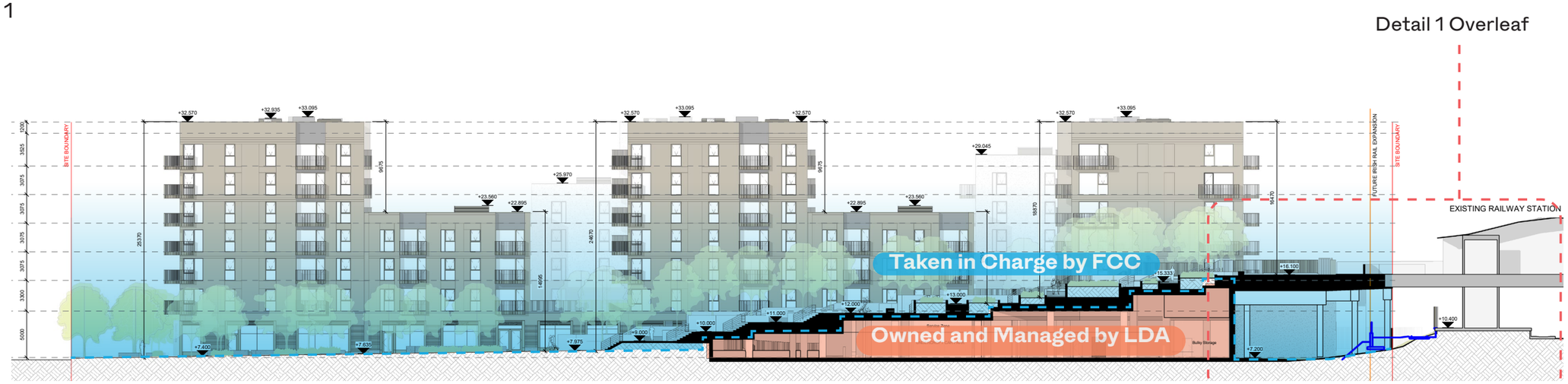
Roof Plan showing TIC area



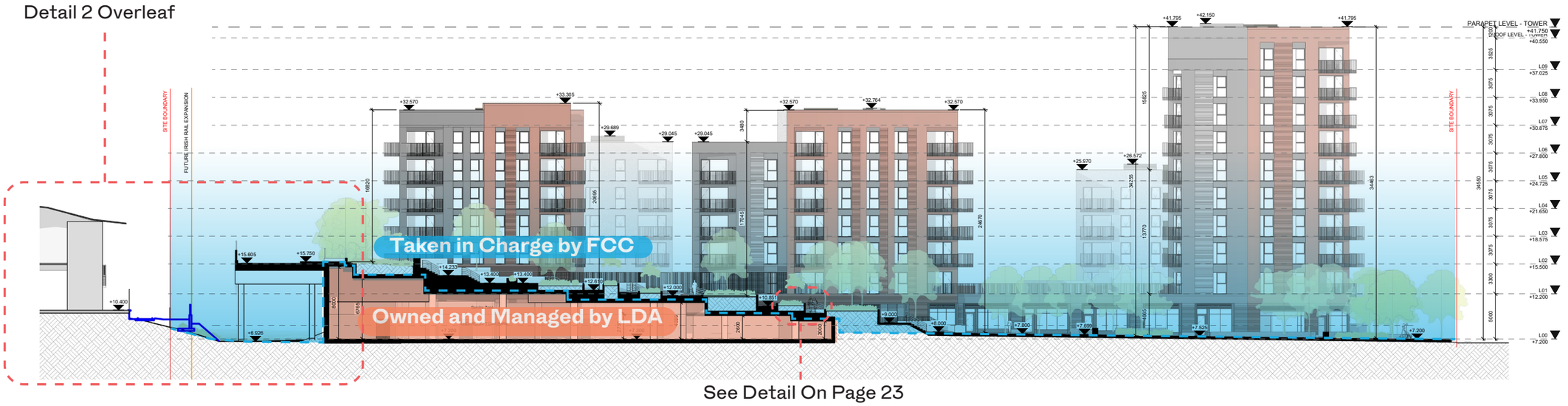
2.2 TAKING IN CHARGE

Section diagrams through Stapolin Square - Proposed Taking in charge

Section 1



Section 2



See Detail On Page 23

Future Irish Rail Expansion

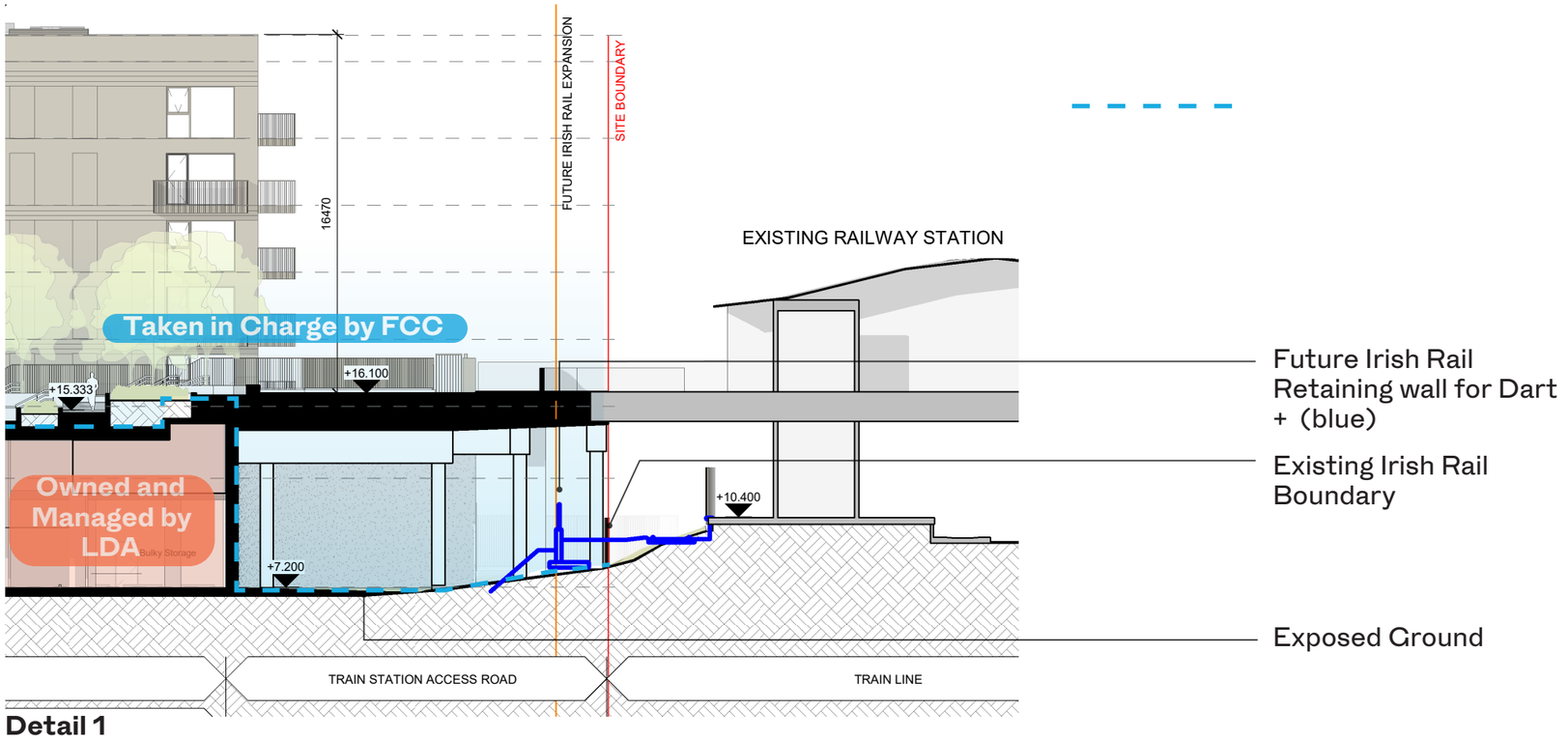
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2.2 TAKING IN CHARGE

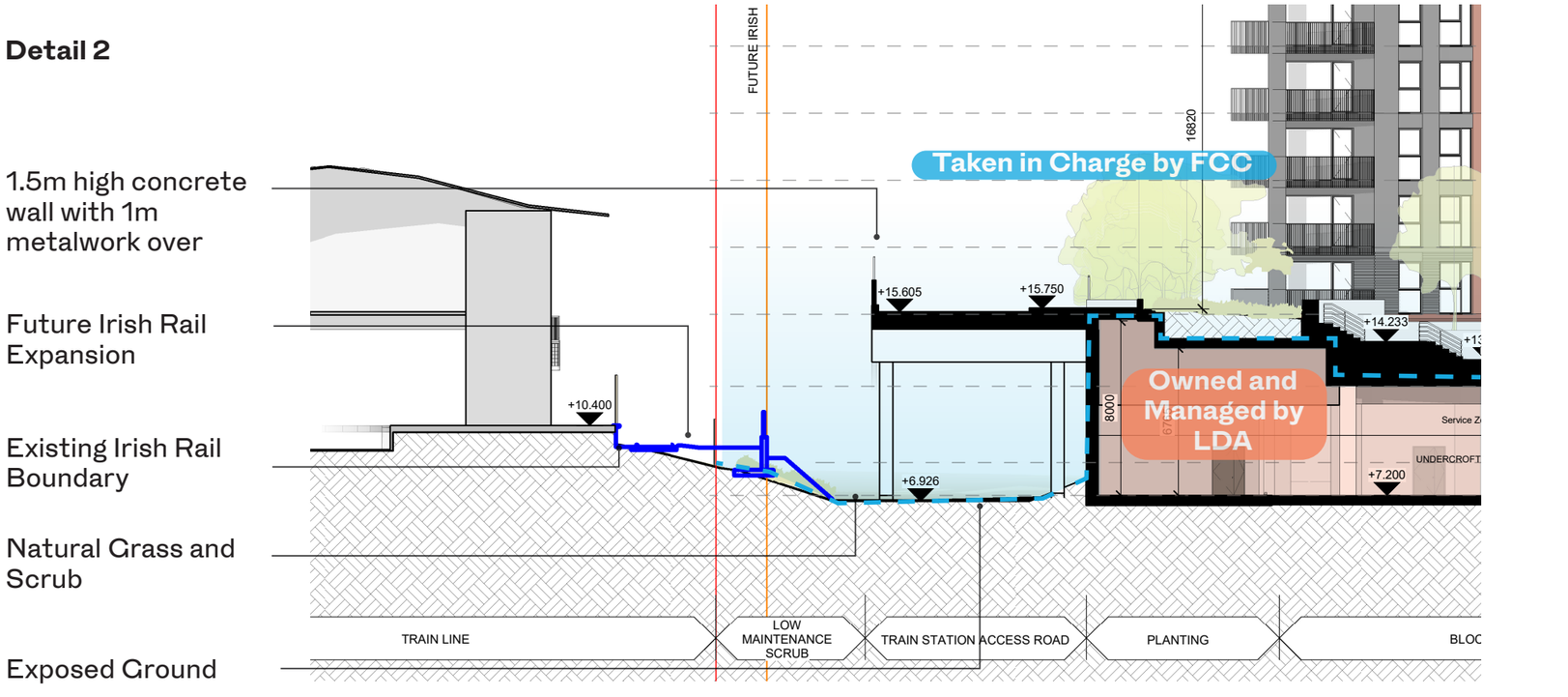
Taking in Charge:

- LDA intends to offer Stapolin Square for Taking in Charge
- Stapolin Square sits over private undercroft parking.
- Materials and specification to align with FCC requirements for adoption.
- Irish Rail plans for Dart + expansion are shown in blue, a retaining wall will be built along the new boundary in the future to facilitate an additional platform. Sketches and retaining structure shown are indicative.
- Discussions with Fingal County Council are ongoing and the square and its proposed landscaped areas and finishes will be designed and specified to meet the requirements for Taking in Charge.

Detail 1

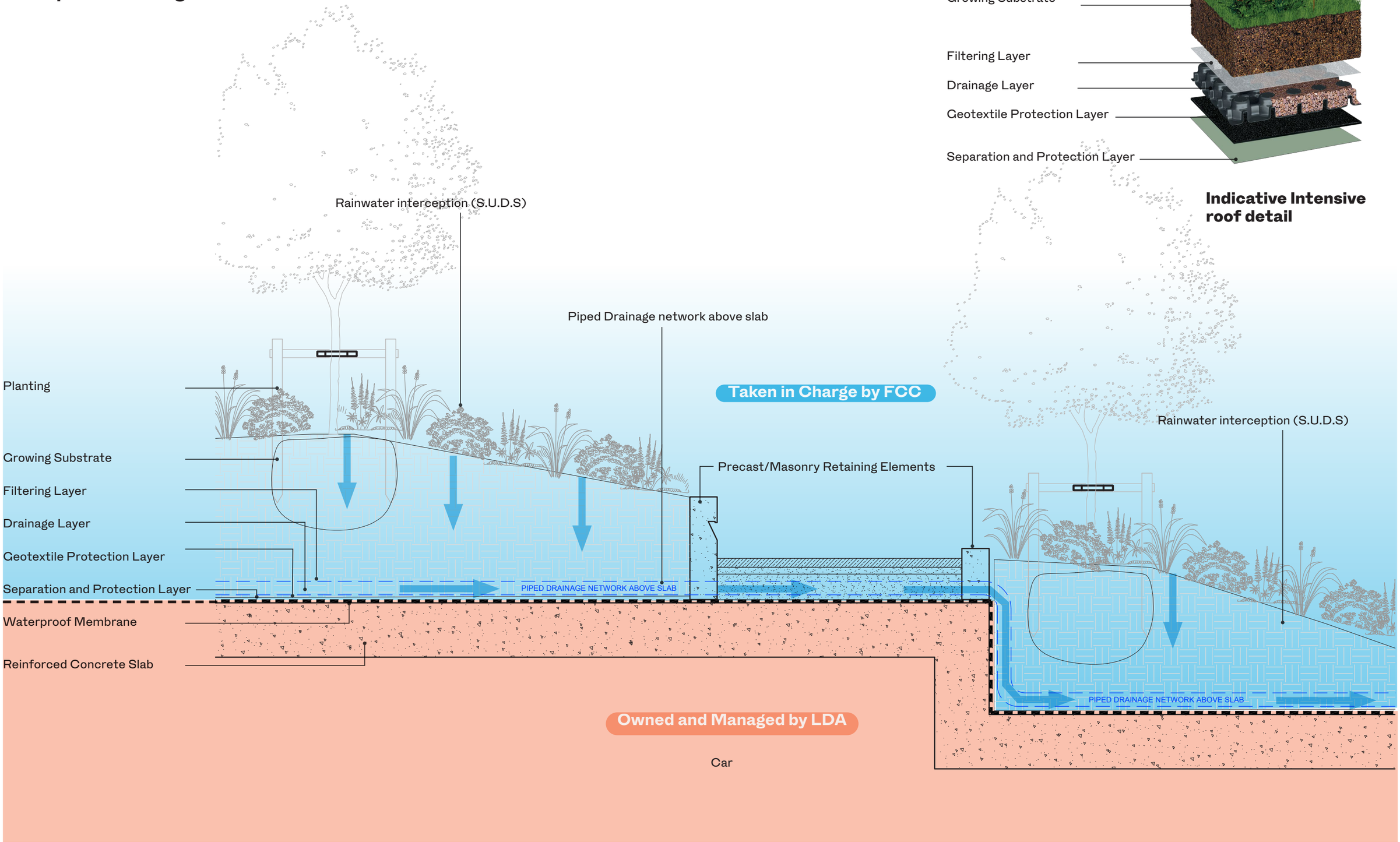


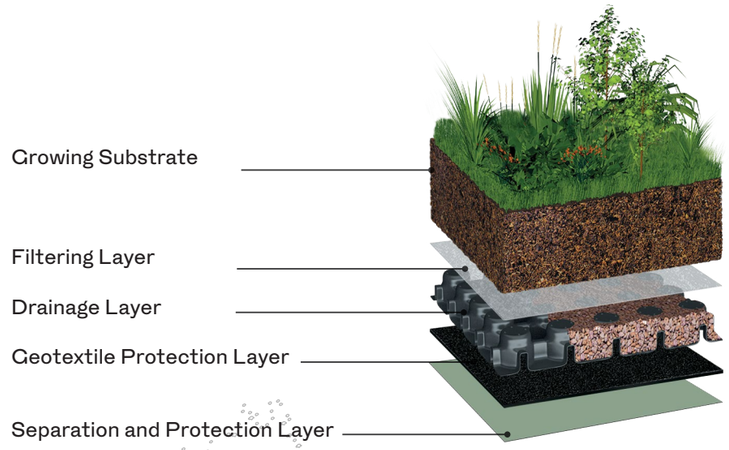
Detail 2



2.2 TAKING IN CHARGE

Concept detail through structure





Indicative Intensive roof detail

2.3 UNIT NUMBERS

Summary

Permitted No. of Units – Blocks A & D: 528

Permitted density for Blocks A & D : 174 units/ha

Proposed No. of Units – Blocks A & D: 596

Proposed density for Blocks A & D: 196 units/ha

As part of the internal alterations to Blocks A and D, there is an increase in the number of units. This has been achieved within a reduced building footprint. The overall architectural principles, heights, and building shapes have been retained.

The increase in units has been achieved through the following means:

- **Conversion of Internal Residential Amenity**

The permitted scheme included 1,577 m² of internal residential amenity space at ground and first floor levels across Blocks A3 and D3. These spaces have been converted to additional residential units, yielding 14 additional units.

- **Adjusting the Apartment Mix**

The apartment mix was adjusted in order to increase building efficiency and affordability in line with LDA requirements.

An additional 54 units are created across Blocks A and D without increasing building area or heights. Refer to table overleaf for revised apartment mix figures.

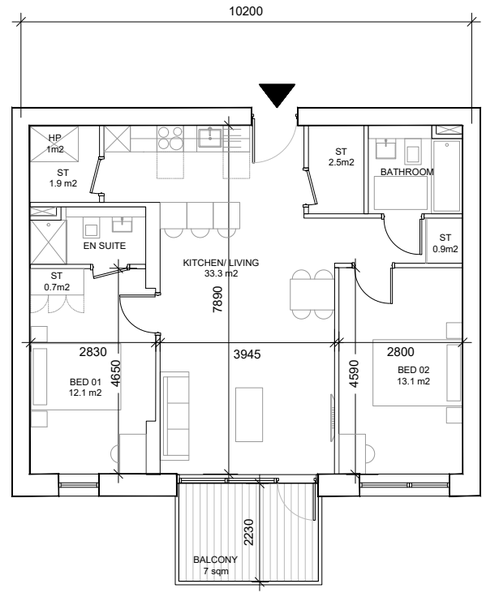
- **Optimising the Size and Depth of the Units**

The permitted scheme has units of varying depths of 9.2m to 7.9m. In response to the more stringent Third Edition (2022) BRE (BR209) daylight and sunlight guidance, which makes achieving compliance more challenging than under the previously permitted scheme, a rationale was developed across Blocks A and D to reduce the overall depth of the units. For example, typical permitted unit depths of 7.95 m have been reduced to 7.5 m, and units over 8 m in depth have been reduced to 8 m. Typically, the proposed unit depths are now 7.5 m or 8 m.

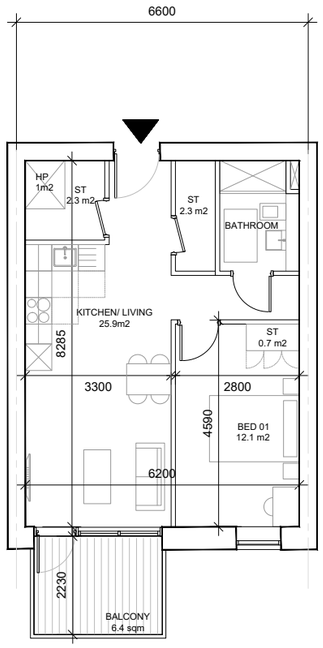
The outcome of this proposed amendment is improved building efficiency, affordability, a reduction in overall floor area, a slight narrowing of each building and an increase in the width of the private external courtyards. The daylight, sunlight and overshadowing performance of the proposed scheme is enhanced by these changes.

As a result of increased unit numbers within the scheme, ancillary bicycle, waste storage areas and the creche have been enlarged.

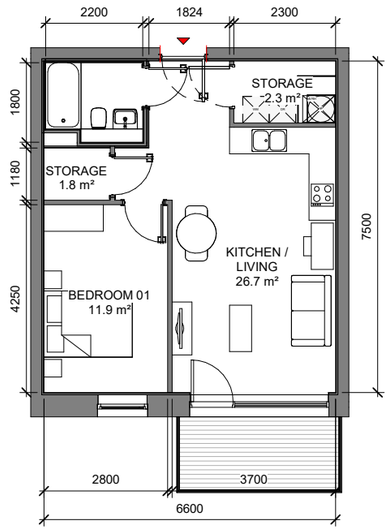
Typical Permitted 2 Bed unit



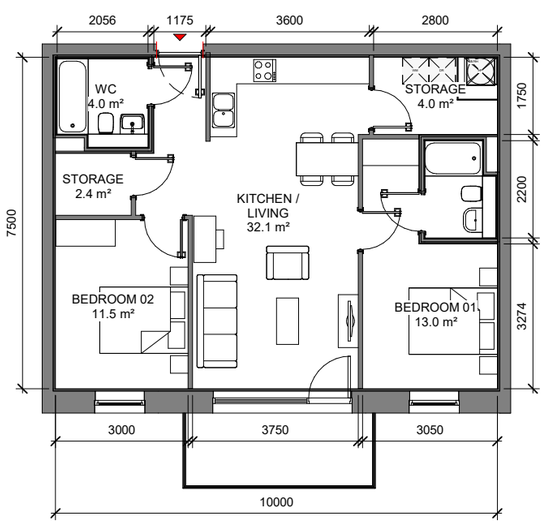
Typical Permitted 1 Bed unit



Typical Proposed 1 Bed unit



Typical Proposed 2 Bed unit



2.4 UNIT MIX

BLOCK A & D - APARTMENT MIX SCHEDULE PERMITTED SHD/011/20 AS AMENDED

BLOCK A & D TOTAL MIX									
TOTALS	STUDIO	1B2P	2B3P	2B4P	3B5P	UNITS	BEDS	DUAL ASPECT	10% OVERS
BLOCK A1_North	0	17	0	23	7	47	84	38%	40%
BLOCK A1_South	10	7	5	21	0	43	69	37%	53%
BLOCK A2_North	0	13	0	28	4	45	81	42%	51%
BLOCK A2_South	8	9	4	31	5	57	102	32%	79%
BLOCK A3_North	0	12	0	24	5	41	75	32%	41%
BLOCK A3_South	0	6	0	28	10	44	92	41%	59%
BLOCK D1_North	10	8	4	22	1	45	73	36%	24%
BLOCK D1_South	0	16	5	24	11	56	107	30%	43%
BLOCK D2_North	2	7	0	20	0	29	49	28%	83%
BLOCK D2_South	0	6	0	29	10	45	94	36%	62%
BLOCK D3_North	8	14	3	20	1	46	71	33%	35%
BLOCK D3_South	0	7	0	23	0	30	53	73%	27%
TOTALS	38	122	21	293	54	528	950	38%	50%
	7%	23%	4%	55%	10%				

REVISIONS TO UNIT MIX ARE PROPOSED WITHIN THE CONSTRAINTS OF PREVIOUSLY APPROVED BUILDING ENVELOPE

BLOCK A & D APARTMENT MIX SCHEDULE - PROPOSED

BLOCK A & D RESIDENTIAL MIX									
TOTALS	STUDIO	1B2P	2B3P	2B4P	3B5P	UNITS	BEDS	DUAL ASPECT	10% OVERS
BLOCK A1_North	0	29	0	24	0	53	77	23%	23%
BLOCK A1_South	0	22	5	16	0	43	64	37%	63%
BLOCK A2_North	0	28	6	20	0	54	80	28%	56%
BLOCK A2_South	0	33	4	21	0	58	83	24%	33%
BLOCK A3_North	0	28	0	26	0	54	80	30%	67%
BLOCK A3_South	0	18	0	32	0	50	82	24%	64%
BLOCK D1_North	0	33	9	18	0	60	87	28%	53%
BLOCK D1_South	0	18	5	23	5	51	89	31%	47%
BLOCK D2_North	0	11	0	20	0	31	51	32%	0%
BLOCK D2_South	0	24	0	18	5	47	75	23%	49%
BLOCK D3_North	0	27	8	17	0	52	77	29%	50%
BLOCK D3_South	0	34	9	0	0	43	52	58%	79%
TOTALS	0	305	46	235	10	596	897	30%	49%
	0%	51%	8%	39%	2%				

+35 UNITS
Block A

+33 UNITS
Block D

+68 UNITS
Overall

Overall there is again of 68 units across the A and D Blocks. When taken in the context of the original permitted SHD, this is only and increase of 13 units in Blocks A and D.

These figures are relative to the Permitted scheme Reg Ref SHD/011/20 as amended, (shown above).

2.5 REVISED GROUND FLOOR USES

The conceptual arrangement of the ground floor remains broadly consistent with the permitted scheme. At ground floor level, Stapolin Square – the village centre – is located centrally between Blocks A and D. This is an open, sunny public space that provides a key pedestrian connection between the development and the train station. Retail and retail-service units flank the square and address Longfield Road, activating the space by providing retail, entertainment and essential services to the Stapolin neighbourhood. These uses will, in turn, benefit from the high footfall of commuters passing through the square.

The retail units are envisaged to accommodate uses similar to those in the permitted scheme, such as:

- Food and beverage offerings
- Pharmacy/medical/health and wellbeing
- Studio fitness gym
- Convenience store

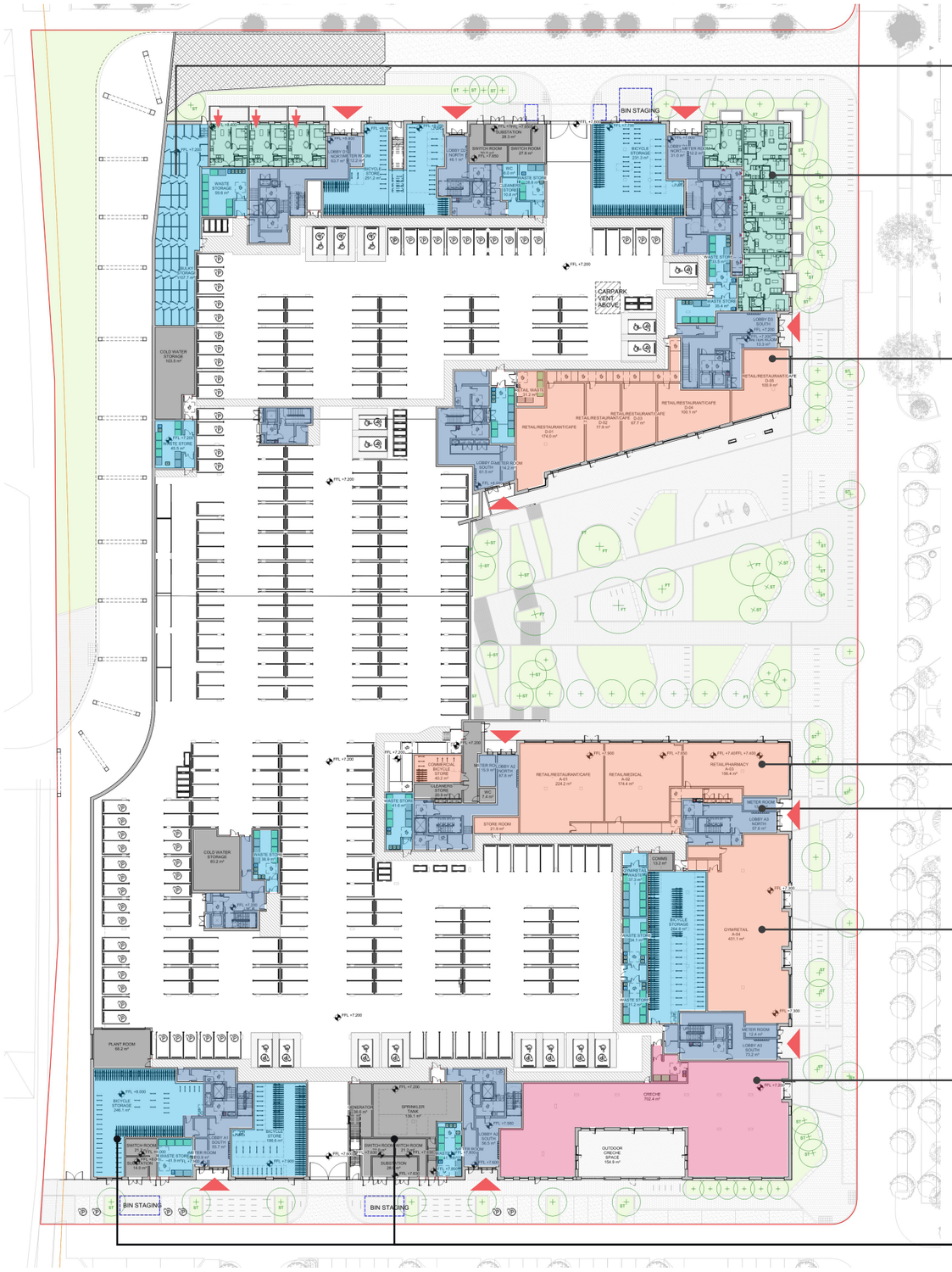
These proposed uses have been developed with reference to the wider Clongriffin master plan to the west of the railway, also being developed by the LDA. The number, size and quantity of each type of offering proposed in Clongriffin have been considered to ensure that the retail provision within Stapolin Blocks A and D is both supportable and commercially viable.

A crèche of increased size is retained at the south-eastern corner of Block A, fronting both Longfield Road and Red Arches Road. The increased size of indoor and outdoor space is in response to increase residential density.

The residential tenant amenity facilities included at ground floor in the permitted scheme have been removed and replaced with additional residential units in Block D3 and retail units in Block A3.

- Retail
- Creche
- Back of House / Plant
- Residential Cores
- Residential Ancillary
- Residential Units

Proposed Ground Floor Plan - Showing Uses



Proposed Residential Bulky Storage Units (Managed by Building Management Company)

5 No Additional residential Units (in place of previously proposed residential tenant amenities.)

Enlarged & reconfigured retail units, to maximise future flexibility. Retail units are subdivided to created 5 units, with shared waste storage area.

Proposed retail units (in place of previously proposed residential tenant amenities.)Further retail unit subdivisions introduced.

Relocated residential entrance.

Relocated Gym

Enlarged creche and outdoor play area.
Previously 539m²
Proposed 702m²

Reconfigured residential ancillary spaces and plant

2.5 REVISED GROUND FLOOR USES

The entrance lobbies to the residential cores have been widened to accommodate mailboxes and to make access and circulation more generous. Adjacent to each residential core entrance, a dedicated, separate meter room with direct street access has been provided, designed in accordance with ESB requirements. These entrances are set back creating sheltered entrance porticoes.

The Longfield Road boulevard remains consistent with the permitted scheme. The footpath is typically arranged in three zones: a private retail zone directly in front of the retail units, a landscaped zone, and a circulation zone. Refer to the Landscape architects details and sections for further detail. This street edge is interspersed with bicycle parking and street furniture to encourage people to pause, linger and enjoy a vibrant, active setting.

To the north and south of Longfield Road, the landscape proposals have been adjusted to respond to the introduction of ground floor units in Block D3 and the enlarged crèche in Block A3. Additional landscaped zones have been provided along these façades to increase screening and privacy for these more sensitive uses.



RESIDENTIAL ENTRANCES - BLOCK D



PROPOSED SHOPFRONTS BLOCK A



RESIDENTIAL ENTRANCE AND CRECHE ENTRANCE BLOCK A

2.5 REVISED GROUND FLOOR USES

Commercial and Retail Spaces

Permitted Retail/Commercial

- 3191m² GIA

Permitted Retail/Commercial

- 2496.7m² GIA

Block D has been reconfigured and subdivided to deliver an increased number of smaller units, to provide enhanced diversity and activation.

These units are on the sunny side of the square and will be suited to food and beverage offerings, where the users will have the opportunity to sit out on the square and enjoy the hustle and bustle, open space and landscape.

Potential target uses:

- Grab N Go Coffee – 100 sq.m
- Small Format Pharmacy – 80-120 sq.m
- Hair & Beauty / Nail Bar – 100-150 sq.m
- Dog Grooming / Pet Care – 80-100 sq.m
- Take Out / Food to Go – 100-120 sq.m

Block A ground floor retail has been reconfigured and divided over 4 units of varying size and a creche. This side of the square potentially suits health, medical & wellbeing and commercial retail offerings of 100-400 sq.m.

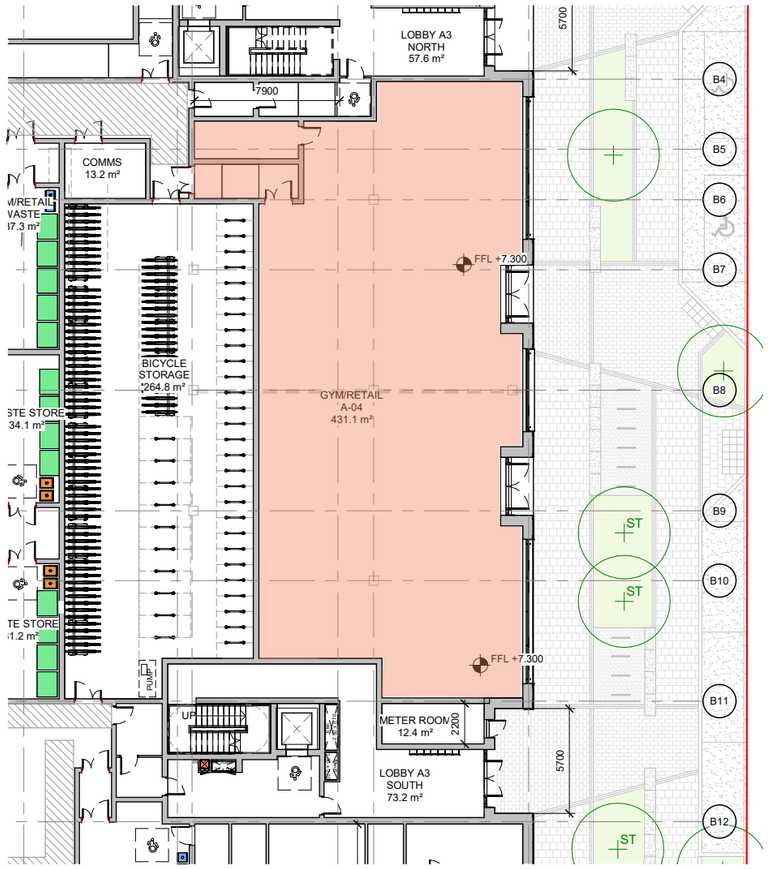
Potential target uses:

- Convenience Store 250 – 400 sq.m
- Medical – Doctor / Physio / Chiropodist / Podiatrist, etc 80-100 sq.m each
- Small satellite Credit Union office – 100-120 sq.m

Gym

The permitted scheme included a small fitness gym of 411m². The gym was proposed at level 1 of Stapolin Square. Due to the reconfiguration of Stapolin Square and inclusion of the gently sloping access route, this location is no longer feasible.

A revised fitness gym location is proposed in block A3, adjacent to Longfield Road, measuring 431.1m². This location offers a prominent and accessible alternative. The desired tenant is small boutique fitness studio (e.g. Pilates/martial arts).



Proposed Gym at Ground Floor Block A3





Suggested small format fitness studio - Reformer Pilates / ballet / martial arts / yoga

2.5 REVISED GROUND FLOOR USES

Creche

Permitted Creche

- 539m² GIA
- 123m² Outdoor area
- 4 Staff Car parking spaces
- 5 Drop-off Spaces

Proposed Creche

- 727m² GIA
- 155m² Outdoor area
- 4 Staff Car parking spaces
- 5 Drop-off Spaces

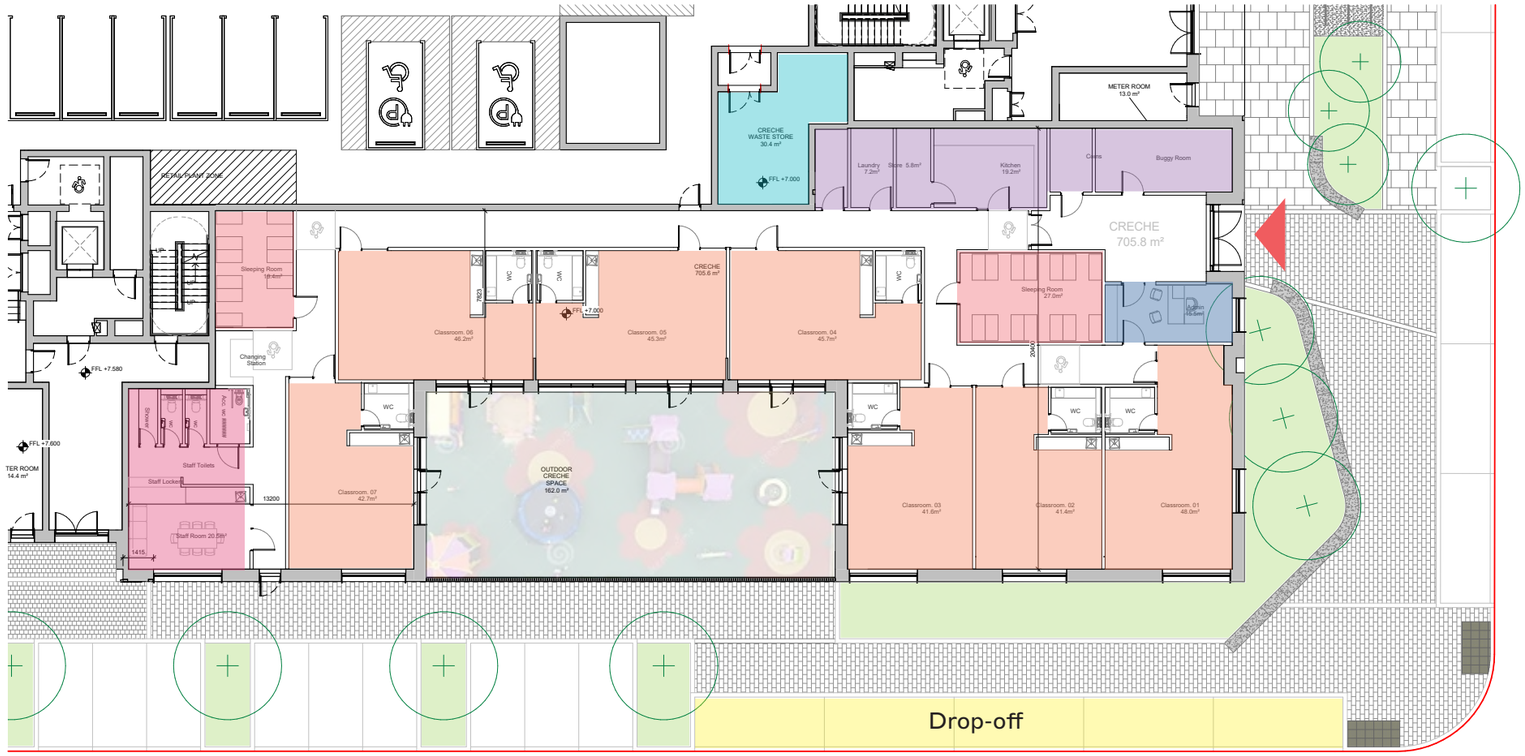
It is proposed to increase the size of the creche and its associated out door area.

The creche will be offered to a provider as a grey box. The suggested sketch layout shows a potential fitout layout for the allocated zone.

The creche benefits from a southerly aspect and provides secure outdoor area for children and staff to enjoy. The street landscaping abuts the facades to provide necessary and increased screening and privacy.







Suggested creche fitout only.

- Children's Play Space/Classroom
- Sleeping Room
- Staff Area
- Back of House
- Admin
- Waste Storage
- Drop-off

HJL

2.6 UNDERCROFT, PARKING & BUILDING AMENITIES & SERVICES

Amendment to permitted car park

Condition 2b of ABP-310418-21

The proposed development shall be amended as follows:

(b) Car parking spaces R86 to R 124 located beneath the proposed ramped access road to the Train Station Concourse shall be omitted from the undercroft car parking area. Water Tanks for D Blocks shall be repositioned away from beneath the ramped access road.

The podium undercroft areas have been revised. The following changes have been made:

- Reshaped podium car park, directly below bus ramp (as a result of condition 2b and associated rearranged parking layout and allocation.)
- Enhanced and increased bicycle storage areas to respond to increased residential unit numbers.
- Inclusion of bulky storage area for residents use.
- Addition of meter rooms, coms rooms, an additional E.S.B. Substation, and associated switch rooms.
- Reconfiguration of sprinkler tank and water storage tanks.
- Permitted Undercroft car parking provision **368** spaces
- Proposed Undercroft car parking provision **346** spaces

Car parking spaces indirectly effected by Condition 2.b. The removal of the zone directly below the bus ramp adversely affects the parking aisle and associated parking spaces.

Condition 2.b results in the reconfiguration of the undercroft parking, resulting in a reduction of 22 car spaces.



Permitted Ground Floor Plan showing area impacted by condition 2b.

2.6 UNDERCROFT, PARKING & BUILDING AMENITIES & SERVICES

Ground Floor Plan - Car parking allocation



Proposed Car Parking

The residential and commercial parking layouts have been amended. There has been an adjustment to the shape of the podium at the north west side as well as internal layout modifications to improve vehicular circulation, associated building services layouts and adjacencies. Coordination and adjustments of bicycle storage areas and waste storage areas has also been completed.

The total number of internal podium car park spaces is 326. The majority of these spaces (299) are allocated to residential units, maintaining a parking ratio of 0.5 for residential use. The remaining 27 spaces are allocated to the proprietors of retail and commercial units and creche staff.

5 car share spaces are proposed within the undercroft.

The total number of external street car parking spaces is 41. These are allocated to public, visitor and retail use.

The overall proposed number of spaces to 372. This includes 25 commercial/public car spaces located outside the planning application boundary.

CAR PARKING ALLOCATION SCHEDULE					
		No CAR PARKING	SUB-TOTAL	NO. OF UNITS	PARKING RATIO
BLOCK A	RESIDENTIAL	157	186	312	0.50
	COMMERCIAL (Podium)	12			0.08
	COMMERCIAL (On Street)	14			
	CAR SHARE	3			0.01
BLOCK D	RESIDENTIAL	142	156	284	0.50
	COMMERCIAL (Podium)	10			0.04
	COMMERCIAL (On Street)	2			
	CAR SHARE	2			0.01
OTHER	COMMERCIAL (Outside planning boundary)	25			
	Creche drop-off	5			
	TOTAL	372	342	596	0.62

- Controlled access
- EV Charging
- Residential Car parking Spaces
- Commercial/Public Car parking Spaces
- Creche Drop-off
- Loading Bay
- Car Share
- Block C residential (not included in total)

EV Charging

Residential (60 spaces/ 299) **20%**

Commercial (6 spaces/ 38) **16%**

2.6 UNDERCROFT, PARKING & BUILDING AMENITIES & SERVICES

CS CONSULTING
Civil, Structural & Traffic Engineering

Bicycle Parking and Storage

- The permitted number of cycle parking spaces for Blocks A and D is 1202 and the permission was granted under FCC Development Plan 2017-2023.
- In response to the loss in car parking numbers and the approx. 10% increase in apartment numbers, it is proposed to increase the quantum of bicycle parking across the A and D blocks. The increase takes the total number of bicycle parking spaces from 1202 to 1481, with 150 additional short stay spaces identified for future installation if demand is met. This is as per the strategy set out in the permitted scheme, Refer to CS traffic report for further details.
- The amendment proposes enhancements to the previously permitted bicycle storage areas. Now included is the provision for varied storage racks, (Sheffield stands and double stacked), e-bike chargers, cargo bikes storage, and communal bicycle maintenance equipment.

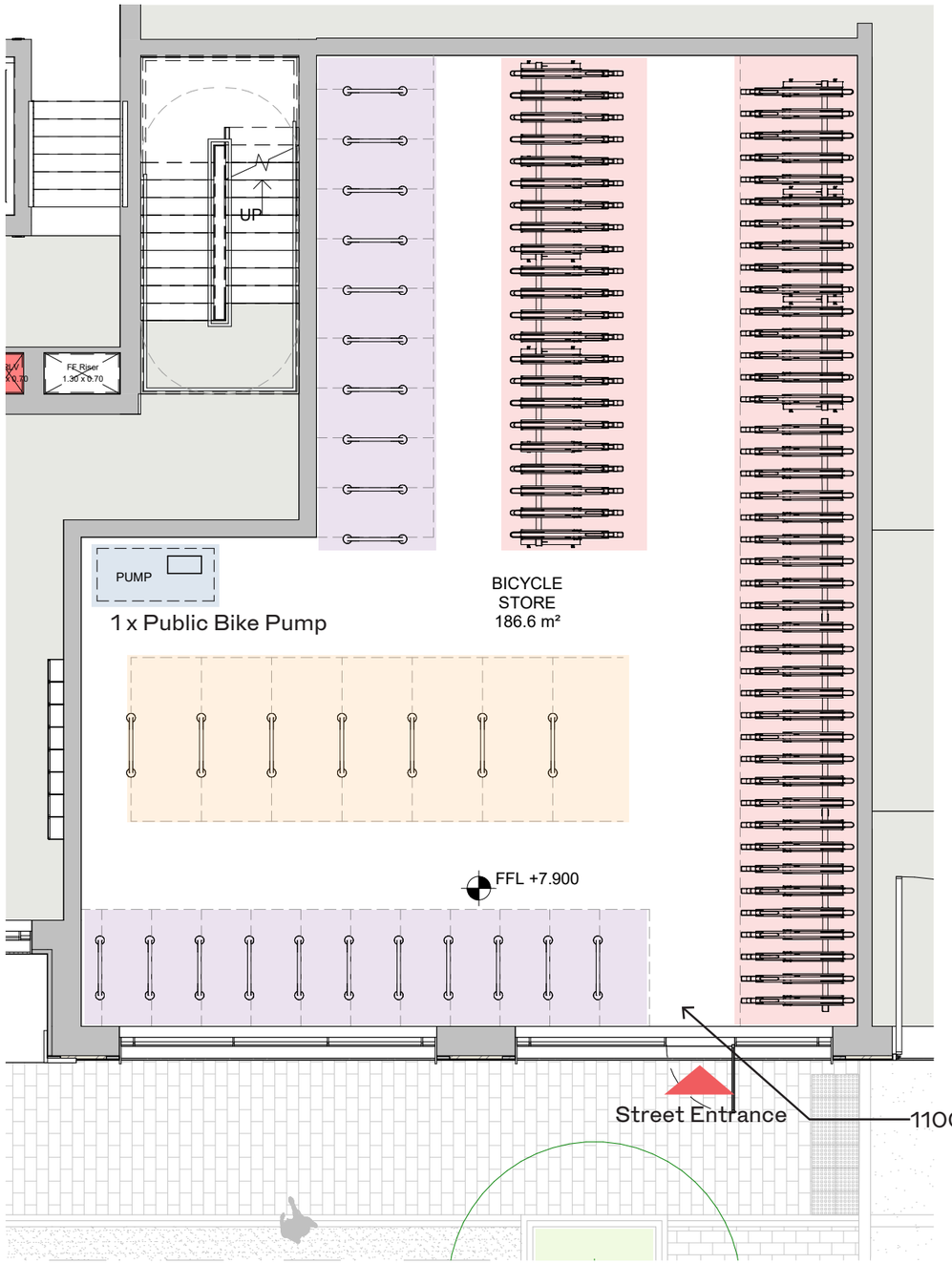
The revised bicycle storage rooms are coordinated to match the number of units in each block. Each storage area will have a selection of bicycle stands. This will streamline security and asset management associated with bicycle parking.

Land Use (Zone 1)	Element	Standard	Quantum	Minimum Provision	Proposed Provision
Residential Bicycle Parking					
Residential (1-2 Bedroom)	Long-stay	1, plus 1 per bedroom	596 units (899 Bedrooms)	1,495 spaces	**1,190** spaces (Long-stay)
	Short-stay	1 space per 2 units	596 units	298 spaces	
Residential (3+ Bedroom)	Long-stay	2, plus 1 per bedroom	10 units (30 Bedrooms)	50 spaces	**300** spaces (Short-stay)
	Short-stay	1 space per 2 units	10 units	5 spaces	
	Cargo Bikes[1]	n/a			**51** spaces
Sub-Total (Blocks A and D)				**1,848 spaces**	**1,541 spaces**
Non-Residential Bicycle Parking Provision					
Retail (Food Store)	Long-stay	1 per 100m^2	1,075m^2	11 spaces	**12** spaces
	Short-stay	1 per 80m^2		14 spaces	**14** spaces
Gym	Long-stay	1 per 2 staff	6 staff[2]	3 spaces	**4** spaces
	Short-stay	1 per 30m^2	430m^2	15 spaces	**16** spaces
Crèche	Long-stay	1 per classroom	7 classrooms	7 spaces	**8** spaces
	Short-stay	5 per classroom		35 spaces	**36** spaces
Sub-Total (Retail + Gym + Creche)				**85 spaces**	**90 spaces**
Total (Residential + Retail + Gym + Creche)				**1,933 spaces**	**1,631 spaces**

Tables and bicycle number calculations by CS Consulting Group

2.6 UNDERCROFT, PARKING & BUILDING AMENITIES & SERVICES

Sample Bicycle Storage Dedicated to Block A



42 **SHEFFIELD STAND**

Mild Steel surface fixed bicycle stand. Galvanised finish



128 **DOUBLE STACKED BICYCLE RACK WITH E-BIKE CHARGING (ARM ATTACHMENT)**





Proprietary unit station for e-bike charging for cycle storage installations. (20% of spaces with e-charging capacity). Two e-bikes per charging arm & IP66 rated socket

1 **PUBLIC BICYCLE PUMP**

1 per storage room

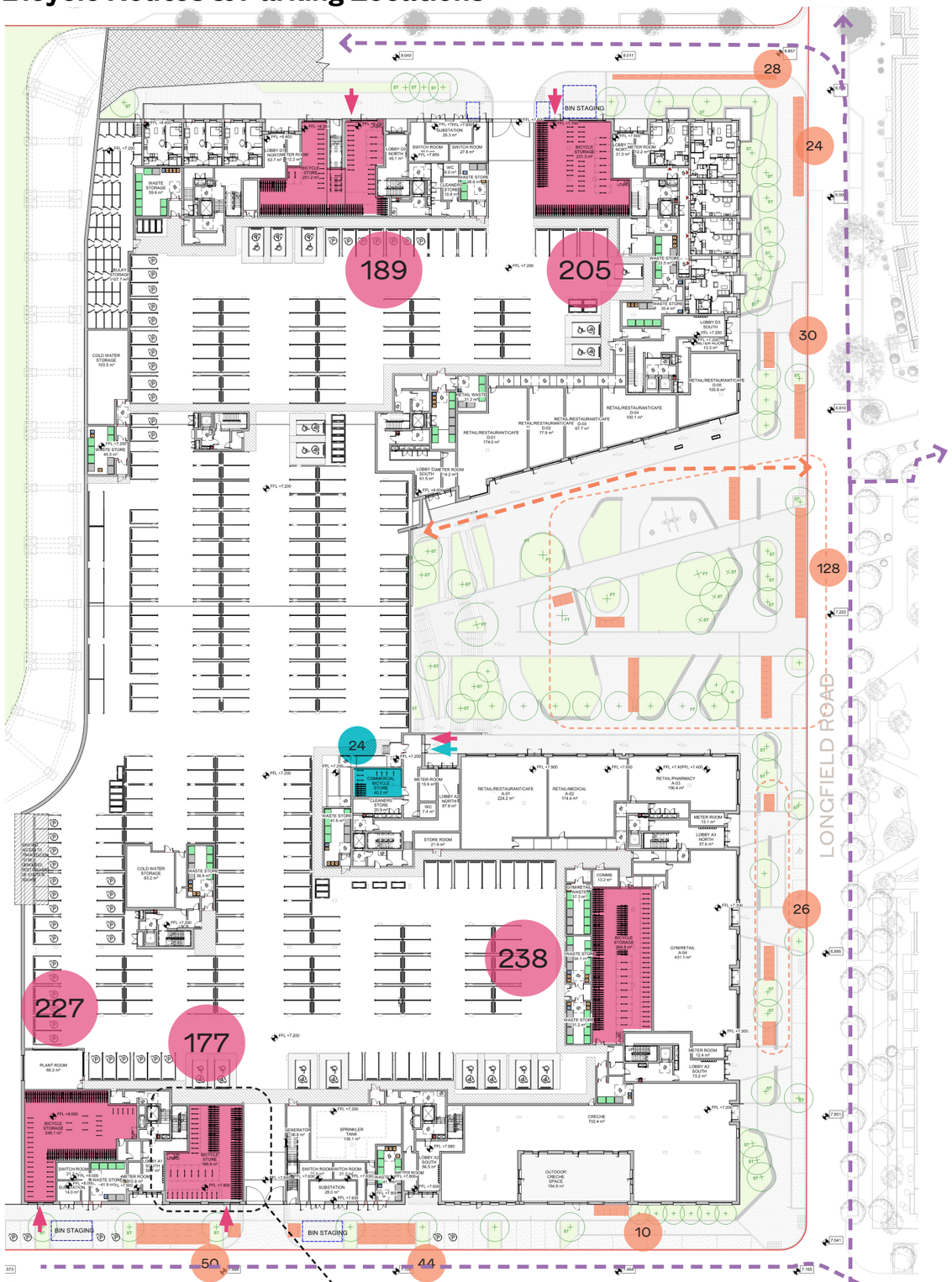


7 **CARGO BIKES**

177 **TOTAL**

2.6 UNDERCROFT, PARKING & BUILDING AMENITIES & SERVICES

Bicycle Routes & Parking Locations



Ground Floor Plan

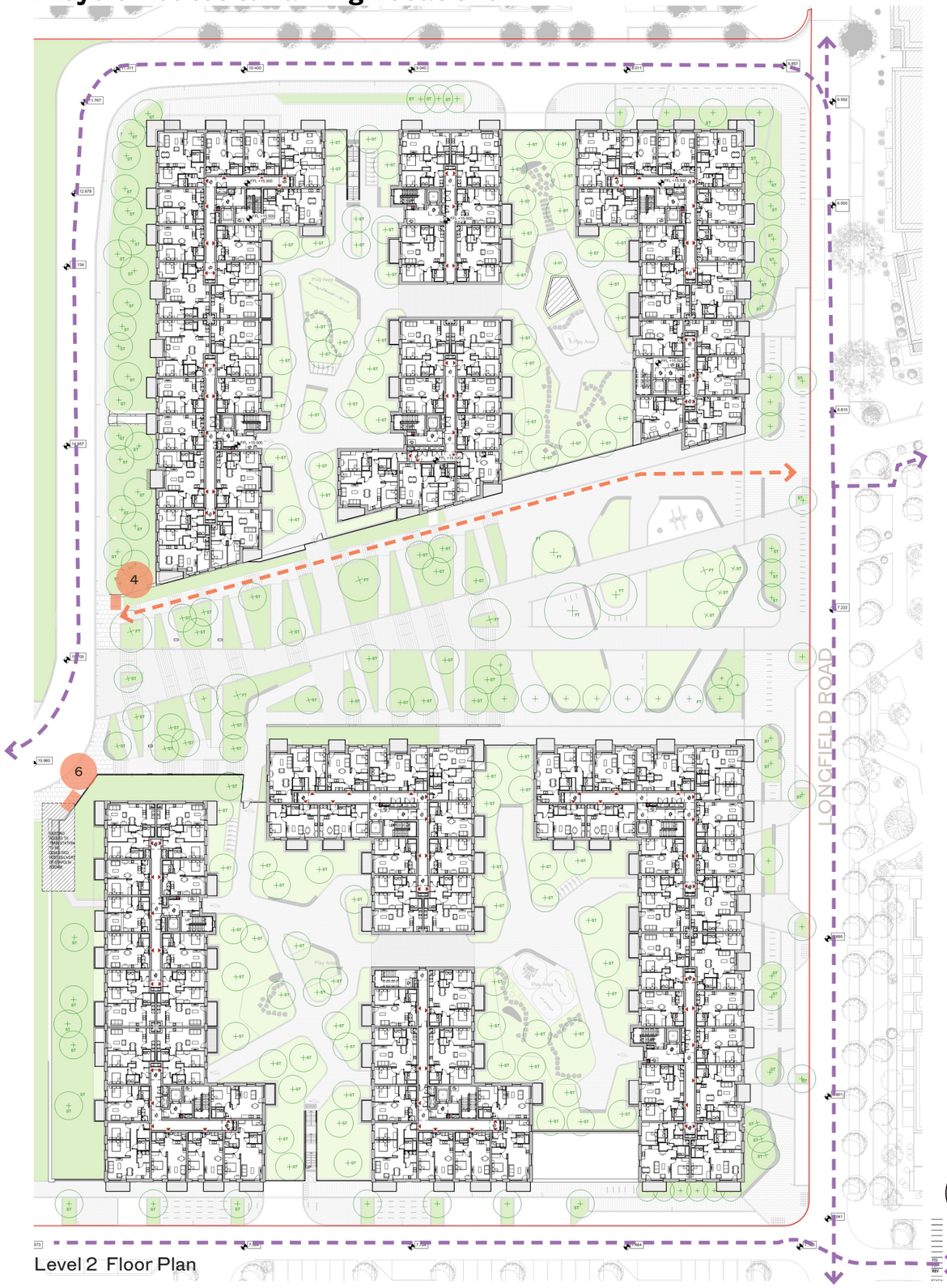


Level 1 Floor Plan / Podium

Henry J Lyons

2.6 UNDERCROFT, PARKING & BUILDING AMENITIES & SERVICES

Bicycle Routes & Parking Locations



Level 2 Floor Plan

24 — Commercial Long Stay Bicycle Parking

216 (+150 Future provision) — Short Stay Bicycle Parking (Resi & Commercial)

1241 — Residential Long Stay Bicycle Parking

1631 — Residential Long Stay Bicycle Parking (Includes 150 spaces for future provision)

Bicycle Entrance

Bicycle Stair Ramp/ Cyclist Walking Route

Cyclist Route



Bicycle Stair Ramp is proposed on the secondary stair at the northern edge of Stapolin Square. This will allow cyclist to dismount and cross the Square with ease.





Cyclist Signage is proposed within the Stapolin Square and within the overall scheme to direct and encourage safety within public areas and on proposed cycle routes. For further details refer to CS drawings and report.

2.7 FACADES & MATERIALITY

Look and Feel - Block A





2.7 FACADES & MATERIALITY

Look and Feel - Block D





2.7 FACADES & MATERIALITY

The façades have undergone minor adjustments to accommodate the increased number of units within the blocks, while carefully retaining the architectural qualities that underpin the character of the permitted scheme. Throughout this process, particular attention has been paid to preserving the key façade features that distinguish the development, contribute to its identity, and help to break down the perceived mass of the buildings.

These design principles are expressed through the following elements:

Building Recesses and Angles

The relationship of Block D to Stapolin Square remains a defining aspect of the scheme. Its oblique alignment to the square has been deliberately retained, as it generates distinctive angled façades and corner conditions, resulting in characterful balconies and parapets. This geometry gives the development a clear and recognisable identity, setting it apart from other phases of the wider master plan and from comparable schemes in the vicinity.

Given the scale of the apartment buildings, careful modulation of elevations and massing is essential. To avoid large expanses of repetitive brick and window patterns, the recessed balconies, which were a hallmark of the permitted scheme, have been maintained and deployed in strategic locations. These recesses visually break down long façades, introduce depth and shadow, and provide articulation that is both functional and expressive. Smaller recesses, together with localised changes in material and plane, are also retained across the scheme, contributing to a more nuanced and human-scaled architectural expression.

Brick Detailing Features

All of the key brickwork features developed in the permitted scheme have been retained in the revised elevations. These include recessed brick patterns, soldier courses brickwork and mortar colour variation. The concentration of these details at ground and first floor level is deliberate: this is where residents and the public experience the buildings at close range.

By focusing richer detailing at pedestrian level and allowing it to diminish progressively on the upper storeys, the façades achieve a considered balance between textural richness and construction efficiency. These brickwork features enhance the material quality of the buildings, introduce visual interest, and reinforce the character and identity of the development.

Materiality

The overarching material concept remains consistent with the permitted scheme. The primary strategy is to present robust brick façades to the outermost elevations, providing a strong, durable and coherent edge to the public realm. Within the courtyard elevations, a single storey of brick is proposed at lower levels, with render above. This approach maintains continuity with the permitted design while offering a lighter, more domestic character to the internal courtyard spaces.

Throughout the redesign, efforts have been made to simplify construction detailing and rationalise junctions, without diluting the richness of the architectural language. The result is a façade strategy that preserves the vibrancy, texture and depth of the permitted architecture, while improving build-ability and supporting efficient delivery on site.







2.8 TRAFFIC ASSESSMENT

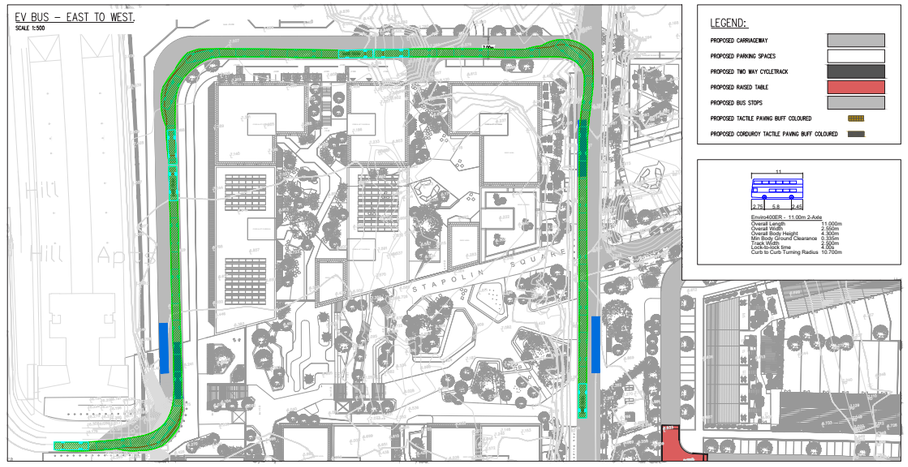
Amendments to Road Layout

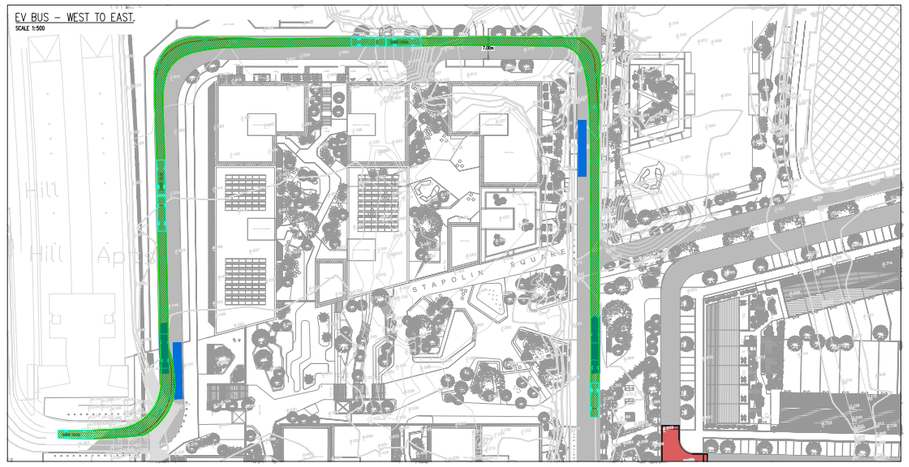
The proposed bus ramp has been designed in accordance with the Transport Infrastructure Ireland (TII) Design Manual for Urban Roads and Streets (DMURS).

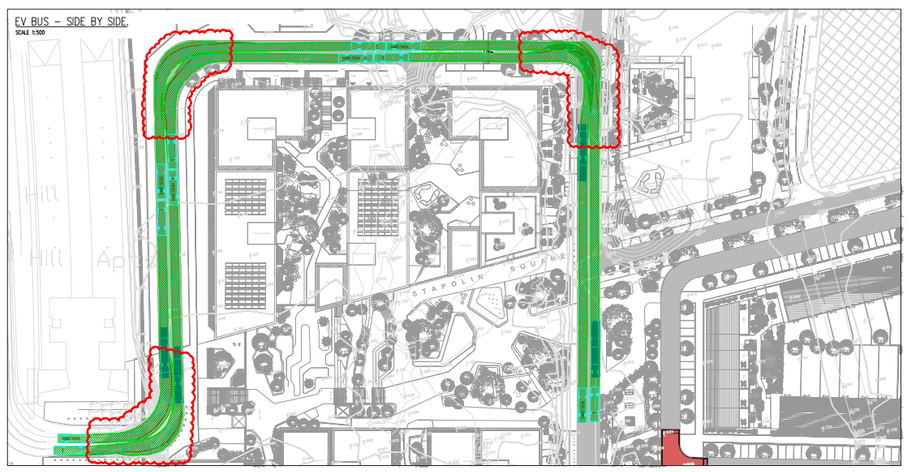
The bus ramp shall have a width of 7m, with a minimum of 2m footpath on one side of the road. The bus ramp shall have a gradient of 1:15 until the location of the Block D undercroft access, then the gradient gradually increases.

A swept path analysis using the EV Dublin Bus vehicle has been undertaken along the proposed ramp. The assessment confirms that the ramp can accommodate two-way bus movements. However, at the bend and at both junction mouths, one bus may be required to stop to allow the opposing bus to complete its turn and avoid conflict.

The width, radii and the detailed design of the bus ramp have been agreed with the NTA before submitting this planning application. Refer to CS drawings for further detail.







Bus Autotracking drawings, provided by CS

3.0 Quality Assessment

3.1 DUAL ASPECT

Dual Aspect

37%

Site Wide

The development as proposed complies with the requirements of the Design Standards for Apartments, Guidelines for Planning Authorities(2025) and the FCC Development Plan.

Dual aspect ratios for each building are tallied for each core and can be found in Appendix 1.



Second Floor Plan
Dual Aspect apartments

HJL

3.2 OVER SIZED APARTMENTS

+10%

Oversized

49%

Block A & D

51.4%

Site Wide

In amending the apartment unit mix, the quantum of oversized units is altered. When combined Block A and Block D, the number of oversized units is reduced to 49% of the units. When the total number of oversized units is considered in a site wide context, ie. for the extent of the permitted application site ABP REG. REF. 310418 as amended, the number of oversized units is reduced from 54% to 51.4%.

The development as proposed complies with the requirements of the Design Standards for Apartments, Guidelines for Planning Authorities(2025) and the FCC Development Plan.

Permitted Apartment Mix

TOTAL APARTMENT MIX									
TOTALS	STUDIO	1B2P	2B3P	2B4P	3B5P	UNITS	BEDS	DUAL ASPECT	10% OVERS
BLOCK B1	0	21	10	18	0	49	77	48%	63%
BLOCK B2	0	15	8	16	0	39	63	100%	59%
BLOCK C1A	0	19	0	23	1	43	68	49%	47%
BLOCK C2A	0	16	8	9	0	33	50	44%	73%
BLOCK A1_North	0	17	0	23	7	47	84	38%	40%
BLOCK A1_South	10	7	5	21	0	43	69	37%	53%
BLOCK A2_North	0	13	0	28	4	45	81	42%	51%
BLOCK A2_South	8	9	4	31	5	57	102	32%	79%
BLOCK A3_North	0	12	0	24	5	41	75	32%	41%
BLOCK A3_South	0	6	0	28	10	44	92	41%	59%
BLOCK D1_North	10	8	4	22	1	45	73	36%	24%
BLOCK D1_South	0	16	5	24	11	56	107	30%	43%
BLOCK D2_North	2	7	0	20	0	29	49	28%	83%
BLOCK D2_South	0	6	0	29	10	45	94	36%	62%
BLOCK D3_North	8	14	3	20	1	46	71	33%	35%
BLOCK D3_South	0	7	0	23	0	30	53	73%	27%
TOTALS	**38**	**193**	**47**	**359**	**55**	**692**	**1208**	**44%**	**54%**
	5%	**28%**	**7%**	**52%**	**8%**				

Proposed Apartment Mix

TOTAL APARTMENT MIX									
TOTALS	STUDIO	1B2P	2B3P	2B4P	3B5P	UNITS	BEDS	DUAL ASPECT	10% OVERS
BLOCK B1	0	21	10	18	0	49	77	48%	63%
BLOCK B2	0	15	8	16	0	39	63	100%	59%
BLOCK C1A	0	19	0	23	1	43	68	49%	47%
BLOCK C2A	0	16	8	9	0	33	50	44%	73%
BLOCK A1_North	0	28	0	25	0	53	78	23%	23%
BLOCK A1_South	0	22	5	16	0	43	64	37%	63%
BLOCK A2_North	0	28	6	20	0	54	80	28%	56%
BLOCK A2_South	0	33	4	21	0	58	83	24%	33%
BLOCK A3_North	0	28	0	26	0	54	80	24%	67%
BLOCK A3_South	0	18	0	32	0	50	82	24%	64%
BLOCK D1_North	1	31	10	18	0	60	88	28%	50%
BLOCK D1_South	0	18	5	23	5	51	89	31%	47%
BLOCK D2_North	0	11	0	20	0	31	51	32%	0%
BLOCK D2_South	0	24	0	18	5	47	75	23%	49%
BLOCK D3_North	0	27	8	17	0	52	77	29%	50%
BLOCK D3_South	0	34	9	0	0	43	52	58%	79%
TOTALS	**1**	**373**	**73**	**302**	**11**	**760**	**1157**	**37%**	**51.4%**
	0%	**49%**	**10%**	**40%**	**1%**				

3.3 PROPOSED SEMI-PRIVATE OPEN SPACE

The semi-private open space has been revised to include the area adjacent to the west side of block A. This is a landscaped outdoor space similar to the other semi-private podium terrace gardens. The previously approved roof top terrace shown on level 10 of Block D3 has been removed.

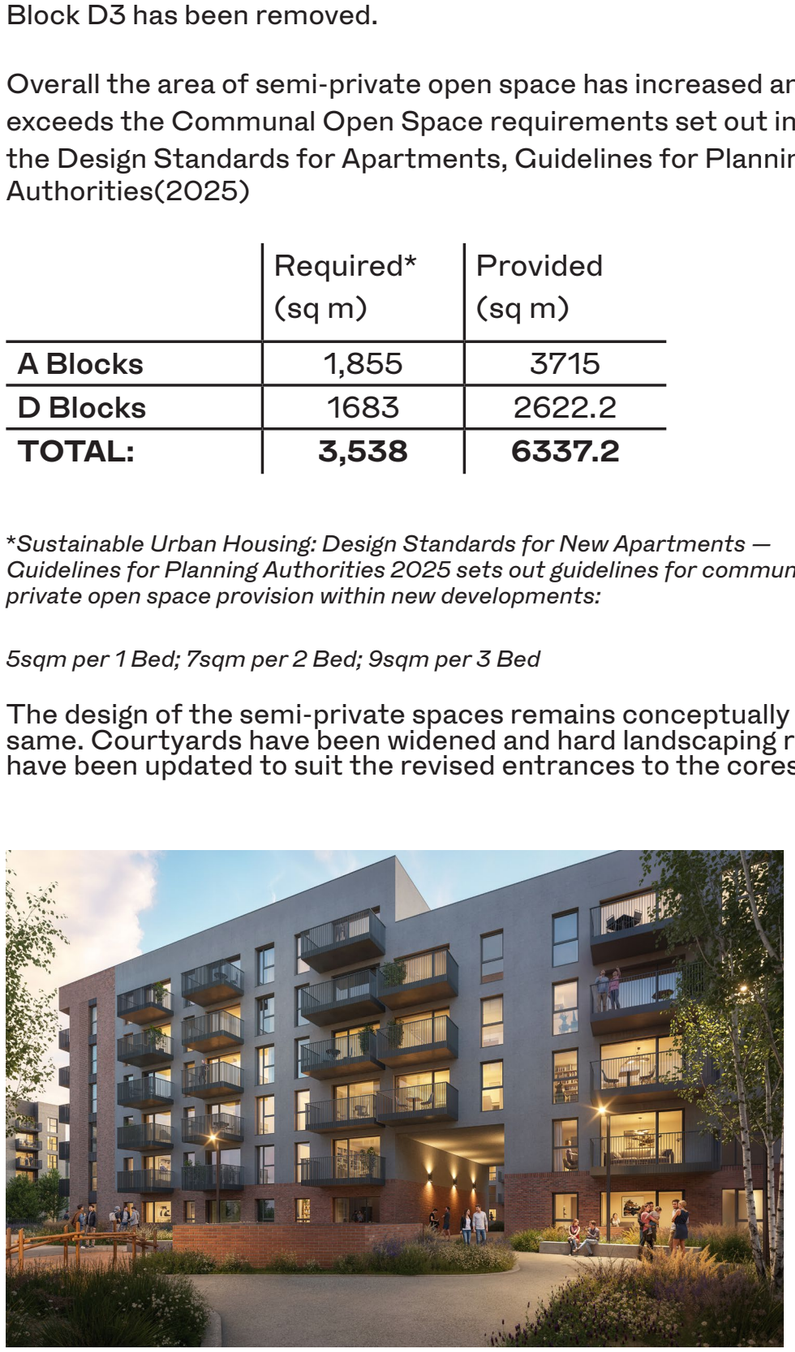
Overall the area of semi-private open space has increased and exceeds the Communal Open Space requirements set out in the Design Standards for Apartments, Guidelines for Planning Authorities(2025)

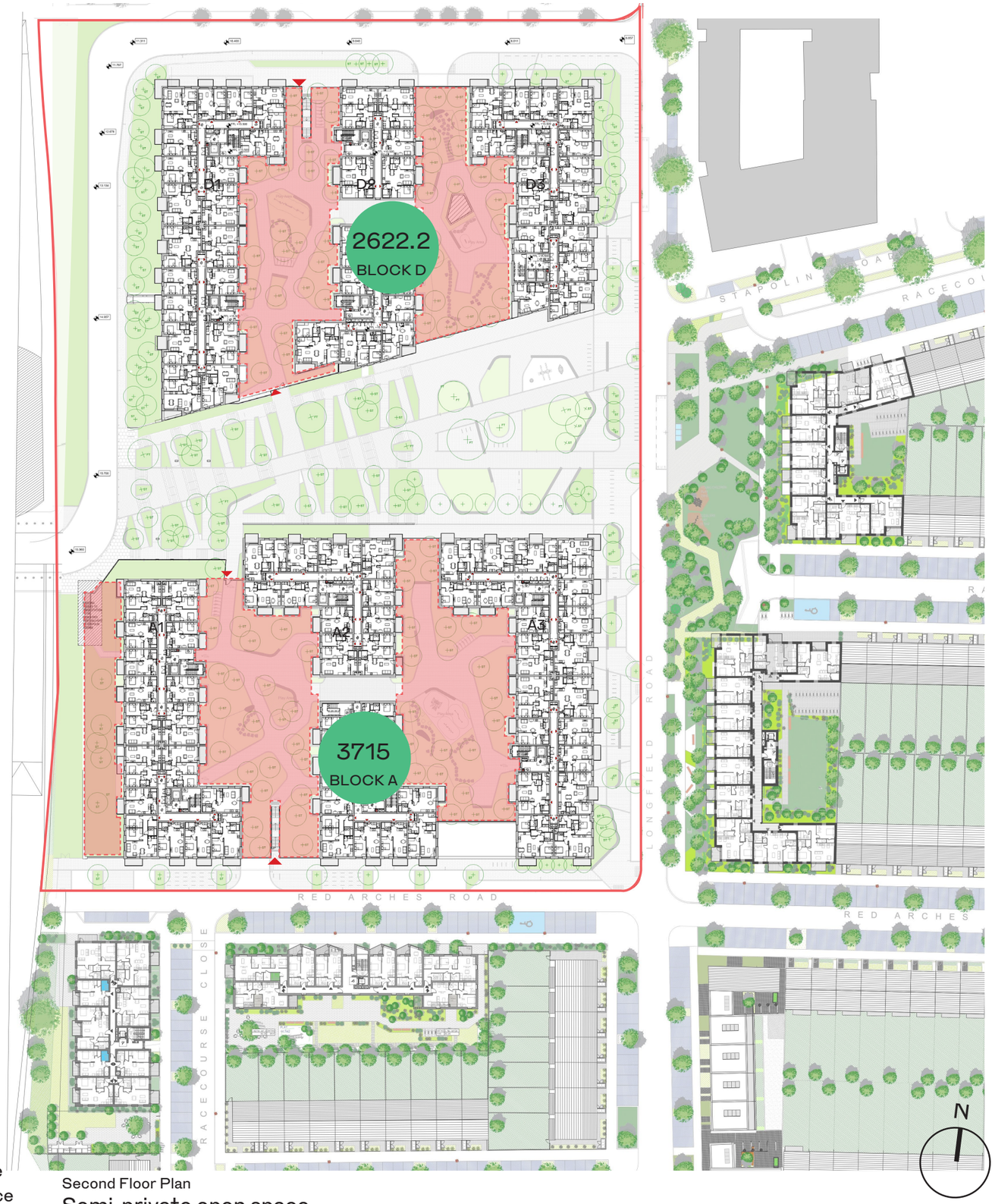
	Required* (sq m)	Provided (sq m)
A Blocks	1,855	3715
D Blocks	1683	2622.2
TOTAL:	**3,538**	**6337.2**

**Sustainable Urban Housing: Design Standards for New Apartments — Guidelines for Planning Authorities 2025 sets out guidelines for communal/semi-private open space provision within new developments:*

5sqm per 1 Bed; 7sqm per 2 Bed; 9sqm per 3 Bed

The design of the semi-private spaces remains conceptually the same. Courtyards have been widened and hard landscaping routes have been updated to suit the revised entrances to the cores.





Semi-private outdoor space

Second Floor Plan
Semi-private open space

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3.4 PERMITTED PUBLIC OPEN SPACE

PERMITTED UNDER GA01 SHD ABP Reg. Re. 310418 *population of 1607*

PERMITTED	PROVIDED	PROVIDED
4.25ha	3.25ha	1.0ha
Public Open Space	Class 1	Class 2
	81% open space	25% open space

The strategy for Public Open Space for the proposed remains the same as that of the granted scheme SHD.011.20 as amended. No changes are proposed to the public open space strategy.

It should be noted that the permitted scheme includes public open space above a permitted podium car park.

Class 1 Public Open Space

The development benefits from the adjacency of the significant amenity of Racecourse Park, comprising some 112ha of Class 1 Public Open Space and which includes cycle and walking trails, playspaces and sports pitches. As identified 3.25ha in respect of Class 1 open space for GA1 Lands have been provided. These lands have been transferred to Fingal County Council.

In addition to this, the Haggard Park of approximately 1.5ha is being delivered under the granted application F16/0412 as amended. Noting that the 1.5ha of the Haggard is provided partially in respect of GA1 lands (Which include lands subject of this amendment) but also as pre-provision of public open space for the permitted GA3 Lands. The haggard is due for delivery as part of the forthcoming phase.

Class 2 Public Open Space

The permitted scheme provided more than 1 ha of Public Open Space on site in the form of small parks and pocket parks.

These spaces are designated Class 2 under FCC guidelines as they are:

- between 0.2ha and 2ha
- within 400m walking distance of homes

And under FCC Draft DP 2023-2029 guidelines as they are:

- between 0.2ha and 2ha
- within 500m-1000m walking distance of homes



Public Open Space

	(sqm)
Stapolin Square	4,914
Linear Park	2,418
Recreational Lawn	1,014
Pocket Park	1,696
TOTAL:	10,042

3.4 PROPOSED PUBLIC OPEN SPACE SHD.011.20 AS AMENDED

POPULATION OF 1612

REQUIRED	PROVIDED	PROVIDED
4.029ha	3.25ha	1.0ha
Public Open Space	Class 1	Class 2
	81% open space provision	25% open space provision

Public Open Space		ha
Class 1	Racecourse park	3.25
Class 2	Stapolin Square	0.4914
	Linear Park	0.2418
	Recreational Lawn	0.1014
	Pocket Park	0.1696
Class 2 Sub total		1.0042
Total		4.2542

SHD.011.20 Site

Total Site Area = 9.10**ha**

11% public open space provision within SHD.011.20 site boundary

SHD.011.20 Planning Boundary

Planning Amendment Boundary

N



3.4 PROPOSED PUBLIC OPEN SPACE SHD.011.20 AS AMENDED

As part of delivery of Stapolin GA1 under permission SHD.011.20 as amended, the population of the site is 1612 people, requiring 4.029ha of Public Open Space. This is based on the revised total unit mix within the original permission site boundary.

The Public Open Space objectives of the Fingal Development Plan for the development as amended have been met.

Unit Mix Population Calculation

For Proposed SHD.011.20 as Amended

Current Unit Mix

Studio	1B Units	2B Units	3B Units	4B Units	Total Units
0	376	381	104	32	893
4%	24%	50%	18%	4%	

Population	x 1.5 persons	x 1.5 persons	x 1.5 persons	x 3.5 persons	x 3.5 persons		
						Population	
	0	564	572	364	112.0	1612	persons

2.5 hectares per 1000 population OR 0.0025 ha per person

	Required		Provided		
Class 1	3.022	ha	3.250	ha	81%
Class 2	1.007	ha	1.004	ha	25%
	4.029	**ha**	**4.254**	**ha**	

3.4 PROPOSED MASTER PLAN PUBLIC OPEN SPACE

The Haggard

The Haggard, granted under F16A/0412 ABP Reg. Ref. 248970 (as amended) and F23A/0611, is proposed to be developed as part of the first phase of works to be undertaken by the LDA for the Stapolin site. The Haggard park is being delivered as part of the forthcoming phase.



Artistic render of The Haggard

3.5 MASTER PLAN PLAY PROVISION SUMMARY

Play Strategy for Blocks A, D and Stapolin Square

The play strategy for the proposed amendment has been detailed by the landscape architect, TPHC. Please refer to Design Statement 1649X01 for detail layouts and equipment. The areas designated for play provision remain similar in size and location to the permitted scheme SHD.011.20 as amended.

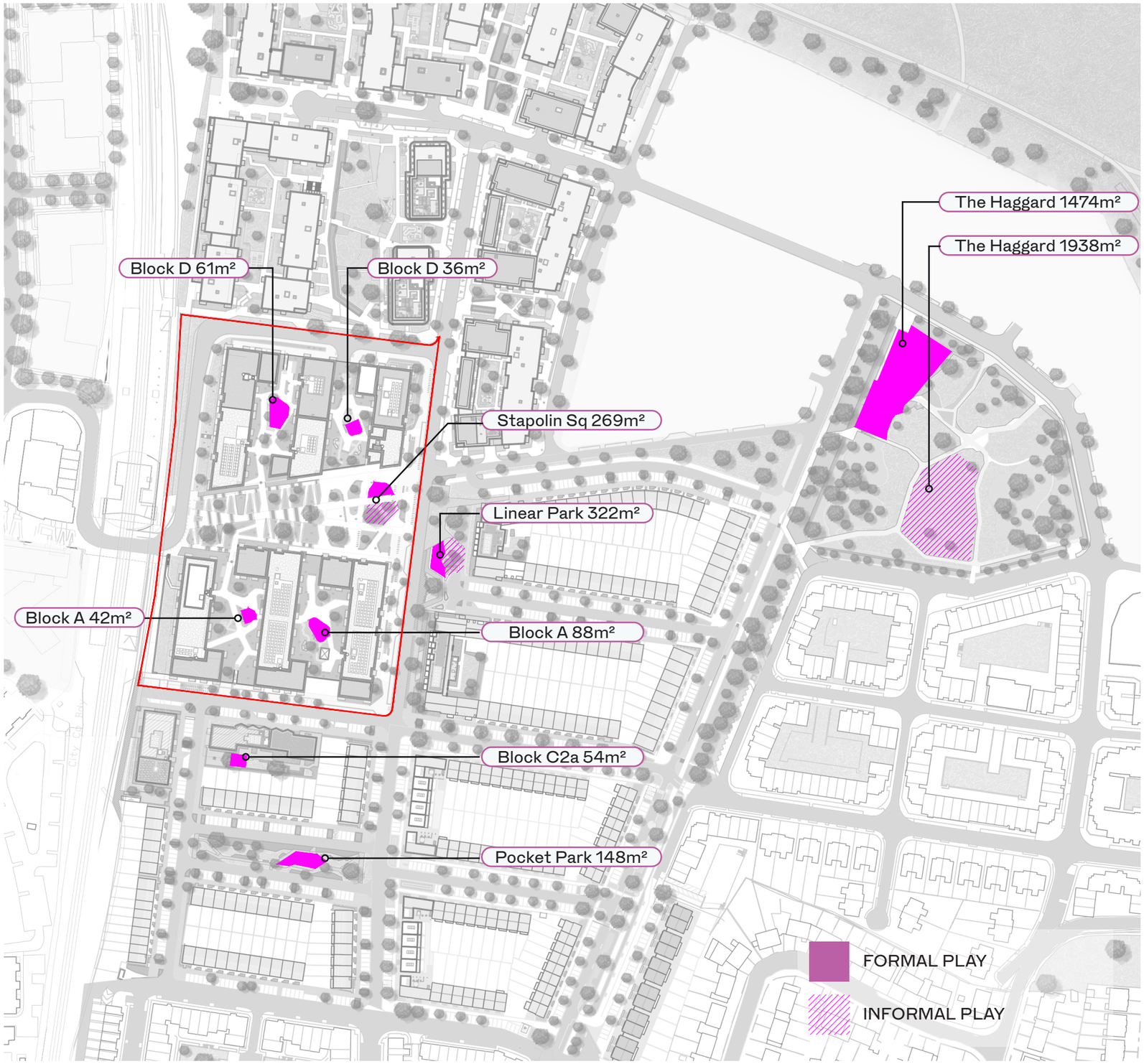
Master Plan Play Provision

The master plan play provision for the development is summarised below. As per the permitted strategy, play provision has been separated into 2 categories:

- **Formal** play spaces are specifically designed for play and socialising and includes destination playgrounds, children's play equipment, sand pits, MUGAs and skate parks etc.
- **Informal** play spaces are landscaped areas that allow for play and exploration. These include open grassed zones as kick-about areas and imaginatively designed and contoured landscaping zones, with features of interest such as logs or boulders, stepping stones with associated planting etc.

The play provision requirements of the FCC Development Plan 2023-2029, and the 'Planning Design Standards for Apartments' Guidelines (2025) have been met.

Play Provision Required (4m²/unit for 893 units)		**3572**
Play Provision Provided		**m²**
Formal	The Haggard	1474
	Linear Park	101
	Pocket Park	148
	Stapolin Square	82
	Block C2a	54
	Block A	130
	Block D	97
Sub total		2086
Informal	The Haggard	1938
	Linear Park	221
	Stapolin Square	187
Sub total		2346
Total		**4432**



HJL

3.6 WASTE STORAGE

Similar to the strategy of the Permitted scheme, all waste storage areas are located at the ground level of each zone - with a dedicated storage area to each core.

The waste storage areas are accessible from the street or from the residential core via the undercroft parking area. The designated staging areas remain in the same location as the permitted.

Four bin types are required – recycling, general, organic and glass.

Commercial and retail waste stores will be located in the undercroft adjacent to the retail and commercial units.

Waste storage areas and designs have been reviewed by a Waste Consultant AWN and are inline with the requirements for the proposed unit numbers. Please Refer to the OWMP by AWN for further detail.

Legend

- Waste storage (Residential)
- Waste storage (Retail/commercial)
- Bin Staging Area



Waste Storage - ground floor

3.7 DAYLIGHT, SUNLIGHT & OVERSHADOWING

The updated assessment has been carried out in line with the newer, more stringent Third Edition (2022) BRE (BR209) daylight and sunlight guidance, which makes achieving compliance more challenging than under the previously permitted scheme.

Design amendments to Blocks A and D – including;

- wider semi-private amenity courtyards,
- reduced apartment depths and
- revised (taller) window proportions – have improved daylight and sunlight performance.

OCCS have prepared a Daylight, Sunlight and Overshadowing Assessment, the executive summary is below:

EXECUTIVE SUMMARY

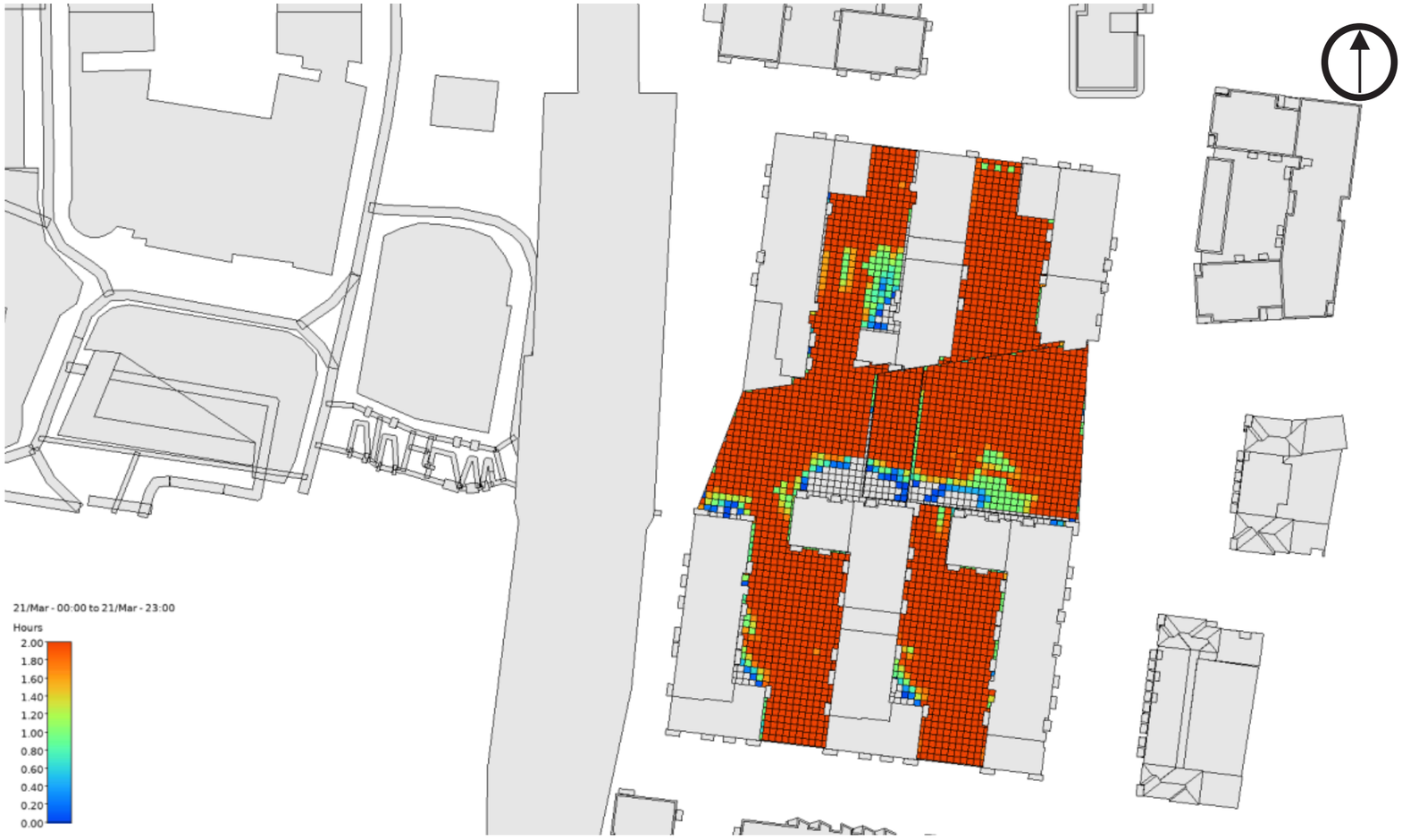
Daylight performance across the proposed units is strong. Using the 2022 BRE methodology, 97.52% of rooms meet Criterion 1 (100 lux across 95% of the space) and 95.05% meet Criterion 2 (300 lux across 50% of the space). Slightly taller glazing, improved internal apartment layouts, and wider courtyards contribute to high internal daylight levels.

Amenity spaces also perform well: 86.3% of all communal and private amenity areas receive at least two hours of sunlight on 21 March, exceeding BRE recommendations.

Overshadowing impacts on surrounding properties are negligible. A full Vertical Sky Component (VSC) assessment shows that while some neighbouring windows fall below 27%, all perform equal to or better than the previously permitted scheme. Additional detailed daylight (lux) analysis for worst-case neighbouring rooms confirms they continue to meet recommended daylight standards.

Overall, the amended proposal achieves good daylight and sunlight performance with no significant adverse impacts on neighbouring properties.

For further details please refer to Daylight, Sunlight & Overshadowing Assessment prepared by OCSC.



3.8 UNIVERSAL DESIGN & AGE FRIENDLY HOMES

UD HOMES

In response to the Housing Options for an Aging Population Policy Statement 2019 and Universal Design Guidelines for Homes in Ireland 2015, the proposed development includes 18 UD units as a part of the 52 Part V provision.

+35%

PART V - UD HOMES

This ensures they are suitable for older people, those with mobility impairments, people living with dementia, and individuals with disabilities.

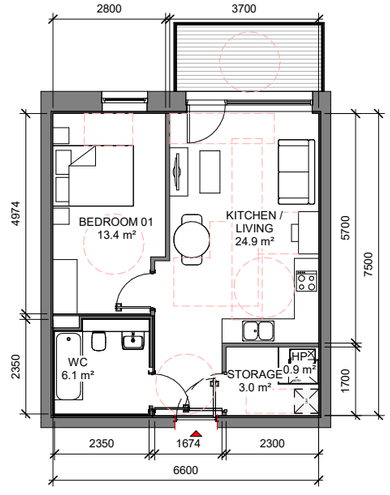
The remainder of the proposed development meets the requirements of the Age Friendly Homes Checklist.

AGE FRIENDLY HOMES RATING

In accordance with objective DMSO37, where 10% of all units proposed must be designed as age friendly accommodation, the proposed development meets this objective.

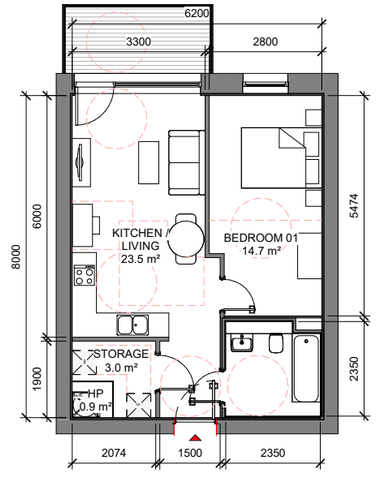
The Age Friendly Homes Rating Checklist has been completed for the proposed development and a score 70 out of 100 has been achieved for all units within the development. A score of 65 points or higher home is considered an Age Friendly Home. Please See appendix I for the completed Age Friendly Home Checklist scoring.

UD Apartment layouts



3 **1B_2P_01 UD**
1 : 100

1B_2P_01_UD_SPACE REQUIREMENTS										
Apartment Area	Required Apartment Area	Required Area Met	Kitchen - Living Area	Total Bedroom Area	Required Total Bedroom Area	Required Area Met	Total Storage Area	Required Total Storage Area	Required Area Met	Heat Pump Area
49.5 m²	45.0 m²	Yes	24.92 m²	13.40 m²	11.4 m²	Yes	3.08 m²	3.0 m²	Yes	0.9 m²



1 **1B_2P_07_UD**
1 : 100

1B_2P_07_UD_SPACE REQUIREMENTS										
Apartment Area	Required Apartment Area	Required Area Met	Kitchen - Living Area	Total Bedroom Area	Required Total Bedroom Area	Required Area Met	Total Storage Area	Required Total Storage Area	Required Area Met	Heat Pump Area
49.6 m²	45.0 m²	Yes	23.50 m²	14.70 m²	11.4 m²	Yes	3.00 m²	3.0 m²	Yes	0.9 m²

4.0 Part V

4.0 PART V

4.1 Overview of Master plan

As part of delivery of Stapolin GA01 under permission SHD.011.20 as amended, and the scheme originally permitted and commenced under F16A/0412, ABP Reg. Ref. ABP-248970 as amended, the LDA intends to allocate 10% of the total housing units as Part V housing, in accordance with Part V of the Planning and Development Act 2000 (as amended) and the Affordable Housing Act 2021.

	HOMES DELIVERED	PART V
COMPLETED (BY RICHMOND HOMES)	117	14
PHASE 1	279	33
PHASE 2	596	52
TOTAL	**992**	**99**

Within the outline of this amendment 52 Part V units are proposed to be delivered. This makes up a total of 99 part V units (10%) for the GA1 Masterplan.

The units will be located in the Block D3 North. The proposed Part V housing provision will have dedicated core access and shared utility rooms for bicycle storage and bin storage.

This block will be tenure blind and the Part V housing will have equal access to the communal open space at podium level within the courtyard of the block.

992 Units
Total Units
(Master plan)

99 Units (10%)
Total Part V



4.2 Universal Design

In response to the Housing Options for an Aging Population Policy Statement 2019 and Universal Design Guidelines for Homes in Ireland 2015, the proposed development includes 19 UD units as a part of the 52 Part V provision, this represents 36% of the part V units.

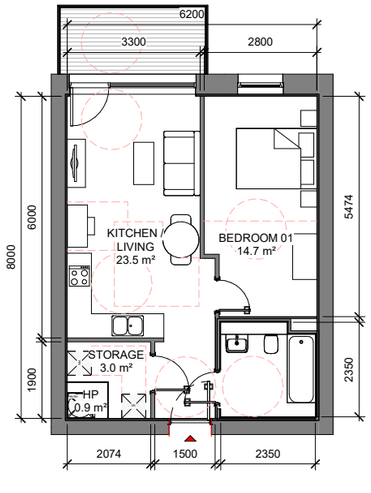
This ensures they are suitable for older people, those with mobility impairments, people living with dementia, and individuals with disabilities.

The remainder of the units are designed in accordance with the Age Friendly Homes Rating Checklist. All units have been assessed against this criteria and the proposed development achieves a score 70 out of 100. A score of 65 points or higher home is considered an Age Friendly Home. Please See appendix I for the completed Age Friendly Home Checklist scoring.



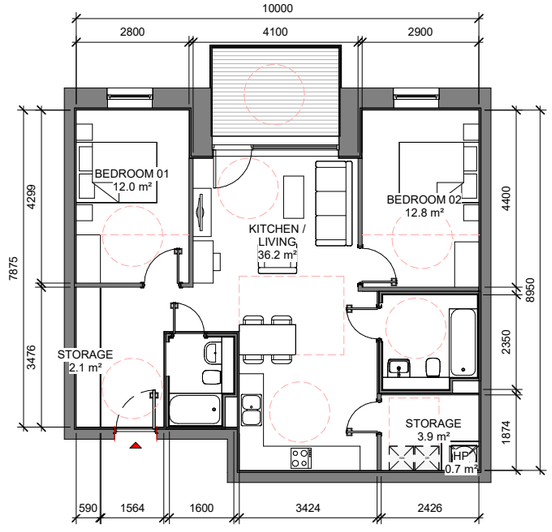
CGI render of Block D3 North

UD Apartment layouts



1 **1B_2P_07_UD**
1 : 100

1B_2P_07_UD_SPACE REQUIREMENTS										
Apartment Area	Required Apartment Area	Required Area Met	Kitchen - Living Area	Total Bedroom Area	Required Total Bedroom Area	Required Area Met	Total Storage Area	Required Total Storage Area	Required Area Met	Heat Pump Area
49.6 m²	45.0 m²	Yes	23.50 m²	14.70 m²	11.4 m²	Yes	3.00 m²	3.0 m²	Yes	0.9 m²



2 **2B_4P_07_UD**
1 : 100

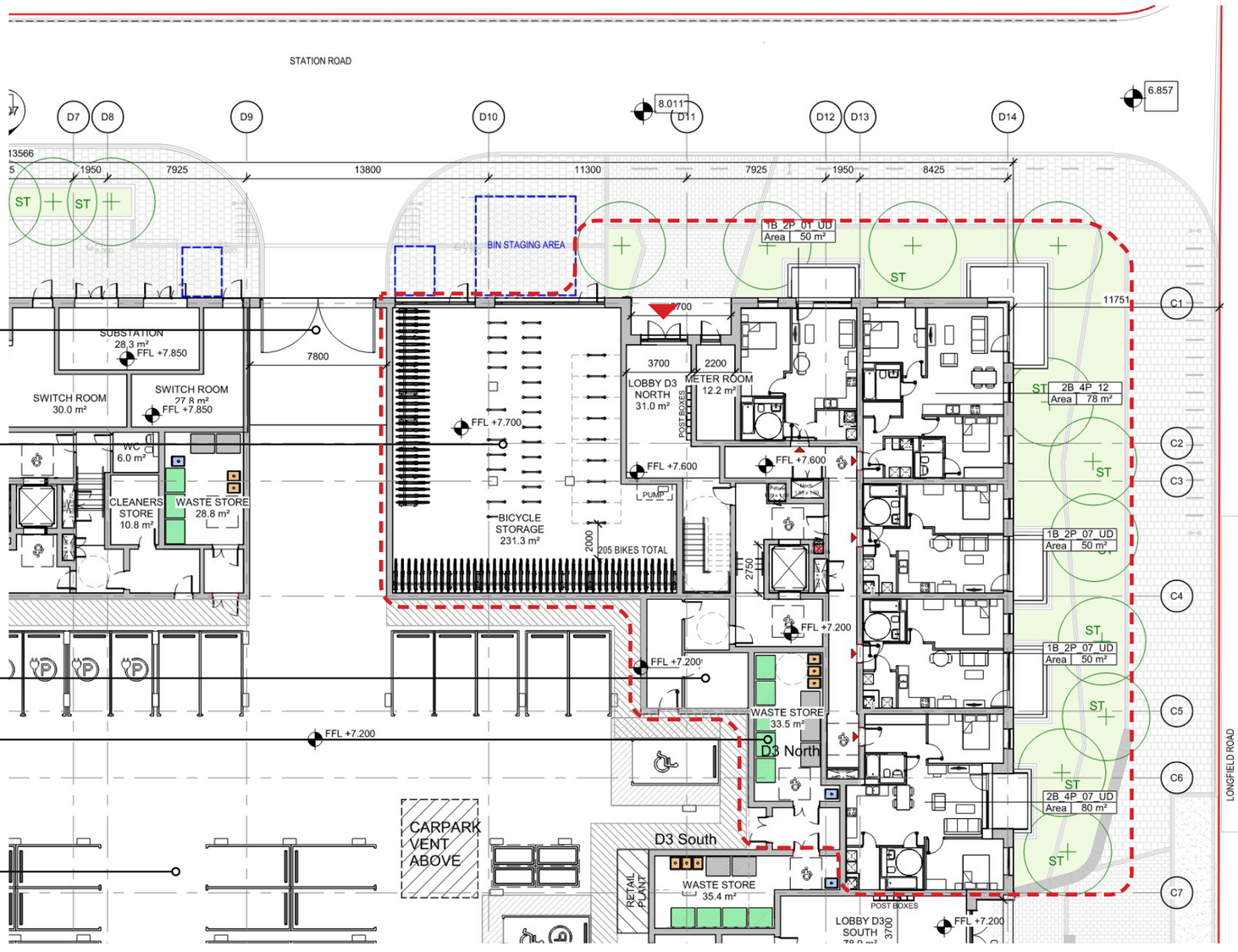
2B_4P_07_UD_SPACE REQUIREMENTS										
Apartment Area	Required Apartment Area	Required Area Met	Kitchen - Living Area	Total Bedroom Area	Required Total Bedroom Area	Required Area Met	Total Storage Area	Required Total Storage Area	Required Area Met	Heat Pump Area
80.0 m²	73.0 m²	Yes	36.20 m²	24.81 m²	22.8 m²	Yes	6.05 m²	6.0 m²	Yes	0.1 m²

4.3 PART V

Block D3 North - Part V

Part V Units

Block D3 North - Ground Floor Plan



Secure vehicle entrance to podium car park

Shared Bicycle Storage room with D3 South

Dedicated Part V cleaners Store

Dedicated Waste Storage room

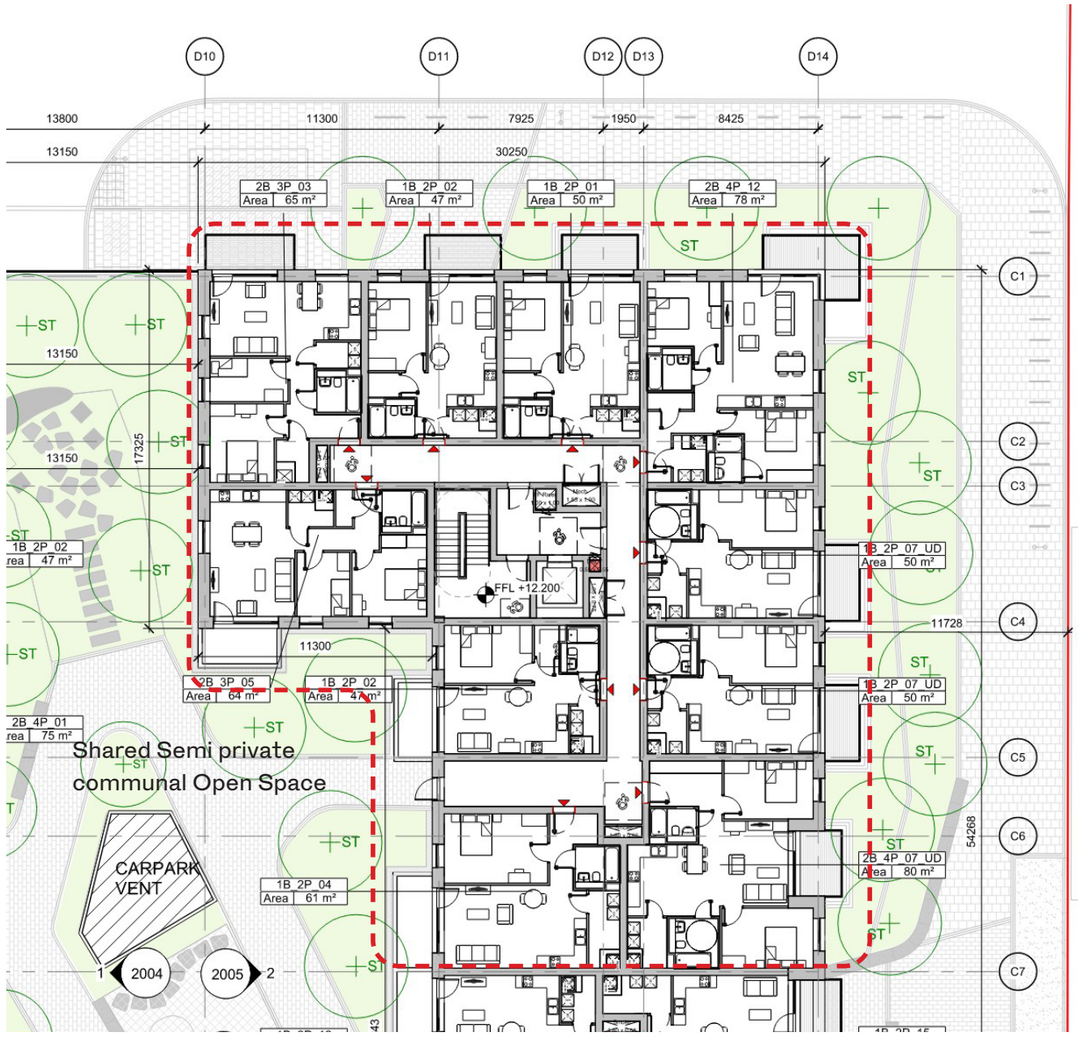
Shared undercroft parking

4.3 PART V

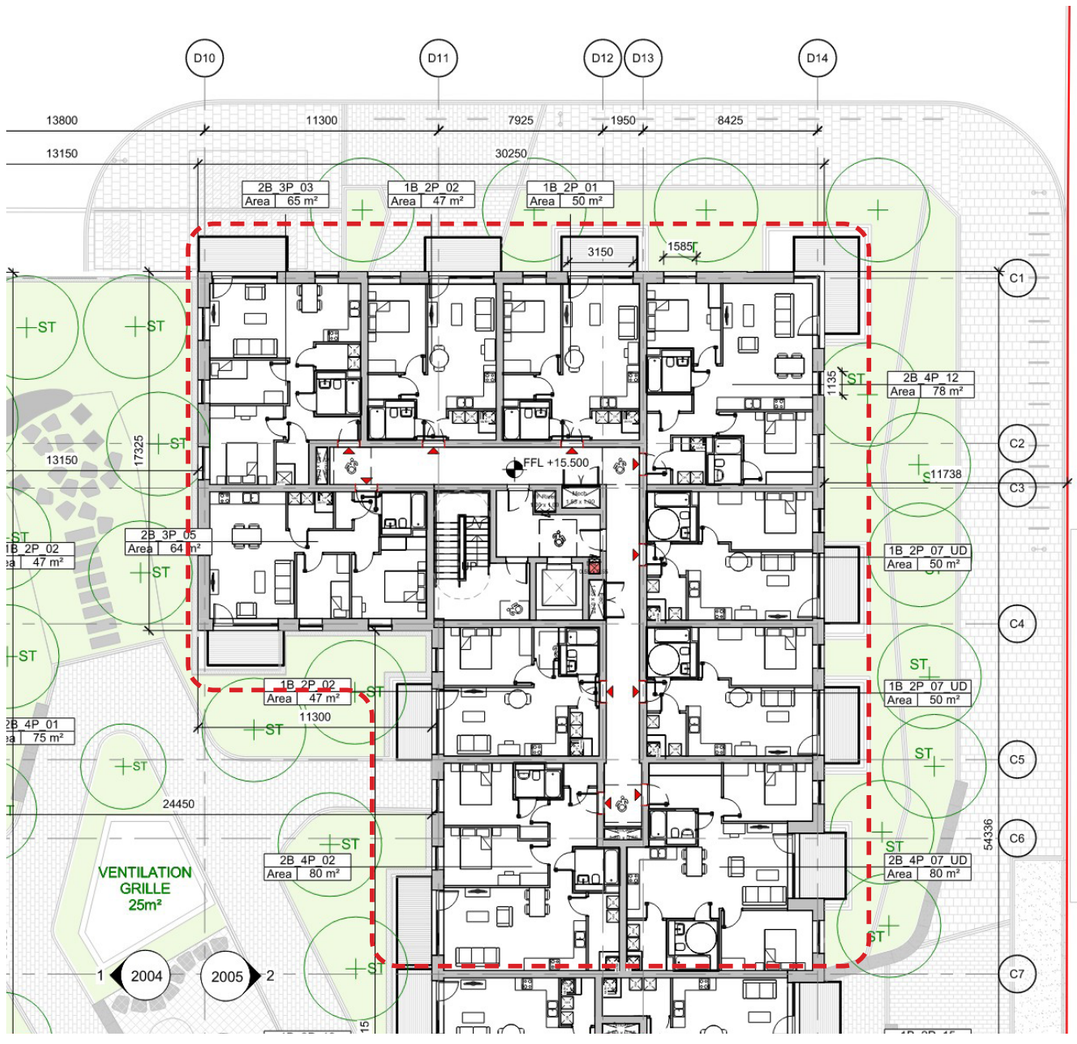
Block D3 North - Part V

Part V Units

Block D3 North - First Floor Plan



Block D3 North - Second Floor Plan

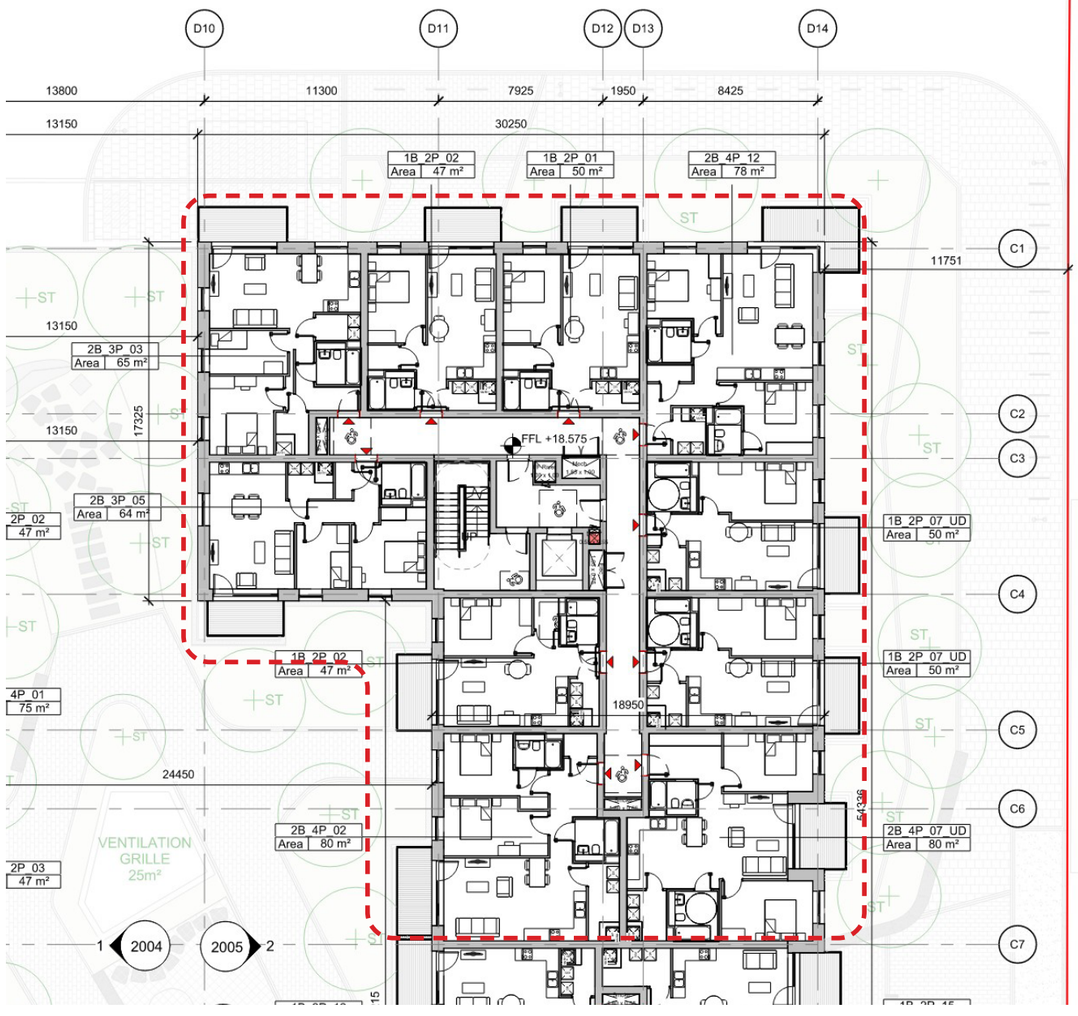


4.3 PART V

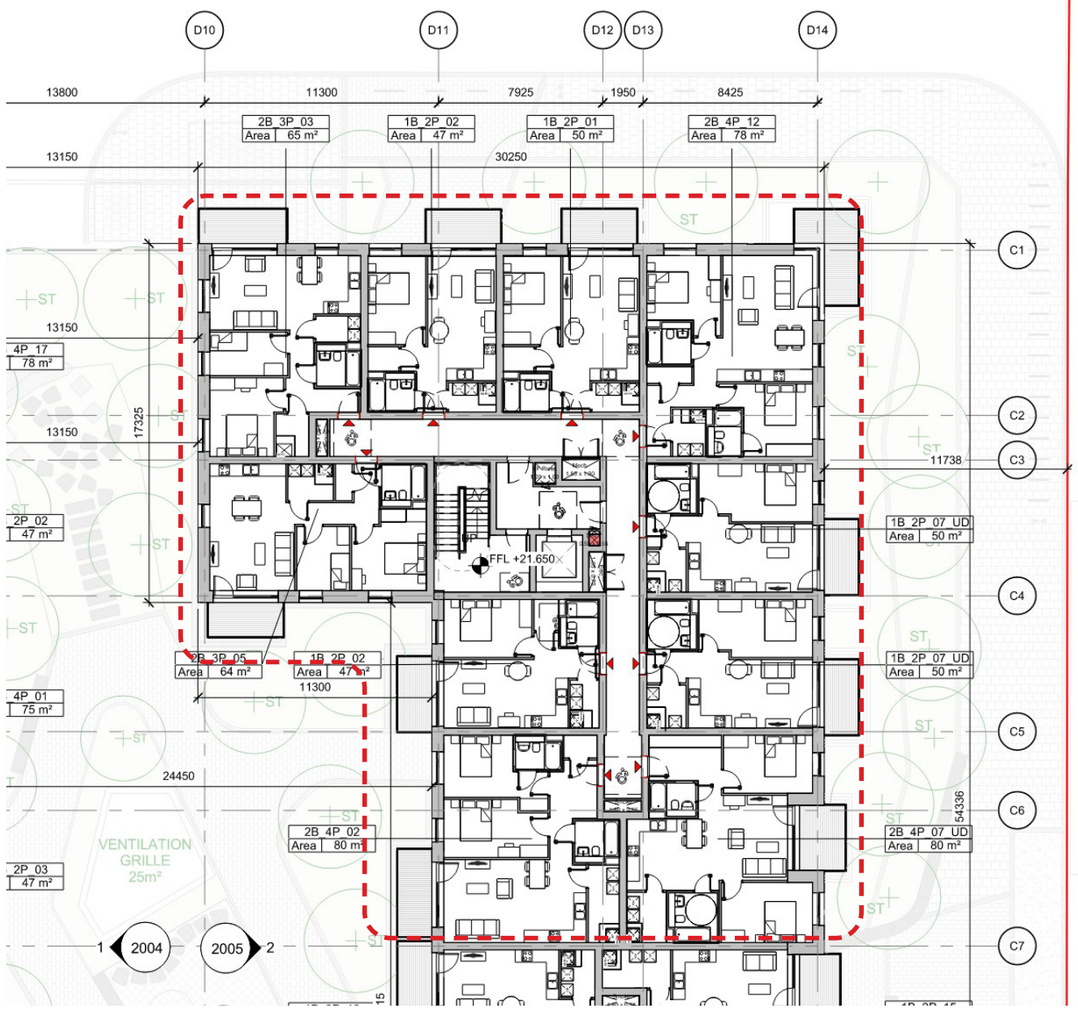
Block D3 North - Part V

Part V Units

Block D3 North - Third Floor Plan



Block D3 North - Fourth Floor Plan

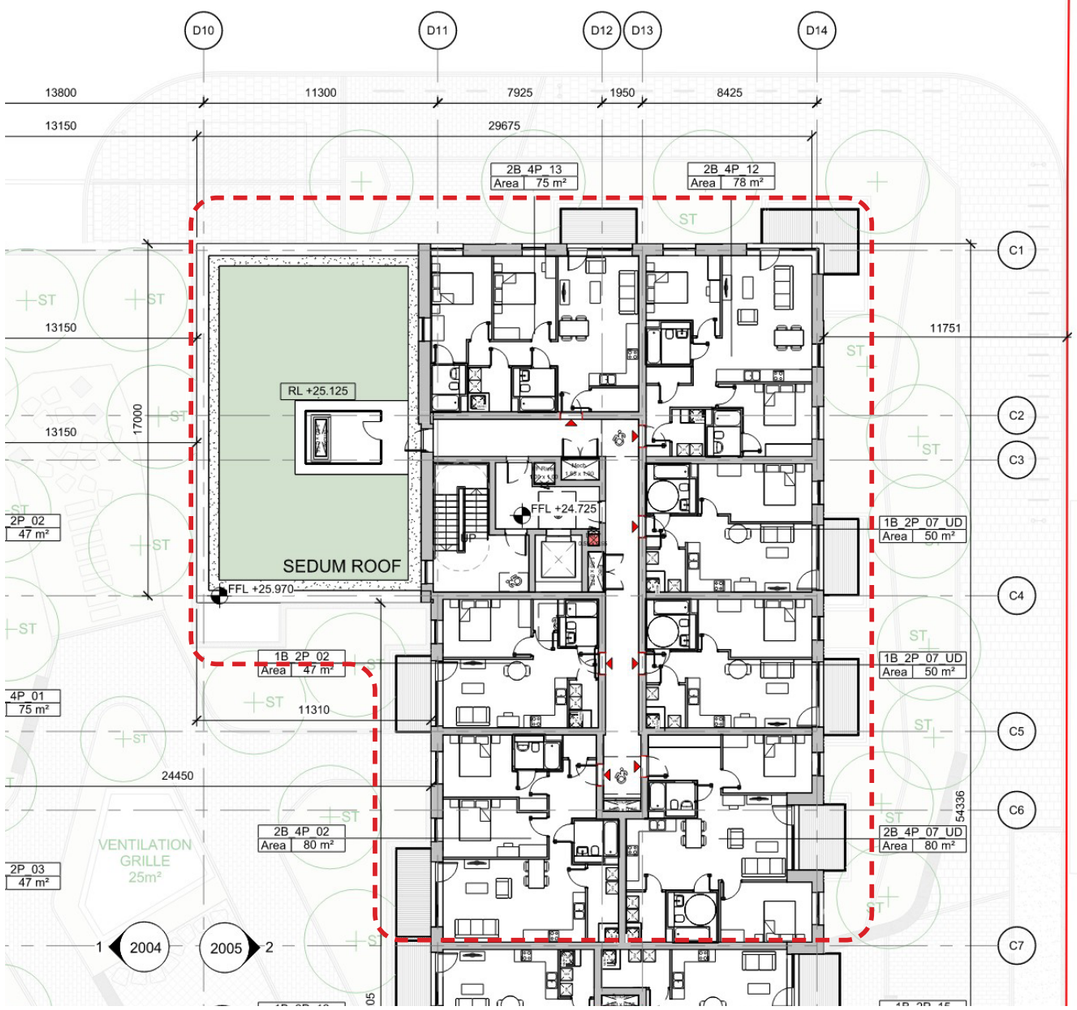


4.3 PART V

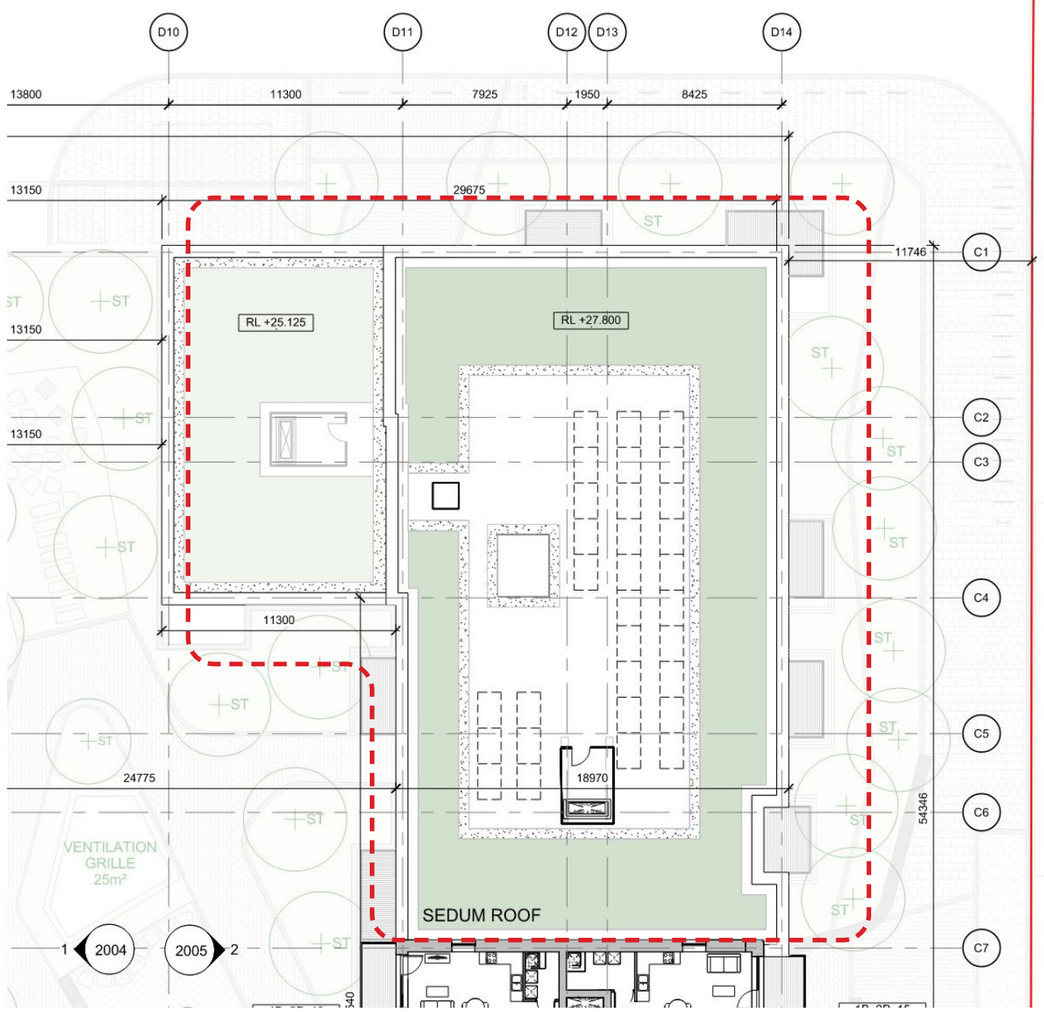
Block D3 North - Part V

Part V Units

Block D3 North - Fifth Floor Plan



Block D3 North - Roof Plan



4.4 PART V

1.3 Block D3 North - Unit Mix/Area Schedule

BLOCK D3_NORTH																	
	STUDIO	1B2P	1B2P_UD	2B3P	2B4P	2B4P_UD	3B5P	TOTAL UNITS	DUAL ASPECT	10% overs	RESI GROSS	NET	BOH	ANCILLARY	RETAIL/ CRECHE	TOTAL GROSS	% EFFICIENCY
Level 0	0	0	3	0	1	1	0	5	1	4	524	307	12	231	0	767	59%
Level 1	0	4	2	2	1	1	0	10	3	5	771	591				771	77%
Level 2	0	3	2	2	2	1	0	10	3	5	771	609				771	79%
Level 3	0	3	2	2	2	1	0	10	3	4	771	606				771	79%
Level 4	0	3	2	2	2	1	0	10	3	4	771	606				771	79%
Level 5	0	1	2	0	3	1	0	7	2	4	598	459				598	77%
TOTAL	**0**	**14**	**13**	**8**	**11**	**6**	**0**	**52**	**15**	**26**	**4,206**	**3,178**	**12**	**231**	**0**	**4,449**	**76%**
MIX	**0%**	**27%**	**25%**	**15%**	**21%**	**12%**	**0%**		**28.8%**	**50%**							

4.5 PART V

Block D3 North - Part V - Housing Quality Assessment

Level	Unit No.	Core	Classification	Type	Unit Size m2	Min Unit Size required m2	Unit Size > Min+10%	Dwelling Aspect	Orientation	Number of bedrooms	Living/ Kitchen room area provided m2	Living / Kitchen room area required m2	Aggregate bedroom area provided m2	Aggregate bedroom area required m2	Storage area provided in apartment m2*	Storage area required m2	Private terrace / balconies provided m2	Private terrace / balconies requried m2
Level 0	D3N.01	N	1 Bed (2p)	1B_2P_01_UD	49.5	45	YES	SINGLE	N	1	24.9	23	13.4	11.4	3.1	3	5	5
Level 0	D3N.02	N	2 Bed (4p)	2B_4P_12	77.6	73	NO	DUAL	N/E	2	30.7	30	22.9	24.4	6.6	6	6	7
Level 0	D3N.03	N	1 Bed (2p)	1B_2P_07_UD	49.6	45	YES	SINGLE	E	1	23.5	23	14.7	11.4	3	3	5	5
Level 0	D3N.04	N	1 Bed (2p)	1B_2P_07_UD	49.6	45	YES	SINGLE	E	1	23.5	23	14.7	11.4	3	3	5	5
Level 0	D3N.05	N	2 Bed (4p)	2B_4P_07_UD	80.3	73	YES	SINGLE	E	2	36.2	30	24.8	24.4	6	6	6	7
Level 1	D3N.06	N	2 Bed (3p)	2B_3P_05	64.2	63	NO	DUAL	S/W	2	30.81	28	20.2	20.1	5.1	5	6	6
Level 1	D3N.07	N	2 Bed (3p)	2B_3P_03	65.3	63	NO	DUAL	N/W	2	31.8	28	20.5	20.1	5	5	6	6
Level 1	D3N.08	N	1 Bed (2p)	1B_2P_02	46.5	45	NO	SINGLE	N	1	23.7	23	11.9	11.4	4.08	3	5	5
Level 1	D3N.09	N	1 Bed (2p)	1B_2P_01	49.5	45	YES	SINGLE	N	1	26.7	23	11.9	11.4	4.1	3	5	5
Level 1	D3N.10	N	2 Bed (4p)	2B_4P_12	77.6	73	NO	DUAL	N/E	2	30.7	30	22.9	24.4	6.6	6	6	7
Level 1	D3N.11	N	1 Bed (2p)	1B_2P_07_UD	49.6	45	YES	SINGLE	E	1	23.5	23	14.7	11.4	3	3	5	5
Level 1	D3N.12	N	1 Bed (2p)	1B_2P_07_UD	49.6	45	YES	SINGLE	E	1	23.5	23	14.7	11.4	3	3	5	5
Level 1	D3N.13	N	2 Bed (4p)	2B_4P_07_UD	80.3	73	YES	SINGLE	E	2	36.2	30	24.8	24.4	6	6	6	7
Level 1	D3N.14	N	1 Bed (2p)	1B_2P_04	61.5	45	YES	SINGLE	W	1	32.9	23	16.7	11.4	4.8	3	5	5
Level 1	D3N.15	N	1 Bed (2p)	1B_2P_02	46.5	45	NO	SINGLE	W	1	23.7	23	11.9	11.4	4.08	3	5	5
Level 2	D3N.16	N	2 Bed (3p)	2B_3P_05	64.2	63	NO	DUAL	S/W	2	30.81	28	20.2	20.1	5.1	5	6	6
Level 2	D3N.17	N	2 Bed (3p)	2B_3P_03	65.3	63	NO	DUAL	N/W	2	31.8	28	20.5	20.1	5	5	6	6
Level 2	D3N.18	N	1 Bed (2p)	1B_2P_02	46.5	45	NO	SINGLE	N	1	23.7	23	11.9	11.4	4.08	3	5	5
Level 2	D3N.19	N	1 Bed (2p)	1B_2P_01	49.5	45	YES	SINGLE	N	1	26.7	23	11.9	11.4	4.1	3	5	5
Level 2	D3N.20	N	2 Bed (4p)	2B_4P_12	77.6	73	NO	DUAL	N/E	2	30.7	30	22.9	24.4	6.6	6	6	7
Level 2	D3N.21	N	1 Bed (2p)	1B_2P_07_UD	49.6	45	YES	SINGLE	E	1	23.5	23	14.7	11.4	3	3	5	5
Level 2	D3N.22	N	1 Bed (2p)	1B_2P_07_UD	49.6	45	YES	SINGLE	E	1	23.5	23	14.7	11.4	3	3	5	5
Level 2	D3N.23	N	2 Bed (4p)	2B_4P_07_UD	80.3	73	YES	SINGLE	E	2	36.2	30	24.8	24.4	6	6	6	7
Level 2	D3N.24	N	2 Bed (4p)	2B_4P_02	80.3	73	YES	SINGLE	W	2	35.4	30	26.1	24.4	6.5	6	6	7
Level 2	D3N.25	N	1 Bed (2p)	1B_2P_02	46.5	45	NO	SINGLE	W	1	23.7	23	11.9	11.4	4.08	3	5	5
Level 3	D3N.26	N	2 Bed (3p)	2B_3P_05	64.2	63	NO	DUAL	S/W	2	30.81	28	20.2	20.1	5.1	5	6	6
Level 3	D3N.27	N	2 Bed (3p)	2B_3P_03	65.3	63	NO	DUAL	N/W	2	31.8	28	20.5	20.1	5	5	6	6
Level 3	D3N.28	N	1 Bed (2p)	1B_2P_02	46.5	45	NO	SINGLE	N	1	23.7	23	11.9	11.4	4.08	3	5	5
Level 3	D3N.29	N	1 Bed (2p)	1B_2P_02	46.5	45	NO	SINGLE	N	1	23.7	23	11.9	11.4	4.08	3	5	5
Level 3	D3N.30	N	2 Bed (4p)	2B_4P_12	77.6	73	NO	DUAL	N/E	2	30.7	30	22.9	24.4	6.6	6	6	7
Level 3	D3N.31	N	1 Bed (2p)	1B_2P_07_UD	49.6	45	YES	SINGLE	E	1	23.5	23	14.7	11.4	3	3	5	5
Level 3	D3N.32	N	1 Bed (2p)	1B_2P_07_UD	49.6	45	YES	SINGLE	E	1	23.5	23	14.7	11.4	3	3	5	5
Level 3	D3N.33	N	2 Bed (4p)	2B_4P_07_UD	80.3	73	YES	SINGLE	E	2	36.2	30	24.8	24.4	6	6	6	7
Level 3	D3N.34	N	2 Bed (4p)	2B_4P_02	80.3	73	YES	SINGLE	W	2	35.4	30	26.1	24.4	6.5	6	6	7
Level 3	D3N.35	N	1 Bed (2p)	1B_2P_02	46.5	45	NO	SINGLE	W	1	23.7	23	11.9	11.4	4.08	3	5	5
Level 4	D3N.36	N	2 Bed (3p)	2B_3P_05	64.2	63	NO	DUAL	S/W	2	30.81	28	20.2	20.1	5.1	5	6	6
Level 4	D3N.37	N	2 Bed (3p)	2B_3P_03	65.3	63	NO	DUAL	N/W	2	31.8	28	20.5	20.1	5	5	6	6
Level 4	D3N.38	N	1 Bed (2p)	1B_2P_02	46.5	45	NO	SINGLE	N	1	23.7	23	11.9	11.4	4.08	3	5	5
Level 4	D3N.39	N	1 Bed (2p)	1B_2P_02	46.5	45	NO	SINGLE	N	1	23.7	23	11.9	11.4	4.08	3	5	5
Level 4	D3N.40	N	2 Bed (4p)	2B_4P_12	77.6	73	NO	DUAL	N/E	2	30.7	30	22.9	24.4	6.6	6	6	7
Level 4	D3N.41	N	1 Bed (2p)	1B_2P_07_UD	49.6	45	YES	SINGLE	E	1	23.5	23	14.7	11.4	3	3	5	5
Level 4	D3N.42	N	1 Bed (2p)	1B_2P_07_UD	49.6	45	YES	SINGLE	E	1	23.5	23	14.7	11.4	3	3	5	5
Level 4	D3N.43	N	2 Bed (4p)	2B_4P_07_UD	80.3	73	YES	SINGLE	E	2	36.2	30	24.8	24.4	6	6	6	7
Level 4	D3N.44	N	2 Bed (4p)	2B_4P_02	80.3	73	YES	SINGLE	W	2	35.4	30	26.1	24.4	6.5	6	6	7
Level 4	D3N.45	N	1 Bed (2p)	1B_2P_02	46.5	45	NO	SINGLE	W	1	23.7	23	11.9	11.4	4.08	3	5	5
Level 5	D3N.46	N	2 Bed (4p)	2B_4P_13	75	73	NO	DUAL	N/W	2	31.2	30	25.6	24.4	6.1	6	6	7
Level 5	D3N.47	N	2 Bed (4p)	2B_4P_12	77.6	73	NO	DUAL	N/E	2	30.7	30	22.9	24.4	6.6	6	6	7
Level 5	D3N.48	N	1 Bed (2p)	1B_2P_07_UD	49.6	45	YES	SINGLE	E	1	23.5	23	14.7	11.4	3	3	5	5
Level 5	D3N.49	N	1 Bed (2p)	1B_2P_07_UD	49.6	45	YES	SINGLE	E	1	23.5	23	14.7	11.4	3	3	5	5
Level 5	D3N.50	N	2 Bed (4p)	2B_4P_07_UD	80.3	73	YES	SINGLE	E	2	36.2	30	24.8	24.4	6	6	6	7
Level 5	D3N.51	N	2 Bed (4p)	2B_4P_02	80.3	73	YES	SINGLE	W	2	35.4	30	26.1	24.4	6.5	6	6	7
Level 5	D3N.52	N	1 Bed (2p)	1B_2P_02	46.5	45	NO	SINGLE	W	1	23.7	23	11.9	11.4	4.08	3	5	5
	52				3178.3	2960	26	15		77							5.5	
					61.1		50%	29%										

5.0 CGIs

05 CGIs

Aerial View of Stapolin Square



05 CGIs

View of Block D Courtyard



05 CGIs

Block D viewed from Top of Stapolin Square



05 CGIs

Aerial View of Stapolin Square



05 CGIs

Block D viewed from north



05 CGIs

View of Stapolin Square & Block D



05 CGIs

View of South East corner of Block A - looking along Longfield Road



6.0 Response to LRD Opinion

06 Architect's Response to LRD Opinion

		FCC Opinion Items	Response/Action
1. Planning			
3		The applicant shall provide a comprehensive strategy and details (including a map with markup and details) for the temporary childcare provision until the permanent creche is construction and operational. Details of the creche spaces to link clearly with the phasing/construction strategy for the site and identify that there is no shortfall in creche spaces during the build out of the development prior to the delivery of the permanent creche facility.	Please refer to Section 1.5 of the Architectural Design Statement, which shows the proposed creche provision for the Stapolin master plan, linked with the proposed construction phasing.
5		Applicant advised to address the management and maintenance of proposed communal heating system in any future application including a noise impact assessment to address noise arising from same.	At LRD Opinion Stage, the scheme made provision for a Communal Central heating system. Efficiency, Costs, DEAP and Taxonomy Compliance, Spacial Requirements and Carbon emissions were compared for 4 different heating and energy systems for the scheme. Concluding this detailed project energy and heating analysis, the A and D block will proceed with a decentralised heating system. The central heating plant in the undercroft of the podium and on the roof of Block A1 has been removed from the proposal, as such it is assumed that the need for a noise impact assessment to address noise will not be required. Heating will be provided by a decentralised system and will include individual heat pumps located in each unit. An area of approximately 0.8m2 is included within each unit for heat pumps, separate to the storage provision.
7		The Development Plan promotes the integration of Universal Design in new development. In addition, 30% of new Part V units must be fully accessible and built with a universal design approach in accordance with Objective SPQHO22. Furthermore, 10% of all units proposed must be designed as age friendly accommodation, in accordance with Objective DMSO37, and evidence supplied with the application (e.g. a completed 'Age Friendly Homes Rating Checklist').	Universal Design Units - 35% of Part V units within the planning amendment are proposed to be universal design. Age Friendly Homes - The "Age Friendly Homes Checklist", has been completed for all units. All units achieve a rating of 70/100 or better. A rating of 65/100 is considered an age friendly home. Please refer to Section 3.8 of the Architectural Design Statement and the Part V Report. See Appendix I for Age Friendly Homes

		FCC Opinion Items	Response/Action
8		Any application shall be accompanied by the following:	
	a	A comprehensive phasing plan for the development	A Phasing Plan has been provided. Please refer to Section 1.5 of the Architectural Design Statement
	b	A schedule of accommodation and associated drawings which demonstrates that all residential units comply with relevant standards set out in the Fingal County Development Plan 2023-2029, and the 'Planning Design Standards for Apartments' Guidelines (2025).	Please refer to Schedules below for HQA for all units. SCH P 1910 BLOCK A1 NORTH HQA, SCH P 1911 BLOCK A1 SOUTH HQA, SCH P 1912 BLOCK A2 NORTH HQA, SCH P 1913 BLOCK A2 SOUTH HQA, SCH P 1914 BLOCK A3 NORTH HQA, SCH P 1915 BLOCK A3 SOUTH HQA, SCH P 1916 BLOCK D1 NORTH HQA, SCH P 1917 BLOCK D1 SOUTH HQA, SCH P 1918 BLOCK D2 NORTH HQA, SCH P 1919 BLOCK D2 SOUTH HQA, SCH P 1920 BLOCK D3 NORTH HQA, SCH P 1921 BLOCK D3 SOUTH HQA,
	d	Drawings and exact details of all areas proposed to be taken in charge by the Planning Authority following completion of development. Any taking in charge proposal associated with the square/undercroft car parking would need to be aggregable with the Planning Authority in advance	Refer to Architects Drawings STAP-HJL-AD-B1-DR-A-1040, STAP-HJL-AD-B1-DR-A-1041. Refer also to Section 2.2 Architectural Design Statement
	f	A clear public open space drawing is required showing overall provision.	A drawing for the master plan Public Open Space has been provided. The strategy for Public Open Space has not changed in this amendment. Refer to Section 3.4 of the Architectural Design Statement. It should be noted that the permitted scheme includes public open space above a permitted podium carpark and the strategy remains the same.
	g	New location of gym to be identified on drawings	Refer to Architects Drawings STAP-HJL-A-00-DR-A-1010-00 - PROPOSED GROUND FLOOR PLAN - BLOCK A. Refer also to Section 2.5 in the Architectural Design Statement

		FCC Opinion Items	Response/Action
3. Transportation			
11	a	If necessary, a proposed taking in charge drawing should be provided, that takes cognisance of the location of public services such as streetlighting and surface/stormwater drainage; and also of the requirement for EV charging infrastructure	Refer to Architects Drawings STAP-HJL-AD-B1-DR-A-1040, STAP-HJL-AD-B1-DR-A-1041. Refer also to Section 2.2 Architectural Design Statement
	b	All areas proposed for taking-in-charge should meet the standards of the Councils Taking in Charge Policy and Specifications.	All standards are proposed to be met, except for Public Lighting where an alternative, more cost effective and ecologically sensitive solution has been proposed for consideration.
12		The proposed development should consider Section 14.17.10 of the FDP 2023-2029 which states:	
	a	All multi-unit residential developments shall incorporate EV charging points at 20% of the proposed parking spaces and appropriate infrastructure (e.g. ducting) to allow for future fit out of a charging point at all parking spaces.	60 out of 299 (20%) Residential car parking spaces are proposed to be EV charging, with ducting provided to the remainder. Refer to Architectural Drawings STAP-HJL-A-00-DR-A-1010-00 - PROPOSED GROUND FLOOR PLAN - BLOCK A STAP-HJL-D-00-DR-A-1020-00 - PROPOSED GROUND FLOOR PLAN - BLOCK D
	b	Non-residential development shall be required to provide functioning EV charging points at a minimum of 10% of all spaces and all other spaces shall incorporate appropriate infrastructure (ducting) to allow for future fit out of a charging point at all spaces. Publicly accessible EV parking spaces should be clearly marked and be capable of communicating usage data with the National Charge Point Management System. EV parking spaces for accessible spaces should also be included in the development where these exist.	6 out of 42 Commercial car parking spaces are proposed to be EV charging, with ducting provided to the remainder. Refer to Architectural Drawings STAP-HJL-A-00-DR-A-1010-00 - PROPOSED GROUND FLOOR PLAN - BLOCK A

		FCC Opinion Items	Response/Action
4. Parks and Landscaping			
1	a	A clear drawing and statement of the delivery of Public Open Space is required. This report should address overall Public Open Space provision, provide a comprehensive overall drawing/masterplan.	A drawing for the master plan Public Open Space has been provided. The strategy for Public Open Space has not changed in this amendment. Refer to Section 3.4 of the Architectural Design Statement. It should be noted that the permitted scheme includes public open space above a permitted podium carpark and the strategy remains the same.
	b	Comprehensive details regarding the delivery of the Haggard Park is specifically required.	Refer to Section 3.4 Architectural Design Statement. The Haggard Park was granted under a separate application F16A/0412 ABP Reg. Ref. 248970 (as amended), and is not relevant to this
	c	It should be noted the landscaped area which is proposed on top of the roof of a car park is not considered a part of the Public Open Space provision.	The Permitted Scheme Reg Ref SHD.011.20 as amended includes the area above the car park as part of the Open Space provision.
2		A clear statement and plan of the overall play provision for the Stapolin development and for this particular site should be provided based on the number of units in accordance with Development Plan requirements	Please refer to Section 3.5 of the Architectural Design Statement for the master plan play provision and refer to Landscape Architect Design Statement for details of Play Provision within planning
3		For clarity purposes, no landscaped elements including Stapolin Square will be considered to be taken in charge by Fingal County Council. In this regard, full details of the private management and maintenance of this area should be provided. A taking in charge drawing clearly indicating that this area shall be privately managed is required.	Refer to Architects Drawings STAP-HJL-AD-B1-DR-A-1040, STAP-HJL-AD-B1-DR-A-1041. Refer also to Section 2.2 Architectural Design Statement
4		A detailed Landscape Plan should be provided detailing: services, public lighting and undercroft car-parking.	A coordinated landscape and arctitectural layout is provided Refer to Architects General arrangement drawings.
5	a	Additional sections are required in relation to Stapolin Square to specifically include the undercroft car parking element. The proposed constructed tree pits and rain gardens should be clearly shown.	Additional Architectural sections are provided. Refer STAP-HJL-D-ZZ-DR-A-3002-STAP SQ - PROPOSED SECTION 01
	b	Sections are required in relation to the western boundary in order to understand how it is well overlooked and can be accessed for maintenance (e.g. litter	Additional Architectural sections are provided. Refer STAP-HJL-D-ZZ-DR-A-3000 to 3003

Thank you