6.0 Transport / Mobility

Car parking provision

Refer to DBFL Transport Report for full details on car parking provision and allocations.

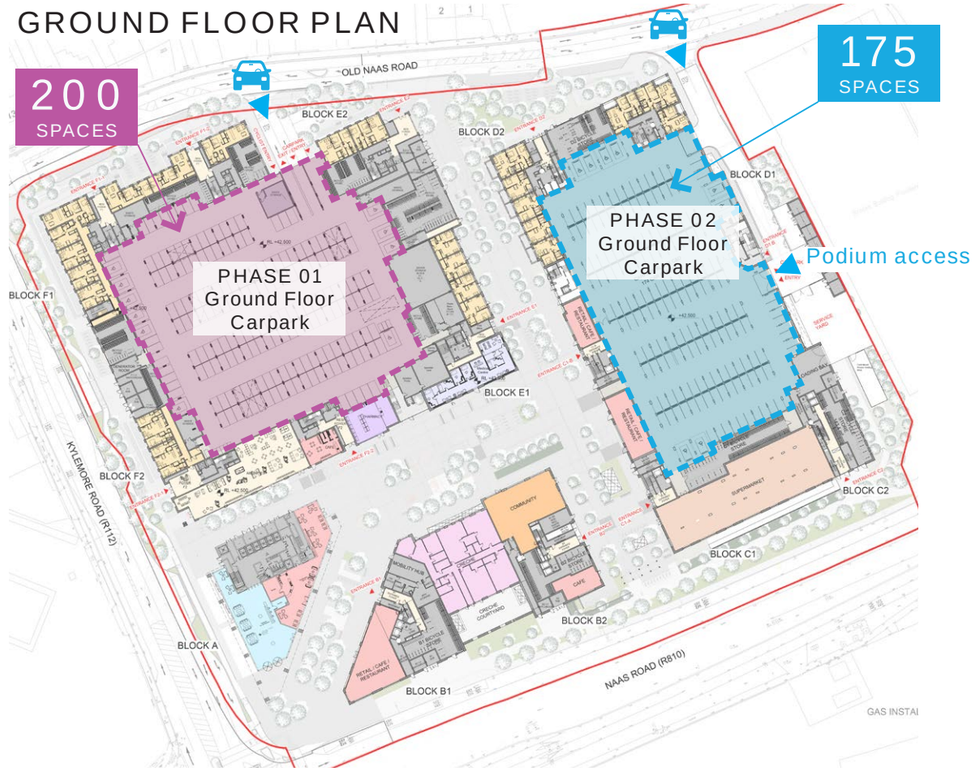
The carparking strategy is to

- provide a residential parking ratio of 0.5 across the entire site.
- maintain spaces for visitor car parking, servicing, maintenance, drop-off largely as permitted.
- maintain as permitted the spaces allocated to commercial office use.

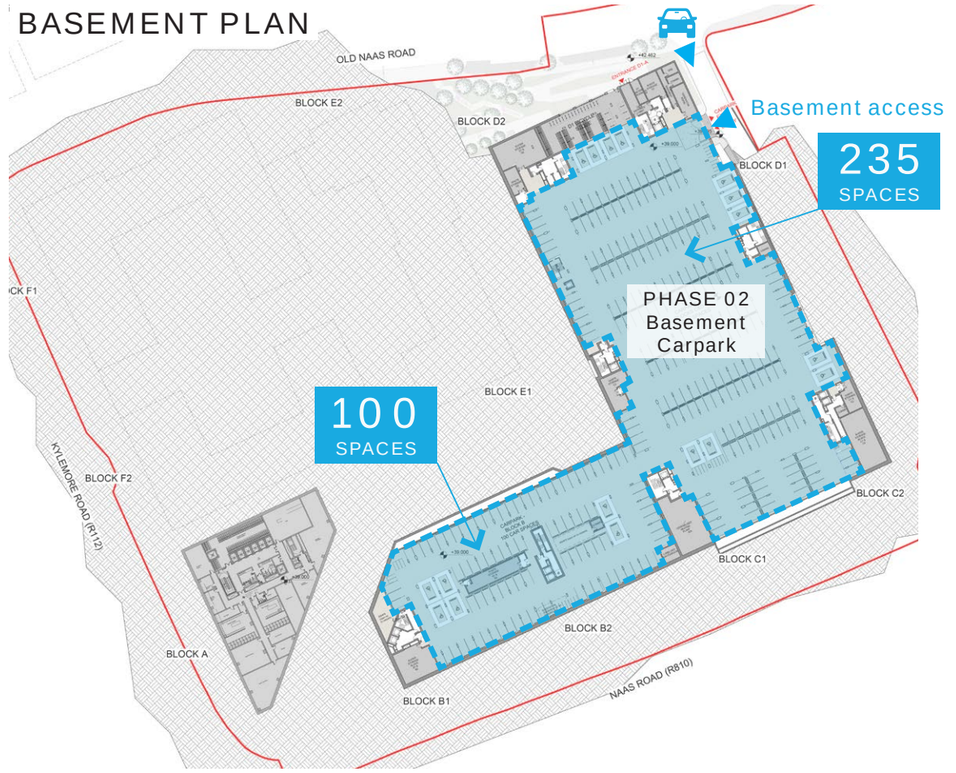
Vehicular access is organised from the Old Naas Road. Two separate access and egress points are provided to car parking areas - one serving Phase 01 and one serving Phase 02.

The access road east of Block D1 provides access to the two levels of parking in Phase 02: the basement and podium. A loading yard serving the supermarket and centralised waste collection area is located behind a secure barrier to separate public from service uses.

GROUND FLOOR PLAN

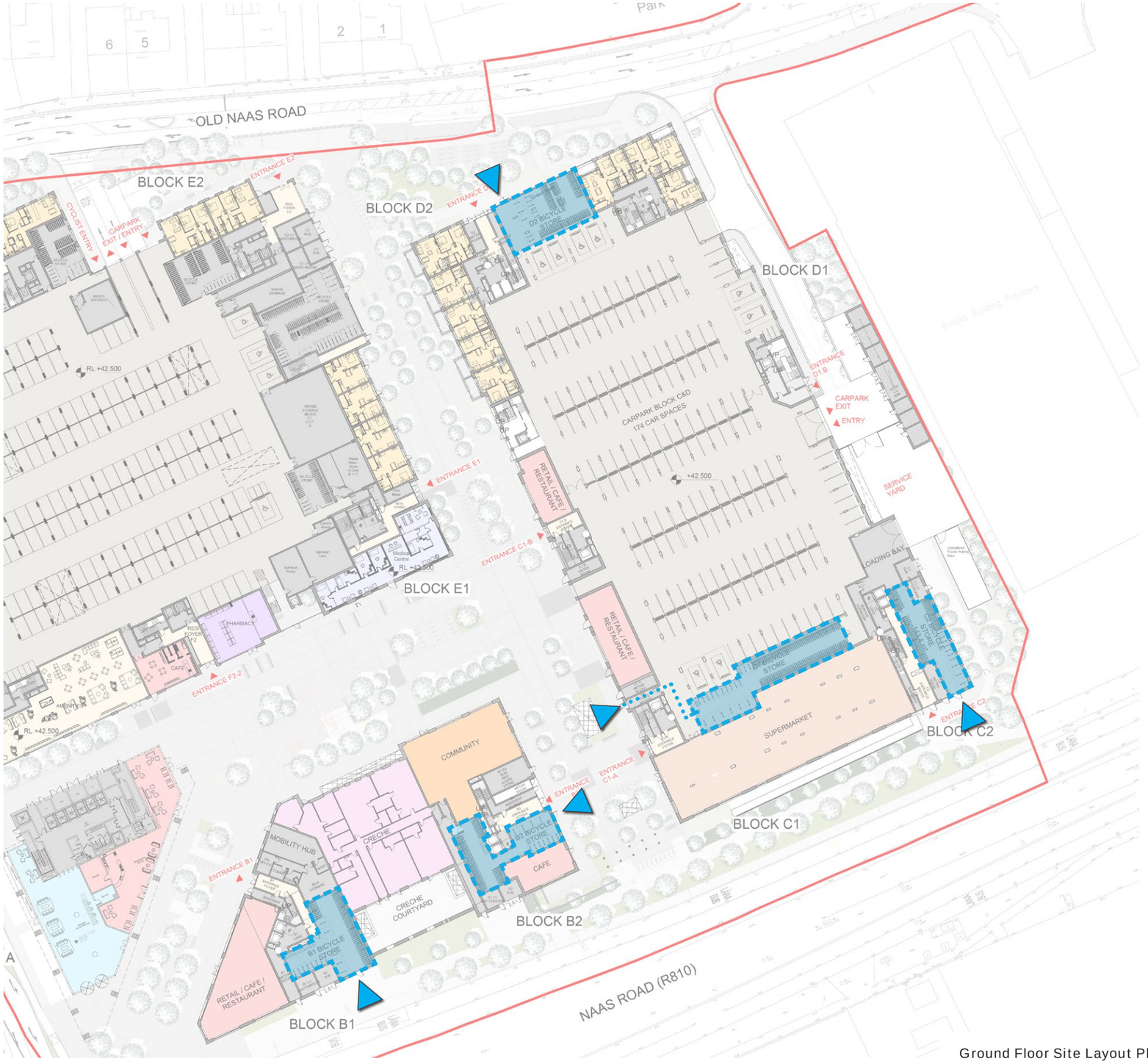


BASEMENT PLAN



Long stay cycle parking stores

GROUND FLOOR



Ground Floor Site Layout Plan

Refer to DBFL Transport Report for full details on cycle parking provision and allocations.

Bicycle stores include a mix of two-tier racks, sheffield stands and cargo bike spaces. 1 secure cycle parking space is provided per residential bedroom for residents.

RESIDENTIAL LONG-STAY CYCLE PARKING PROVISION

	REQUIREMENT	PROVISION				
	1 cycle space per bedroom	Two-tier	Wall Mounted	Sheffield	Cargo	TOTAL
	#	85%		10%	5%	#
BLOCK B1	145	112	11	15	7	145
BLOCK B2	144	116	6	14	8	144
BLOCK C1	250	212	0	26	12	250
BLOCK C2	135	114	0	15	6	135
BLOCK D1	212	180	0	21	11	212
BLOCK D2	118	100	0	12	6	118
TOTALS	**1004**	**851**		**103**	**50**	**1004**

Phase 2

Units	Beds	Cycle spaces
635	1004	1004

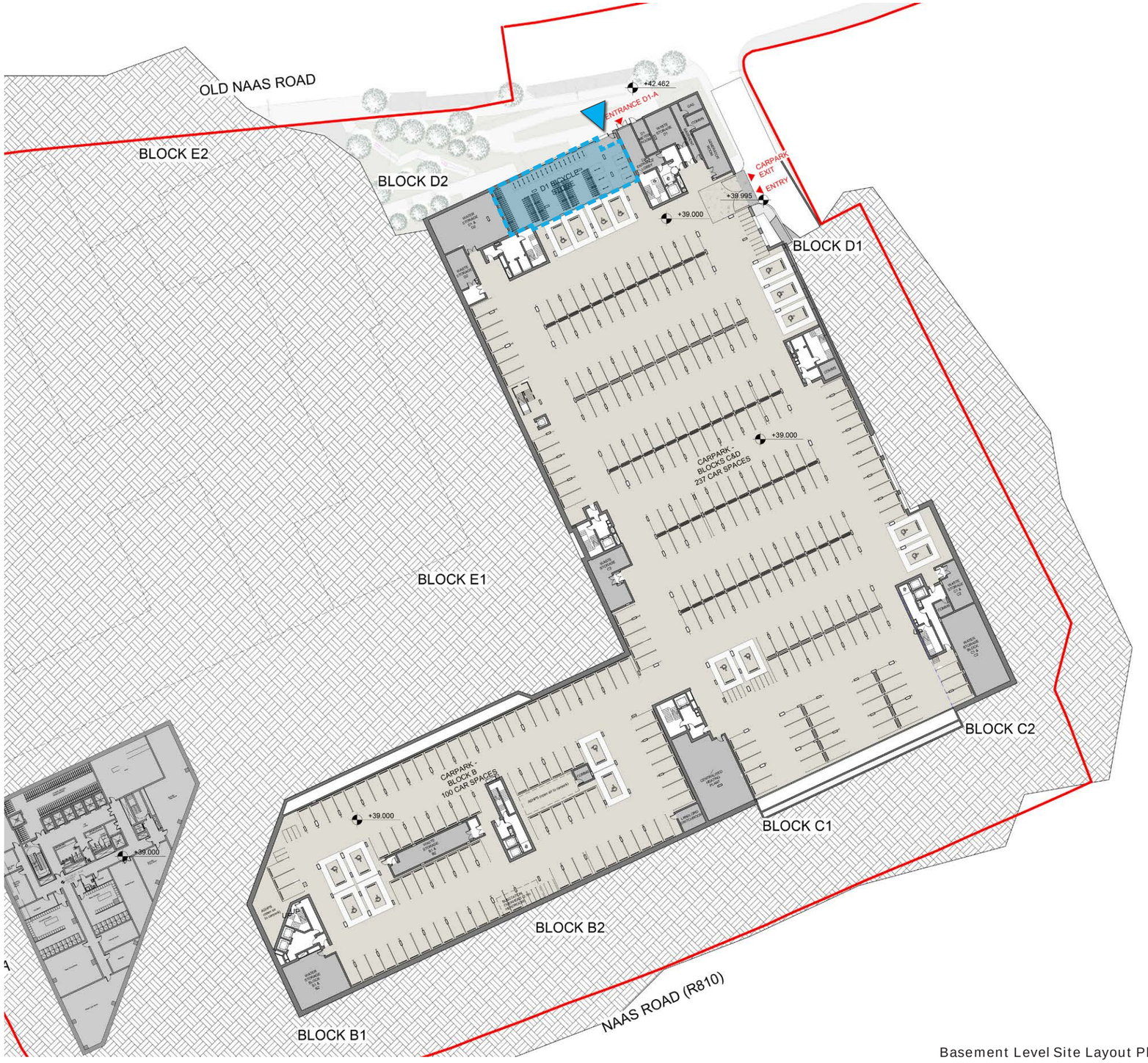
CYCLE STORE LOCATIONS

CYCLE STORE ACCESS POINT

Bicycle stores with E-Bike charging facilities will be provided with charging points.

Long stay cycle parking stores

BASEMENT



CYCLE STORE LOCATIONS

CYCLE STORE ACCESS POINT

Bicycle stores with E-Bike charging facilities will be provided with charging points.

Basement Level Site Layout Plan

Residential (Private) Mobility Hub

A residential private mobility hub is proposed at ground floor of Block B1.

Visibility & Accessibility

- Located in prominent well-lit highly accessible location.
- Clear branded signage (at Hub) and wayfinding to find hub.
- Hub meets / compatible with Part M accessibility requirements.
- Information on what the hub is at the site / unit and in the community it serves.

Choice of Sustainable Modes and Ease of Use

- Bike share / pool (including shared e-bikes and cargo/ trailer bikes) stored within the hub.
- Located close to Public Transport Interchanges (LUAS & BUS) with linking signage / wayfinding measures.

Safety / Security

- Co-located beside Facilities Management Office.
- CCTV.
- Prominent area with passive surveillance.

Practical Facilities provided

- Package delivery lockers
- Bike repair stand / pump
- Vending machine opportunity
- Mobility Management Plan Noticeboard
- Social Noticeboard

Ground Floor Plan



MOBILITY HUB LOCATION

7.0 Other Site Strategies

Apartment Quality



APARTMENT QUALITY

All apartments comply with the Planning Design Standards For Apartments Guidelines For Planning Authorities, 2025. All units meet or exceed minimum standards.

SUNLIGHT

Buildings along the Naas Road are positioned so as to maximise sunlight penetration to the main plaza and external amenity areas.

As detailed in the OCSC Daylight & Sunlight report, the external amenity space provided in the development shows compliance with BRE Guide 3rd Edition (BR209) recommendations, with more than 50% of the total amenity space receiving more than 2 hours of sunlight on March 21st test day.

DAYLIGHT

The OCSC analysis confirms that the majority of internal rooms not only meet but greatly exceed the recommendations outlined within the Third Edition of BRE guide (BR209): 99.3% for Criterion 1 and 96.9% for Criterion 2 within the proposed development has been achieved.

Throughout the development, comfortable and desirable spaces have been designed to enhance the opportunity for improved daylight levels and extensive glazing to every room enabling deep daylight penetration and providing enhanced views to landscaped open spaces.

Apartments that would otherwise be north-facing instead face north-east or north-west. No apartment faces due north and there are no single aspect north-facing units.

DUAL ASPECT

33.5% of units are Dual Aspect.

Oversized dwellings & UD Homes



10% OVERS

The proportion of units in the scheme exceeding the minimum sizes by +10% or more is 25.4%, exceeding the minimum the target of 25% defined in the Planning Design Standards for Apartments Guidelines for Planning Authorities, 2025.

The plan diagram delineates the positions of these apartments on a standard floor level.

UD HOMES

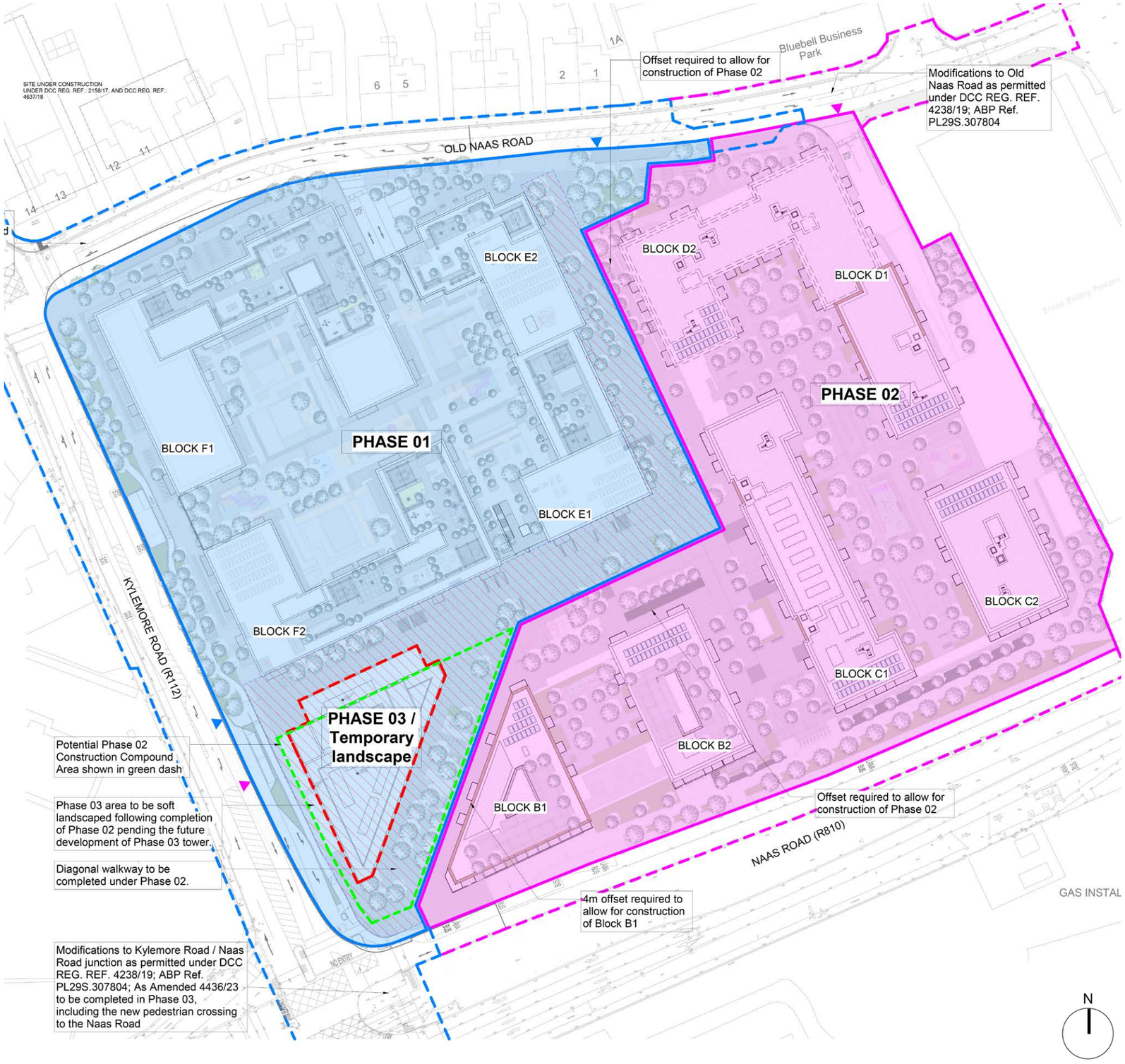
In accordance with the Housing Options for an Aging Population Policy Statement 2019, 50% of the apartments that exceed the minimum size should be designed following the guidance set out in the Universal Design Guidelines for Homes in Ireland 2015. This ensures they are suitable for older people, those with mobility impairments, people living with dementia, and individuals with disabilities.

A total of 80 of the 635 units (12.6%), or 80 of the 159 minimun oversized apartments (50%), are designed to Universal Design standards.

+10% Units

* Universal Design Units

Development Phasing



In order to facilitate the safe and efficient construction of Phase 02, it is necessary to retain the Phase 03 site area within the Phase 02 hoarding line for the duration of the Phase 02 works. Without access to this adjoining area, the construction of Phase 02 would be significantly constrained, particularly in terms of site access, servicing, material deliveries, and the provision of a site compound and welfare facilities. The inclusion of the Phase 03 lands within the Phase 02 hoarding line enables two construction access points to be accommodated, one from Old Naas Road and one from Kylemore Road, while also providing the operational space necessary to support site compound and welfare facilities and to ensure the practical delivery of Phase 02.

The Phase 03 area will be soft landscaped following the completion of Phase 02, pending the future development of Phase 03 Tower.

The total public open space to be provide under Phase 01 measures 5440m2.

- Phase 01
- Phase 02
- Phase 01 - Site Entry/Exit
- Phase 02 - Site Entry/Exit
- Phase 03 area to be soft landscaped following the completion of Phase 01 - 02, pending the future development of Phase 03 Tower.
- Potential Phase 02 Construction Compound Area
- Phase 01 - road works
- Phase 02 - road works

Phasing Plan - Proposed Amendment

Waste Storage

PROPOSED - BLOCKS B1, B2, C1, C2, D1 & D2

BASEMENT - LOCATIONS & CAPACITY PROPOSED AMENDMENT



As part of the Phase 2 Amendment Application a full review of waste store capacity and locations was carried out with AWN providing specialist advice and design review of the waste strategy, waste store design and bin numbers.

The waste collection strategy and bin store capacity is based on a twice-weekly collection frequency. The proposed residential waste stores are located in the basement as illustrated in the plan opposite.

Facilities management will move the bins to a centralised waste holding area for collection in the dedicated off-street area to the east of Block C2. Refer ground floor plan for location.

RESIDENTIAL WASTE STORES - TWICE WEEKLY COLLECTION

B1+B2: 14x1100L | 16x240L
C1: 11x1100L | 7x240L
C2: 8x1100L | 4x240L
D1: 9x1100L | 6x240L
D2 - 5x1100L | 3x240L

Proposed Phase 02 Residential Waste Stores

Waste Storage

PROPOSED - BLOCKS B1, B2, C1, C2, D1 & D2

GROUND FLOOR - LOCATIONS & CAPACITY PROPOSED AMENDMENT



CENTRALISED WASTE HOLDING

The waste holding area east of Block C2 will serve as the centralised collection point for all residential and non-residential waste.

The supermarket waste store is located within the supermarket loading bay.

Non-residential uses in Blocks B1 & B2 have access to a ground floor waste room, to avoid long travel to the centralised waste holding area. Facilities management will move the bins to the collection point as required.

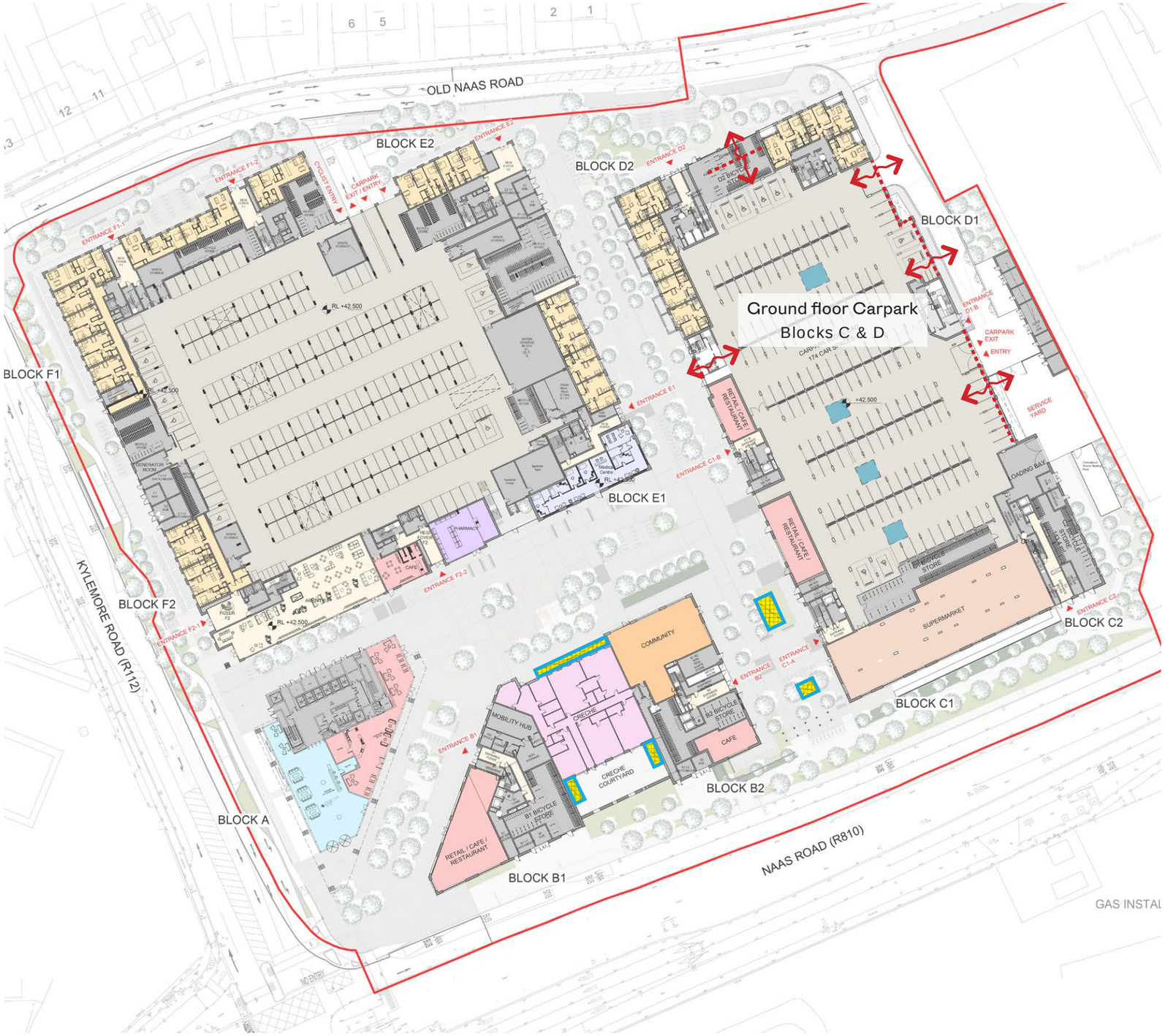
The Phase 02 centralised bin collection area will require space for 31 no. 1100L bins.

Non-resi waste store (Blocks B1 & B2)
8x 1100L bins | 2x 240L bins

Non-resi waste store (Blocks C1 & C2)
22x 1100L bins | 2x 240L bins

Carpark Ventilation

GROUND FLOOR



CARPARK VENTILATION STRATEGY

The ground floor carpark under the C & D blocks can achieve 5% natural ventilation, the majority of which is achieved through the facade, with two opes required at first floor podium.

The basement carparks target 2.5% natural ventilation with mechanical assistance. Booster fans will be required to ensure required air changes are met.

The 2023 amendment application did not properly address the ventilation requirements of the basement under Blocks B1 & B2. New ventilation opes are required in the public realm to meet the 2.5% target. These have been carefully integrated into the revised landscape design proposal.

	carpark area	ventilation target	ventilation requirement
Ground floor Blocks C & D	5300 sqm	5% natural	265 sqm
Basement Blocks C & D	6900 sqm	2.5% + boost	173 sqm
Basement Blocks B1 & B2	2800 sqm	2.5% + boost	70 sqm

LEGEND:

VENT OPE TO BELOW

VENT OPE OVERHEAD

VENT THROUGH FACADE

CARPARK VENTILATION

BASEMENT



BASEMENT VENTILATION

The basement under Block B1 and B2 will be ventilated via horizontal opes at ground floor level. These vents have been carefully integrated into the amended architectural and landscape design proposal.

The basement under the C and D blocks will be ventilated through vertical openings in the facade to the north, south and east and takes advantage of lower external ground levels at the locations identified on the plan opposite.

	carpark area	ventilation target	ventilation requirement
Ground floor Blocks C & D	5300 sqm	5% natural	265 sqm
Basement Blocks C & D	6900 sqm	2.5% + boost	173 sqm
Basement Blocks B1 & B2	2800 sqm	2.5% + boost	70 sqm

LEGEND:

- VENT OPE TO BELOW
- VENT OPE OVERHEAD
- VENT THROUGH FACADE

CARPARK VENTILATION

FIRST FLOOR



PODIUM VENTILATION

The ground floor podium carpark achieves the majority of it's required ventilation through vertical openings in the facade, primarily along the eastern elevation facing Brooks building providers.

Three horizontal ventilation opes are required in the C&D podium - these have been located to minimise the impact on the external resident's amenity space at first floor.

	carpark area	ventilation target	ventilation requirement
Ground floor Blocks C & D	5300 sqm	5% natural	265 sqm
Basement Blocks C & D	6900 sqm	2.5% + boost	173 sqm
Basement Blocks B1 & B2	2800 sqm	2.5% + boost	70 sqm

LEGEND:

VENT OPE TO BELOW

VENT OPE OVERHEAD

VENT THROUGH FACADE

8.0 Part V Apartments

PART V

It is proposed that the 123 units in Block D1 are provided as Part V units. This represents 10.2% of the 1198 total units proposed in the redevelopment of the Royal Liver Retail Park.

The primary entry for Block D1 is from the Old Naas Road. A second entry is provided to the secondary core on the east.

Cycle parking is provided at basement level directly accessible via a gentle ramp set within the landscape to the north of Block D1 along the Old Naas Road.

Waste storage is provided at basement level, directly adjacent the primary core.

LEGEND:

PART V APARTMENTS

BASEMENT SITE LAYOUT



GROUND FLOOR SITE LAYOUT



PART V

Residents of Block D1 have access to 2700m2 of first floor communal amenity spaces shared between blocks C1, C2, D1 & D2.

LEGEND:

PART V APARTMENTS

BLOCK D1 (PART V HOUSING)							**BLOCK D1 GROSS FLOOR AREAS (m2)**	
	STUDIO	**1BED**	**2BED**	**3BED**	**TOTAL UNITS**	**DUAL ASPECT**	**RESIDENTIAL**	**TOTAL GFA**
Basement	-	-	-	-	-	-	164	164
Level 0	0	1	2	0	3	2	402	402
Level 1	0	7	8	1	16	5	1434	1434
Level 2	0	6	8	2	16	5	1434	1434
Level 3	0	6	8	2	16	5	1434	1434
Level 4	0	6	8	2	16	5	1434	1434
Level 5	0	6	8	2	16	5	1434	1434
Level 6	0	6	8	2	16	5	1434	1434
Level 7	0	6	8	2	16	5	1434	1434
Level 8	0	3	5	0	8	4	672	672
Roof	-	-	-	-	0		-	-
TOTAL	**0**	**47**	**63**	**13**	**123**	**41**	**11276**	**11276**
MIX	**0%**	**38%**	**51%**	**11%**	**100%**	**33%**		

FIRST FLOOR SITE LAYOUT

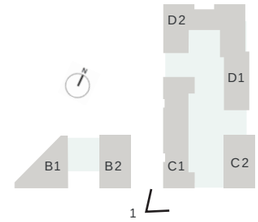


TYPICAL UPPER FLOOR SITE LAYOUT



9.0 LRD Opinion Responses

ITEM 1(A) NAAS ROAD FRONTAGE - MATERIALITY & DETAILING



The following section has been prepared by Henry J Lyons on behalf of our client, The Land Development Agency, in order to respond to relevant planning issues set out in the LRD opinion for the proposed amended planning scheme, DCC REG. REF. 4238/19; ABP Ref. PL29S.307804; Amendment 5050/26.

1 (a) The Applicant is requested to submit a revised materials palette for Blocks B1, B2, C1 and C2 along the Naas Road frontage. The Planning Authority is of the opinion that the current design has reduced the architectural definition of this frontage, resulting in elevations that appear flat and monolithic and lack sufficient depth and articulation.

The Design Statement should demonstrate how enhanced architectural detailing, material variation and a more considered use of brick tones can improve the visual quality of these key frontage buildings. (1 (b) is addressed from page 8 onwards).

The extant permitted scheme is characterised by a full height, building envelope wrap-around balcony framing system in two tones (black (B1) and 'Corten' steel (B2,C1,C2).

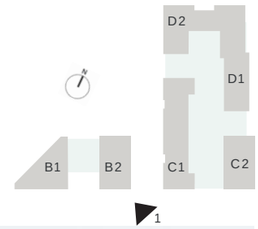
As part of the Phase 02 amendments, HJL has undertaken a comprehensive review of the facade design, considering the scheme as a whole. The facades must be considered as part of the overall development, delivering a high-quality architectural response while maintaining appropriate cost efficiency to support the viability of the project and the delivery of affordable purchase and cost-rental homes.

Refer to **Section 5.0 Facade and Materiality** for a detailed description of the design approach and proposed material strategy.



Blocks C1 & C2 South Facade

ITEM 1(A) NAAS ROAD FRONTAGE - MATERIALITY & DETAILING



The South Facade has a formal relationship with the Naas Road, which is a strategic national primary route.

We acknowledge the planning authorities concerns regarding the previously submitted material and share the aspiration to ensure a strong building line with a clearly defined architectural expression.

We have sought to improve both the design of the elevation and the quality and clarity of the presentation material supporting the submission.

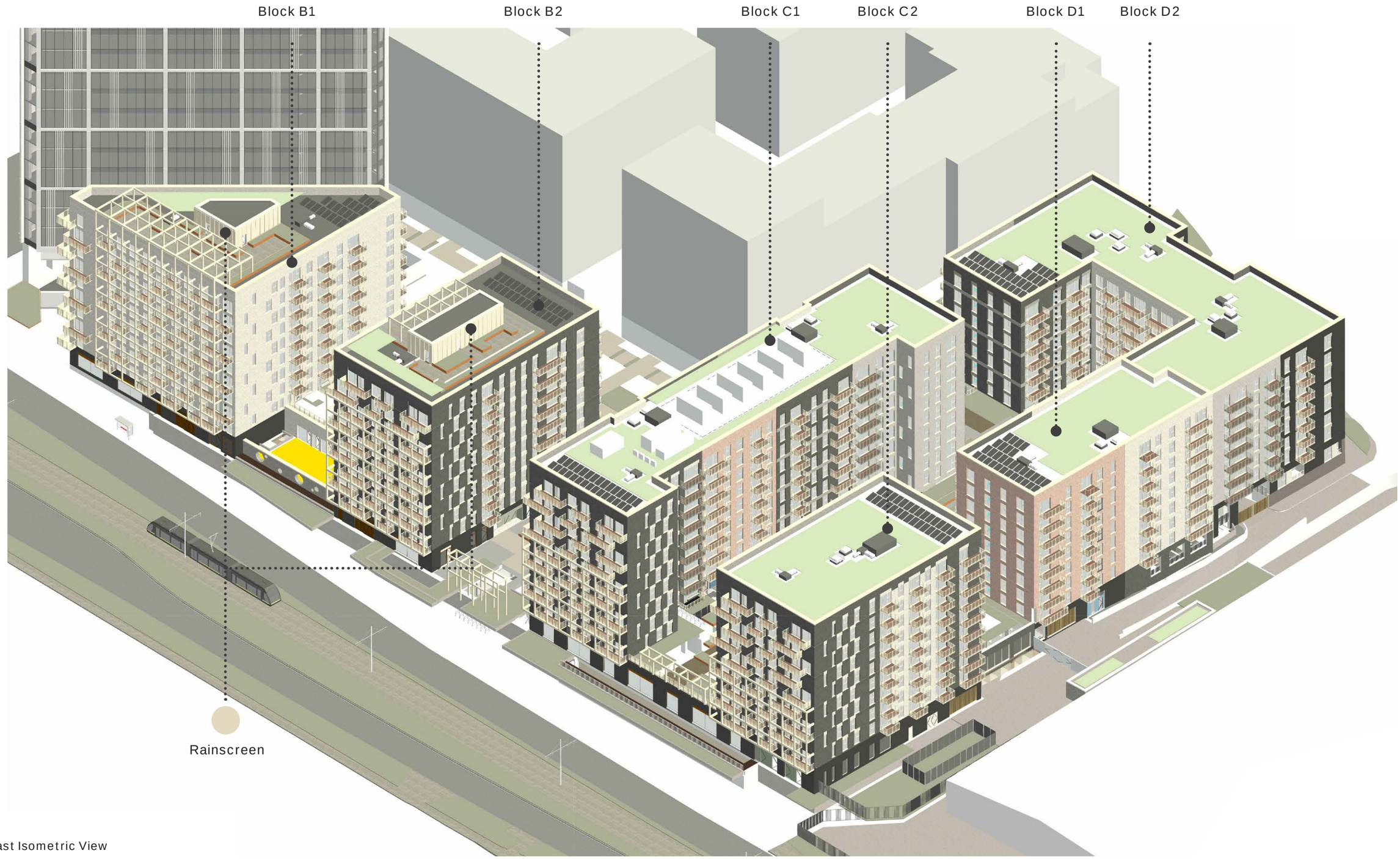
The following alterations are proposed, with further description in the following pages.

- The updated proposal maintains 'brick' as the principal facade material.
- The urban design and facade material approach extends the language of the phase 1 blocks to the Naas Road, building on the quality and character of the overall development.
- The formality of the 1+3 rhythm in the previously permitted version is retained (B1 as a lighter brick, and B2,C1,C2 as a contrasting darker tone). This approach eschews the temptation to present more variety in the Naas road elevation allowing the formal presentation of this new urban 'district'.
- The feature framing to the Naas Road is reconfigured, the ground floor is opened up to enhance the public realm and the framing at upper levels has been altered to strengthen the concept of vertical transition and facade layering when read from any view point along the Naas Road.

Refer to pages 34-37 of this Design Statement for a full description of the proposed material palette.

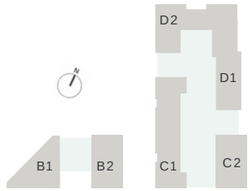


1. Block B2 South Facade



South East Isometric View

ITEM 1(B) EXTENT OF FRAMING & ARCHITECTURAL EXPRESSION



1 (b) The Planning Authority has concerns regarding the revised façade treatment on the Naas Road frontage, where the proposed metal framing elements terminate at fifthfloor level. The previously permitted design incorporated a continuous vertical framing element extending to roof level, providing a stronger architectural expression and visual emphasis along this strategic route. While the provision of balconies is welcomed, concerns remain regarding their visual impact, functionality and potential exposure to traffic noise, air pollution and privacy issues. The Applicant is requested to review the façade design of Blocks B1, B2, C1 and C2, including consideration of alternative balcony arrangements such as recessed balconies and an enhanced architectural treatment of the Naas Road frontage. (Excerpt from DCC LRD Opinion)

The balcony framing system addressing the Naas Road has been altered to present a more dynamic and layered facade that reinforces the vertical transition across the Naas Road elevation.

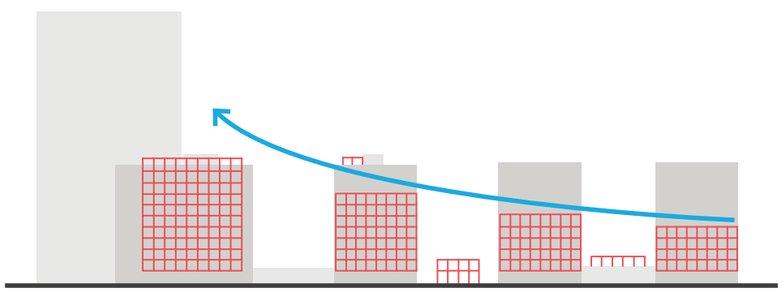
Rather than presenting full height framing on all elevations the revised approach crates a stepped arrangement which naturally terminates in the commercial landmark on the leading corner of the site.

In addition the framing is proposed to be a powder-coated ivory colour. The proposed tone of the framing, read together with the ivory coloured balcony balustrading system, comfortably contrasts with the proposed brick selection.

The revised assembly, which also removes the ground level frame posts, presents a confident and expressive architecture with an appropriate level of variety.



Framing extent at LRD Opinion Submission



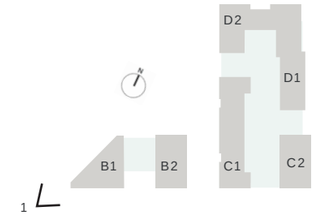
Framing extent increase for Planning Amendment Application

Diagram representing change to proposed framing extent



View of the Proposed Development from the South East

WIND MITIGATION, NOISE AND AIR QUALITY - NAAS ROAD BALCONIES



Wind studies carried out have indicated that all balconies achieve acceptable comfort levels for seating. Colour matched solid balustrade corners have been included in appropriate locations. This addition serves to both further improve seated comfort and adds to the architectural language of the facade.

Air quality impacts were review by AWN Consultants in terms of Air Pollutants along the Naas Road. Pollutant concentrations at Ground Floor level are within the acceptable ambient air quality standards, this is also applicable to the proposed balconies. Pollutant concentrations will decrease with increasing distance from the road, this includes height.

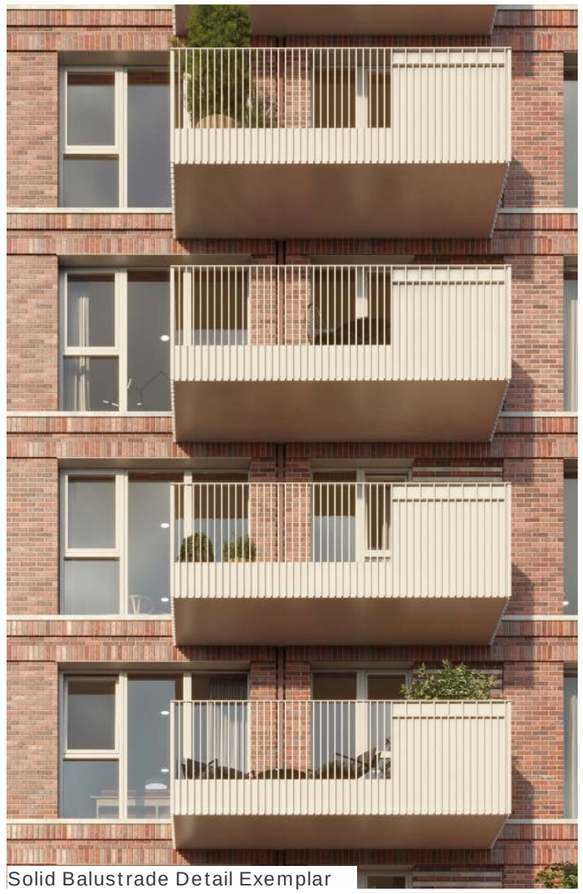
As per the parent permission, the noise levels at the Naas Road facade are marginally in excess of the guidance threshold. However, the guidance document allows for the offsetting of impact on private amenity spaces through provision of communal amenity spaces that meet the guidance criteria. The EIAR calculations indicated that much of the podium area meets the noise criteria and may be used to offset the impact.

There are a multitude of alternative semi-private amenity spaces available to residents. At first floor level residents will have access to landscaped courtyards, providing:

- Semi-private residential amenity space.
- Individual children's play areas.
- Direct routes from podiums to main square.
- Soft and hard landscaped areas.

At roof level within Blocks B1 and B2 a a mix of indoor and outdoor amenity space is provided, including:

- Soft and hard landscaped areas.
- Seating areas
- Amenity spaces that are protected from winds.

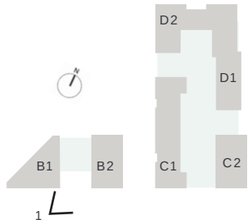


Solid Balustrade Detail Exemplar



Solid Balconies Incorporated into Proposed Scheme

ITEM 1 (C) CRECHE LOCATION



1 (c) The Planning Authority has concerns regarding the location of the crèche outdoor play area adjacent to the Naas Road. While efforts have been made to provide screening, concerns remain in relation to noise and air quality impacts. In accordance with Objective QHSN019 of the Dublin City Development Plan 2022-2028, outdoor play areas should be appropriately located and protected from sources of pollution.

The Applicant is requested to explore alternative locations for the play space, including relocation adjacent to the proposed community facility, or otherwise provide a robust justification demonstrating the suitability of the proposed location.

As part of the proposed amendments the location of the creche has been to moved to the single storey element between Blocks B1 and B2. The revised location provides:

- Improved proximity to public transport links.

- Direct frontage onto the central plaza, integrating the facility within the public realm of the scheme; and

- Greater scope for enhanced external amenity space serving the crèche.

The revised crèche courtyard benefits from a southerly orientation. Sunlight amenity testing demonstrates a pass rate in excess of the 50% threshold required for compliance with the relevant BRE guidelines.

Noise & Air Quality

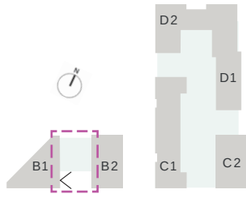
A Noise Impact Assessment carried out by AWN (Refer to accompanying report) concluded that the noise levels in the external courtyard area will be within the criteria adopted from BS8233 (recommendations for noise levels in external amenity areas).
A 3m high brick faced wall provides both physical and acoustic separation from the Naas Road. Playful circular opes are included for visual interest and these will be filled with perspex screening to ensure that the barrier remains effective for screening noise.

An Air Quality Assessment was also carried out by AWN (Refer to accompanying report) and concluded that predicted pollutant concentrations will comply with the relevant air quality limit values, indicating that significant air quality effects are unlikely at the creche courtyard.



View of Creche Facade

ITEM 1 (C) CRECHE LOCATION



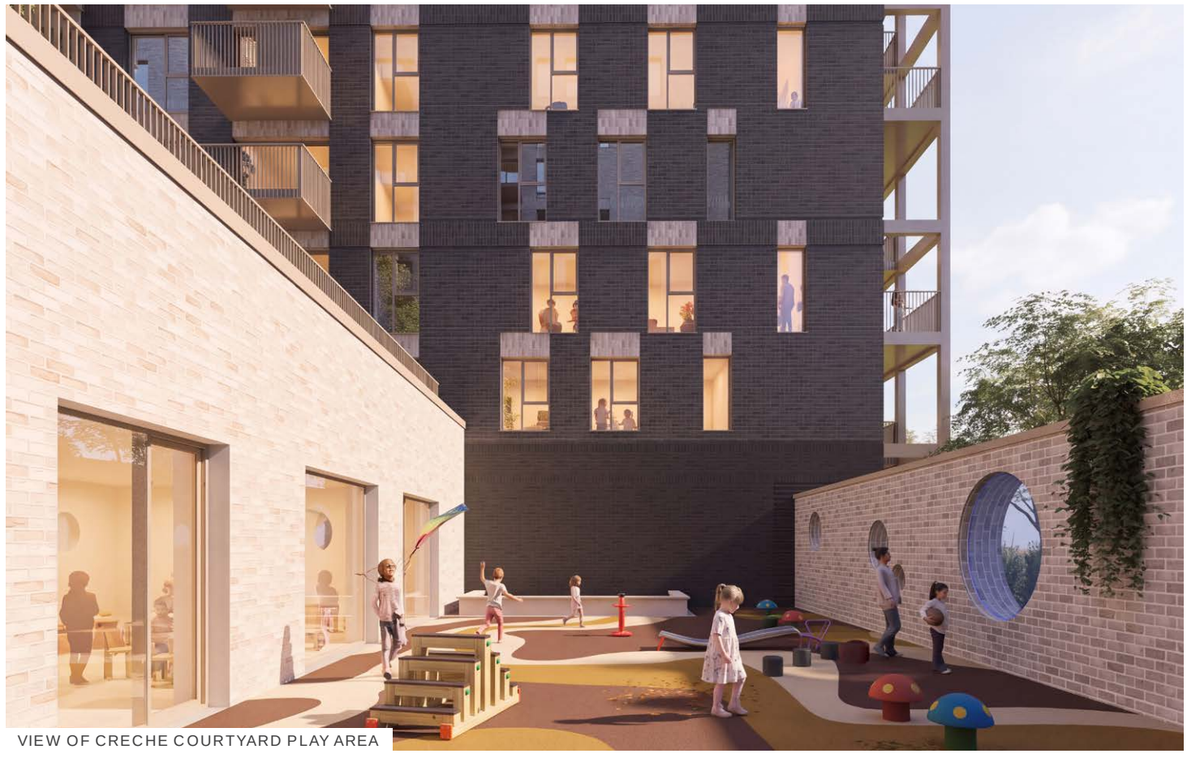
A range of locations and plan layout arrangements were tested to establish the optimum position for the crèche and its external play area. A play area located centrally within the block or to the North facade was discounted for the following reasons:

- Sunlight levels achieved only marginal compliance with the BRE guidelines;

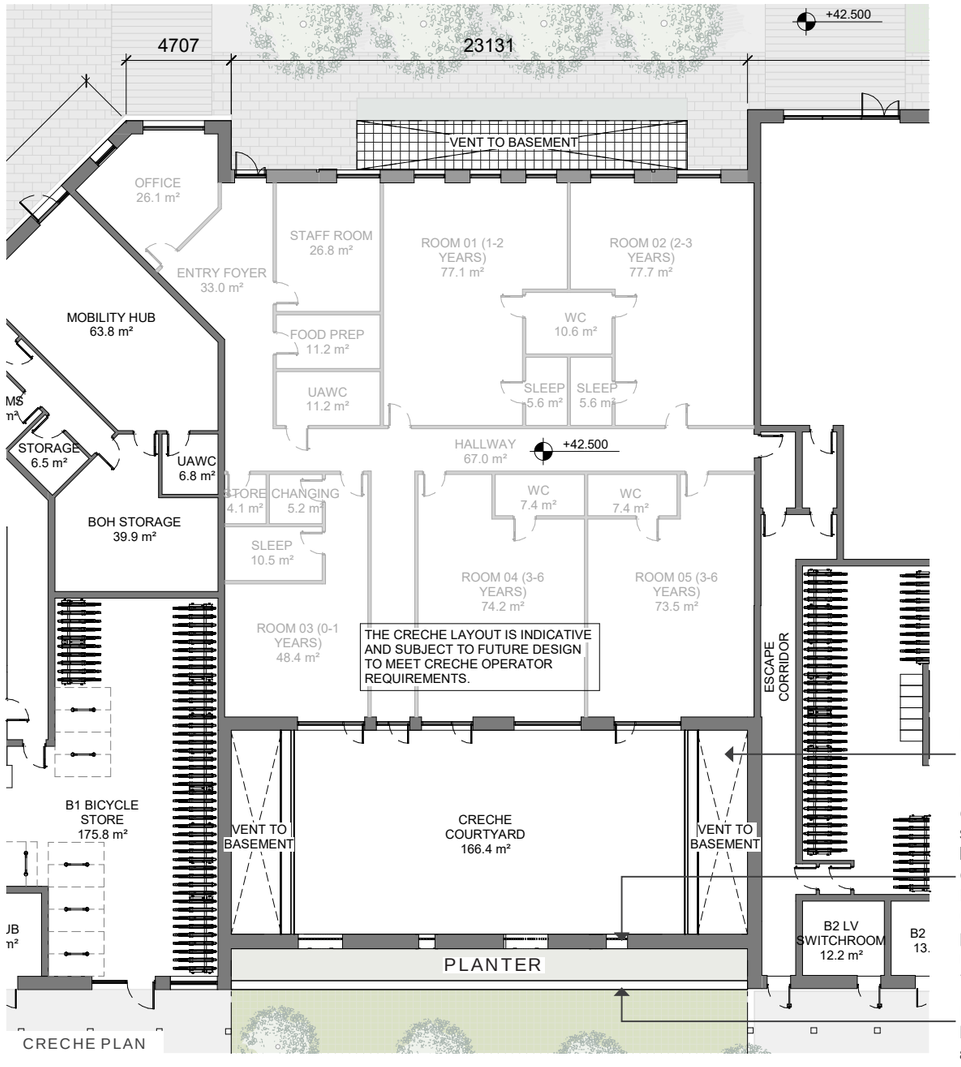
- Balconies serving the upper floor apartments in Blocks B1 and B2 extended directly over the play space; and

- The usability of the first floor external communal amenity space was materially compromised by this arrangement.

The revised location responds directly to the concerns raised, is supported by technical assessment of both noise and air quality, and is considered to accord with Objective QHSN019 of the Dublin City Development Plan 2022–2028.



VIEW OF CRECHE COURTYARD PLAY AREA



CRECHE PLAN

Basement vents relocated

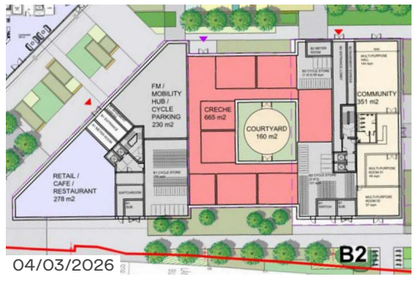
Brick faced wall with circular opes to provide screening and physical buffer between creche courtyard and Naas Road
Circular opes with perspex screen to mitigate noise levels from the Naas Road

Planter to soften boundary and provide additional screening / physical buffer

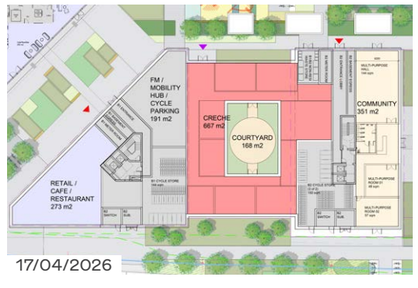
BELOW EXAMPLES OF CRECHE DESIGN TESTING



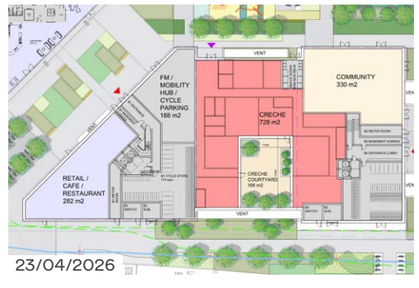
06/02/2026



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27/05/2026

ITEM 1 (E&F) CAR PARK VENTILATION STRUCTURES - BLOCKS C & D PODIUM

1 (e) The Planning Authority has concerns regarding the location of the car park ventilation structures shown on Page 45 of the Architectural Design Statement, which appear to be positioned in close proximity to residential units within the C and D podium area. The Applicant is requested to review the location of these structures and consider relocating them to more central locations where they would have a reduced impact on residential amenity.

1 (f) The Applicant is requested to address the visual impact of the proposed car park ventilation structures and provide details of measures to mitigate their appearance when viewed from adjacent residential units and communal open spaces. Such measures may include architectural screening, decorative treatments and/or enhanced landscape planting.

The design team has carried out an extensive review of the proposed car park ventilation structures located within the Block C & D podium area.

- The car park ventilation structures are located a minimum distance of 3.74m from the Block C1 facade.

- The vents are intentionally positioned on the shadier side of the courtyard, ensuring that the central areas which receive the greatest amount of daylight are preserved and maximised for the enjoyment of residents.

- The positioning of the structures is governed by the functional requirements of the basement car park below. Ventilation intakes and extracts must be located over vehicular circulation aisles rather than over parking spaces, in order to ensure effective air movement and compliance with ventilation performance requirements.

- These constraints determine the available positions for the structures, which are shown on the accompanying landscape plan (excerpt included opposite).

Accordingly, the structures have been retained in their reviewed positions, with mitigation measures incorporated set out as follows.

The following design measures have been incorporated to mitigate the appearance of the ventilation structures when viewed from adjacent residential units and communal open spaces:

- The car parking structure sits low with the podium surface, avoiding visual obstruction within the amenity courtyard.

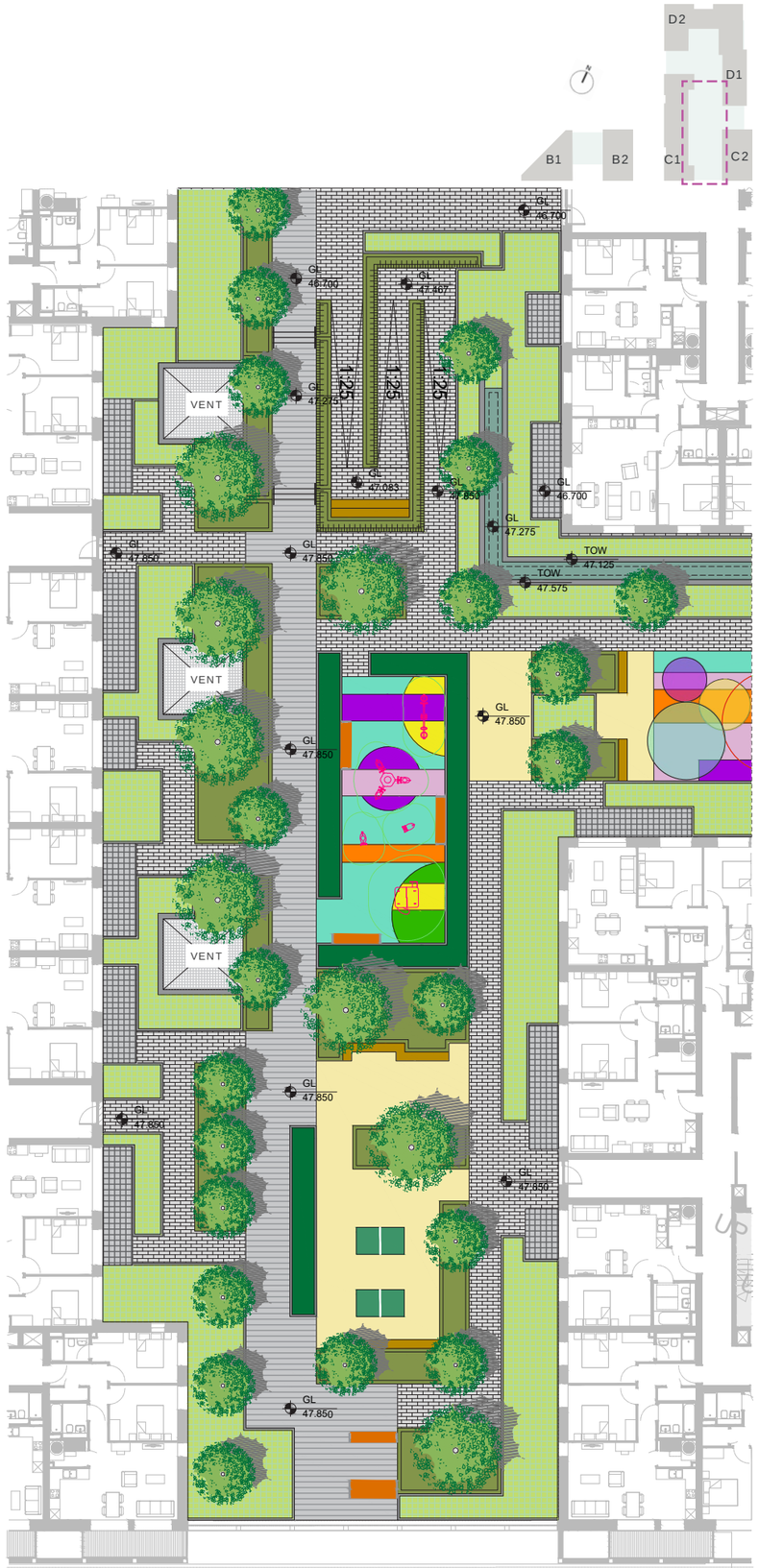
- Low-level herbaceous and ornamental shrub planting is proposed around the perimeter of each structure, reducing their visibility at podium level.

- The proposed tree planting provides canopy cover that screens views of the structures from overlooking apartments at upper levels.

Some advantages of this design approach are as follows:

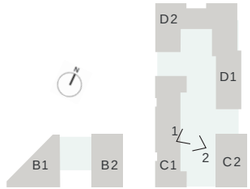
- The solution is simple, robust and low-maintenance, ensuring the mitigation measures remain effective over the long term.

- Retaining a low structural profile and low-level planting maintains clear visibility across the podium courtyard, supporting legible wayfinding and passive surveillance in the interests of residential amenity and safety.



1ST FLOOR PODIUM COURTYARD PLAN - M+A LANDSCAPE ARCHITECTS

CAR PARK VENTILATION STRUCTURES - BLOCKS C & D PODIUM



CARPARK VENTS LOCATION



1. VIEW OF CAR PARK VENTILATION STRUCTURE FROM BLOCK C1 GF TERRACE



2. VIEW OF CAR PARK VENTILATION STRUCTURE FROM BLOCK C1 AMENITY SPACE

WASTE COLLECTION

2 (d) The applicant is requested to provide further detail on waste collection. Waste/refuse collection shall take place on site and not on the public road. The applicant shall clearly designate an area for waste collection.

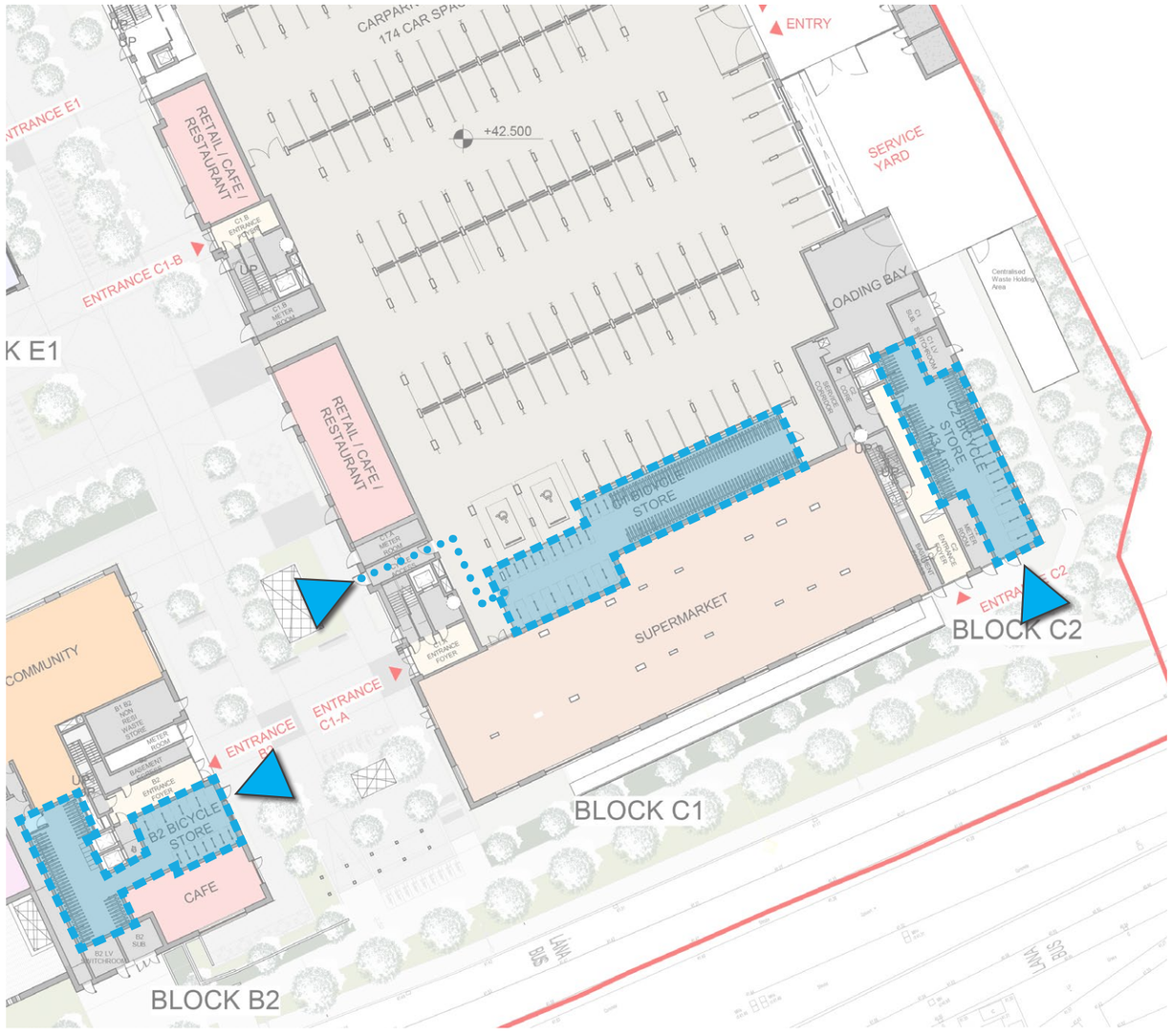
Refer to page 52 and 53 for further information on the waste storage and collection strategy.

ACCESS TO LONG STAY CYCLE PARKING STORES

3 (d) The entrance to the large cycle parking store (adjoining the supermarket) at Level 00 within Block C appears be via the car park entrance only. The applicant is requested to investigate the opportunity to provide an additional cyclist access along the western elevation.

Refer to pages 45 and 46 for further information on the location of and access to all Long Stay Cycle Parking Stores within Phase 2.

As illustrated in the plan below, the bicycle store adjoining the supermarket now has dedicated access on the western elevation.



Ground Floor Site Layout Plan

Henry J Lyons