

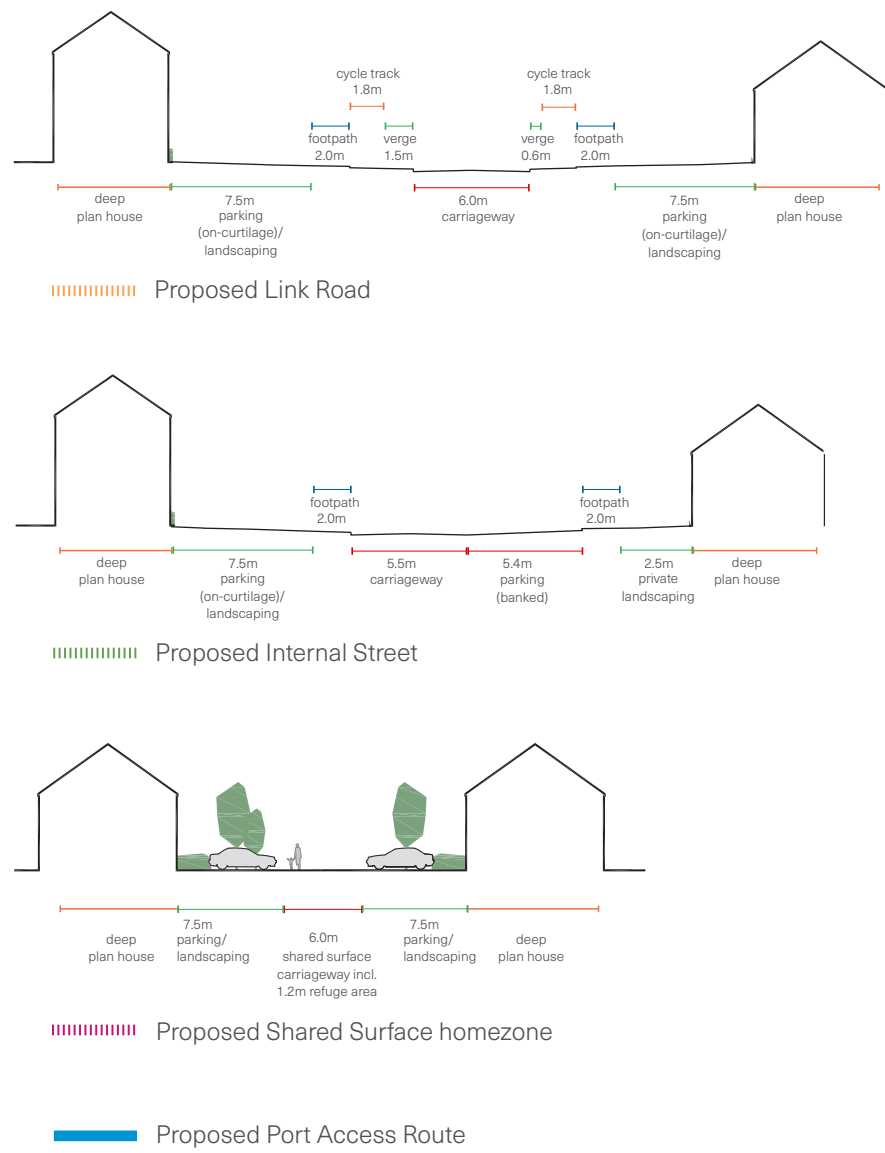
06 | RESIDENTIAL QUALITY

RESIDENTIAL QUALITY

ROADS HIERARCHY

The subject site is organised by a clear hierarchy of street typologies, which are fully DMURS compliant, and have an important placemaking role within the scheme.

The east-west spine road, provides access to a series of shared surface homezones.



RESIDENTIAL QUALITY

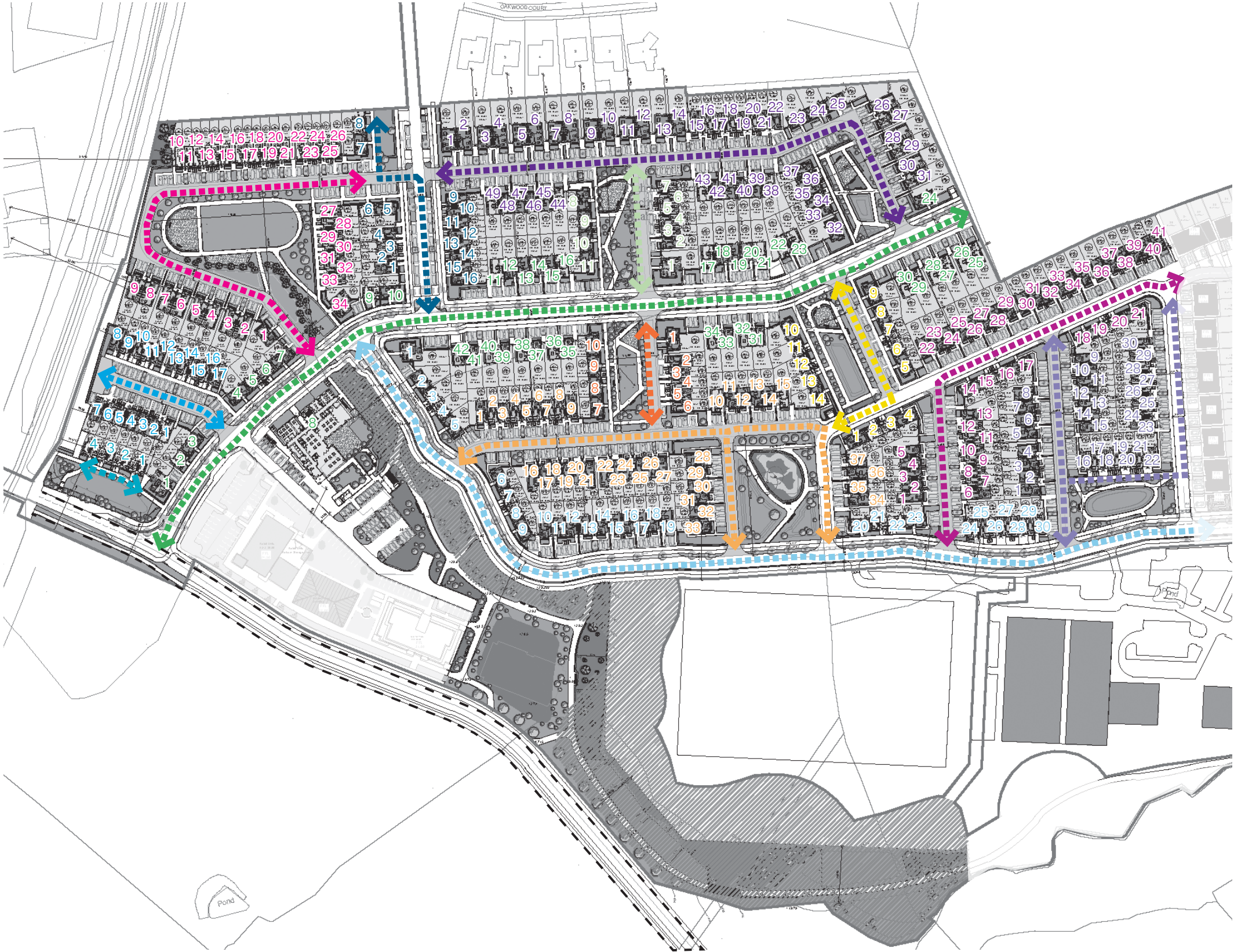
STREET NAMING & NUMBERING

It is proposed to name the development "Arnkell Vale", in line with 3.1.13 of the CDP we looked to the local history and the origin of the name of Arklow to integrate this development in the local context.

Arklow is derived from the Norse personal name Arnkell and the Viking word for a marshy area 'lo'. Time has compacted Arnkell-lo into Arklow. From this we have derived the below street naming and numbering system proposed on this page is based on this name being acceptable to Wicklow County Council.

- Arnkell View (1-4)
- Arnkell Grove (1-30)
- Arnkell Square (1-17)
- Arnkell Way (1-16)
- Arnkell Avenue (1-42)
- Arnkell Dene (1-11)
- Arnkell Crescent 1-34
- Arnkell Place (1-15)
- Arnkell Drive (1-49)
- Arnkell Park (1-41)
- Arnkell Close (1-10)
- Arnkell Green (1-29)
- Arnkell Elms (1-14)

Proposed Port Access Road



RESIDENTIAL QUALITY

CAR PARKING

Car parking for the houses is provided at a rate of 2 no. spaces per 3-bed/4-bed house, 1.5 no. spaces (1 no. of which is allocated) per 3-bed compact house and 1 no. space for 2-bed house (overall ratio is 1.7 spaces per house).

391 no. spaces are allocated on-curtilage and 118 no. parking spaces are allocated in a banked arrangement. There are 73 unallocated/visitor spaces for the houses. 4 no. of these visitor spaces are accessible, which complies with the 5% requirement in the development plan.

15 no. spaces are provided for the apartments, an overall ratio of 0.83 spaces per unit. There are 10 no. allocated spaces, 3 no. visitor and 2 no. car sharing parking spaces for the apartments. Of these, 1 no. is accessible, which complies with the 5% requirement in the development plan.

The overall crèche parking quantum is at 26 no. with 1 no. accessible space.

- On-curtilage parking spaces (houses) - 391 no.
- Allocated parking spaces in banked arrangement (houses) - 118 no.
- Visitor parking spaces in banked arrangement (houses) - 73 no.
- Allocated parking spaces in banked arrangement (apartments) - 10 no.
- Visitor parking spaces in banked arrangement (apartments) - 3 no.
- Crèche parking spaces - 26 no.
- Car sharing parking spaces in banked arrangement (apartments) - 2 no.
- Accessible parking spaces - 6 no. visitor spaces

Proposed Port Access Road



EV PROVISION - HOUSES:

- 391 EV-ready car parking spaces on-curtilage
- 12 EV-charging car parking spaces off-curtilage
- 8 EV-charging car parking spaces off-curtilage for visitors
- 97 car parking spaces have been designed to accommodate the future installation of EV charging infrastructure to serve residents and visitors.

EV PROVISION - APARTMENTS:

- 2 EV-charging car parking spaces for residents
- 1 EV-ready car parking space for visitors
- 12 car parking spaces have been designed to accommodate the future installation of EV charging infrastructure to serve apartment residents and visitors.

EV PROVISION - CRECHE:

- 2 EV-charging car parking spaces
- 24 car parking spaces have been designed to accommodate the future installation of EV charging infrastructure to serve the creche parking area

RESIDENTIAL QUALITY

BICYCLE PARKING

All houses benefit from private gardens and bicycles can be securely stored within their curtilage. The majority of them have direct access to rear gardens.

Resident bicycle parking for the apartments is provided at a rate of 1 no. space per bedroom, in line with SPPR 4 of the Sustainable Residential Development and Compact Settlements Guidelines 2024, and as referred to in the Planning Design Standards for Apartments 2025. These spaces are located in a secure shelter. 2 no. of these spaces are sized for cargo bicycles. Visitor bicycle parking for the apartments, in the form of external Sheffield stands, is provided at a rate of 1 per 2 apartments, in compliance with the SPPR 4 requirement.

12 no. sheltered bicycle parking spaces are provided for the crèche.

All houses detached, semi-detached and terraced will have bike parking within their private back gardens.

- Apartments - Secure Resident Bicycle Parking
- Apartments - External Visitor Bicycle Parking (Sheffield Stands)
- Secure Bicycle Parking Shelter for Crèche

⌈ ⌋ Proposed Port Access Road



RESIDENTIAL QUALITY

WASTE COLLECTION

The proposed scheme has a clear refuse strategy, which is described in detail in the Refuse Consultant's report.

In summary, houses which have direct rear garden access will store bins in these locations. Mid-terrace houses will have individual bin stores located within the streetscape and in close proximity to each entrance, so as to facilitate convenient movement of bins for collection times.

The apartment block is served by a standalone accessible communal refuse store. The crèche is provided with a separate accessible refuse store within the apartment footprint.

All bin stores have been sized in accordance with the recommended standards. Please refer to AWN report for further detail.



Individual bin stores for houses within streetscape

- Apartments/Crèche - Communal Bin Stores
- Houses - Rear Garden Access
- ▲ Houses - Individual Bin Stores within streetscape

⌈ ⌋ Proposed Port Access Road

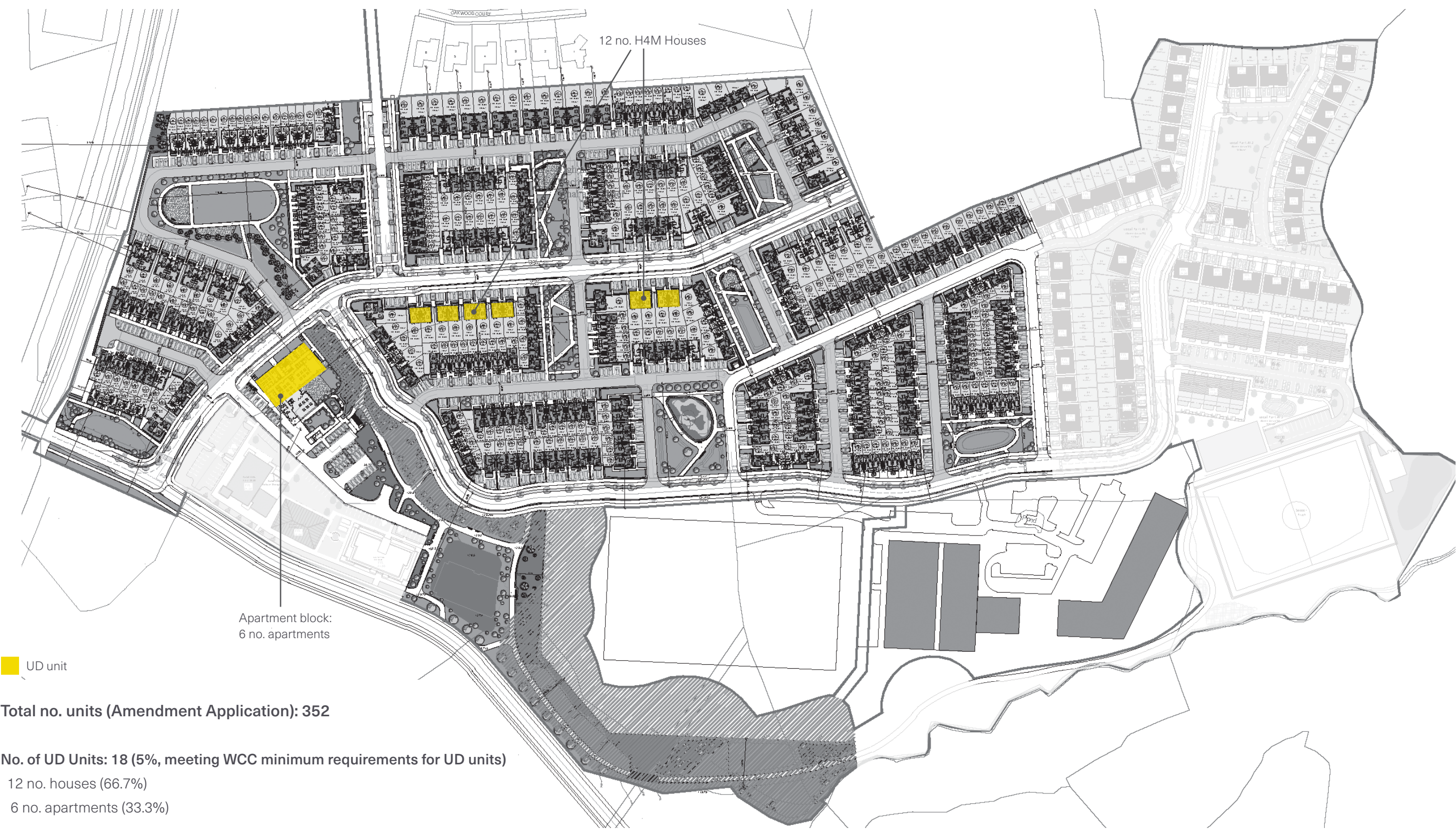


PART V



RESIDENTIAL QUALITY

UD



Total no. units (Amendment Application): 352

No. of UD Units: 18 (5%, meeting WCC minimum requirements for UD units)

- 12 no. houses (66.7%)
- 6 no. apartments (33.3%)

RESIDENTIAL QUALITY

UD

HOUSE TYPE 4M (4 BED/ 7 PERSON)

A - EXTERNAL

- A.1 Approach path at minimum of 900mm; potential for 3600 x 5000mm parking space as two standard spaces are provided for each of these dwellings.
- A.2 Access door to back garden 800-850mm clear with level access.

B - ENTRANCE

- B.1 Level access threshold provided at entrance.
- B.2 Clear external landing of c. 1500 x 1500mm.
- B.3 1500mm x 1500mm space adjacent front door.
- B.4 Door has a clear width of 800mm and incorporates a 300mm unobstructed space adjacent to the leading edge. Sidelight also provides natural light and visibility.
- B.5 Space for storing outdoor wear under stairs.

C - HORIZONTAL CIRCULATION

- C.1 Ground floor hallway min.1050mm wide with storage under stairs (additional space can be provided with removal of soft wall as required).
- C.2 1500mm turning circle in all ground & first floor habitable rooms.
- C.3 Principle doors to be 800-850mm clear width subject to the direction of approach. Corresponding 300mm leading edge also to be provided.

D - VERTICAL CIRCULATION

- D.1 Clear headroom of 2200m minimum provided along stair.
- D.2 Layout provides a straight flight of stairs with no tapered steps.
- D.3 Opportunity to provide 1500 x 1000m aperture for future installation of through-floor lift from ground to first floors.

Note: width, rise & going of stairs are not as set out in the UD Guidelines as this would mean expansion of the footprint and issues in connecting to the end-of-terrace standard typologies in order to form coherent streetscapes. However, the straight runs allow for easy installation of stairlifts, a potential through-floor lift location is provided and the provision of a second living room at ground floor which could be converted to a double bedroom allows for a considerable degree of adaptation as needed.

E - INDIVIDUAL ROOMS

- E.1 Ground floor living room capable of accommodating temporary sleeping space as required (or use as bedroom as a second living room is available at first floor).
- E.2 Large kitchen in straight run with min. 1200mm space in front of units and doors are outside the main workspace (sliding door to living room can be blocked as required).
- E.3 Utility room with space for washer and dryer with 1200mm clear space to front adjacent to kitchen.
- E.4 Dining area in kitchen with 1200mm clear space on two consecutive sides (smaller dining table can be used if more space is required).
- E.5 First floor double bedroom area of min. 13m² with 800mm activity space on three sides of bed.

F - BATHROOMS & WC

- F.1 Accessible WC (minimum dimensions 1800 x 1500mm) at ground floor level with possible provision for drain in floor and further opportunity for expansion and adaptability with provision of soft wall between utility and WC.
- F.2 Layout allows for bathroom with bath or shower (minimum dimensions 2100 x 2400mm) to be located as en-suite to the first floor bedroom.
- F.3 Possible provision for soft spots and hard spots in first floor bathroom & adjacent bedroom as required.
- F.4 Outward opening door to maximise space within the bathroom.

RESIDENTIAL QUALITY

UD

APARTMENT UNIT LAYOUTS

UD GUIDELINES

The Universal Design Guidelines for Homes in Ireland states that, “*The Design Guidelines are not intended to be overly prescriptive, but provide a flexible framework for designers to apply the guidelines creatively to all new home types through incremental steps described as UD Homes and UD Homes +.*” The Planning Authority will note that the design features on this and following pages are intended to be spatial recognition of the UD Home requirements and not intended to be overly prescriptive.

A - ENTRANCE

- A.1 1500mm x 1500mm space adjacent front door.
- A.2 Door has a clear width of 800mm and incorporates a 300mm unobstructed space adjacent to the leading edge.
- A.3 Conveniently located storage space for outdoor wear.

B - HORIZONTAL CIRCULATION

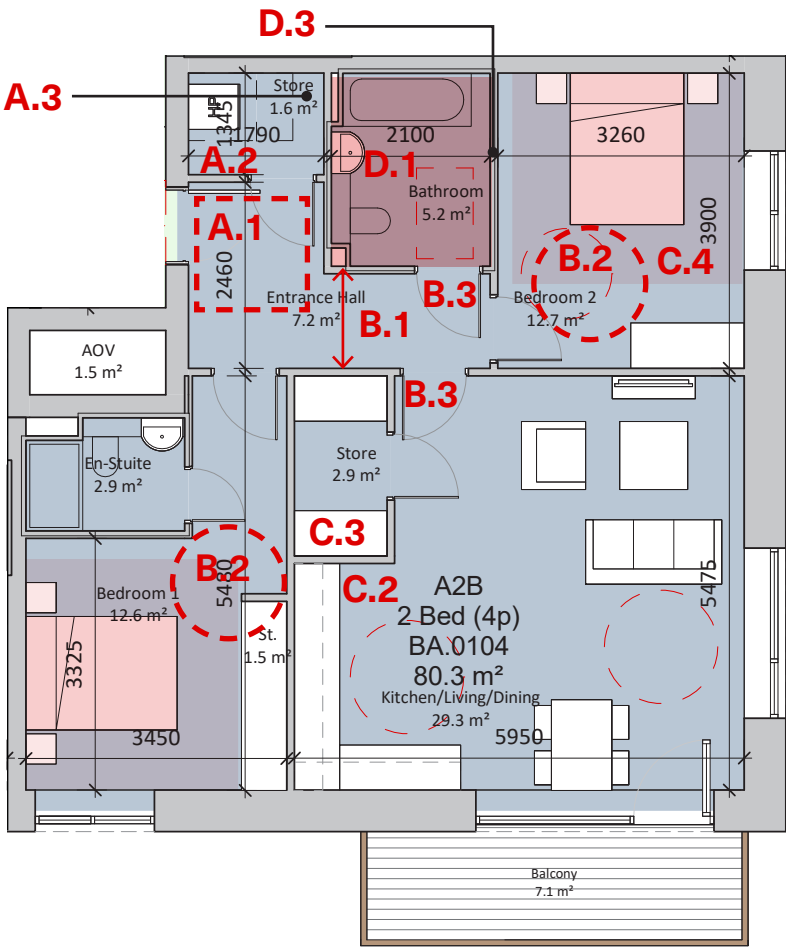
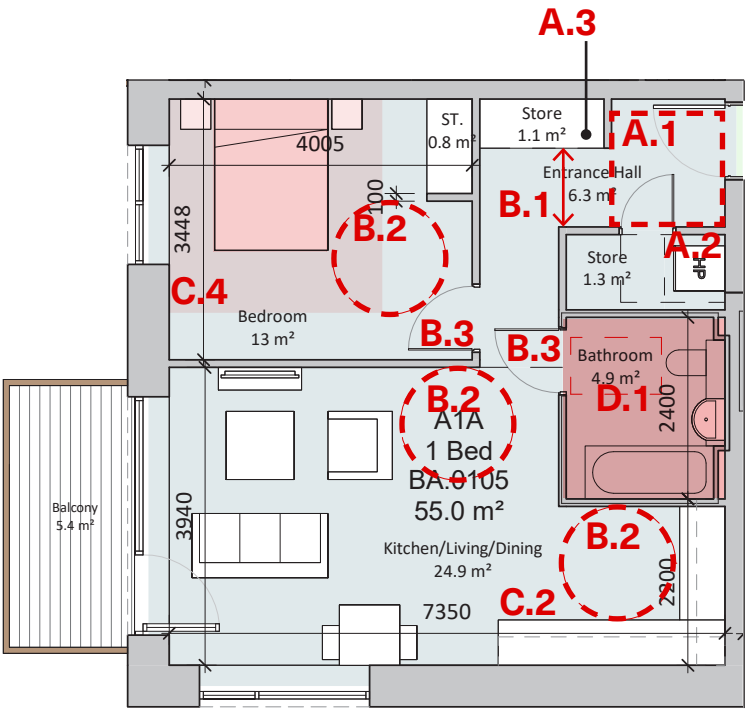
- B.1 Hallway min. 1050mm wide.
- B.2 1500mm turning circle in all habitable rooms.
- B.3 Principle doors to be 800-850mm clear width subject to the direction of approach. Corresponding 300mm leading edge also to be provided.

C - INDIVIDUAL ROOMS

- C.1 Living room at entrance level & capable of accommodating temporary sleeping space if required.
- C.2 Kitchen in an ‘L’ shape with 1200mm in front of units that is not a thoroughfare in the home and doors are outside the kitchen area.
- C.3 Utility room with space for washer and dryer adjacent to kitchen.
- C.4 Double bedroom area of min. 13m² with 800mm activity space on three sides of bed.
- C.5 Single bedroom area of min. 13m² with 800mm activity space on one side of bed.

D - BATHROOM

- D.1 Bathroom of minimum dimensions 2100 x 2400mm.
- D.2 The main bathroom is located in relation to main bedroom so that hoist could be installed in the future.
- D.3 Possible provision for soft spots and hard spots in main bathroom as required.



SUSTAINABLE AND COMPACT SETTLEMENTS

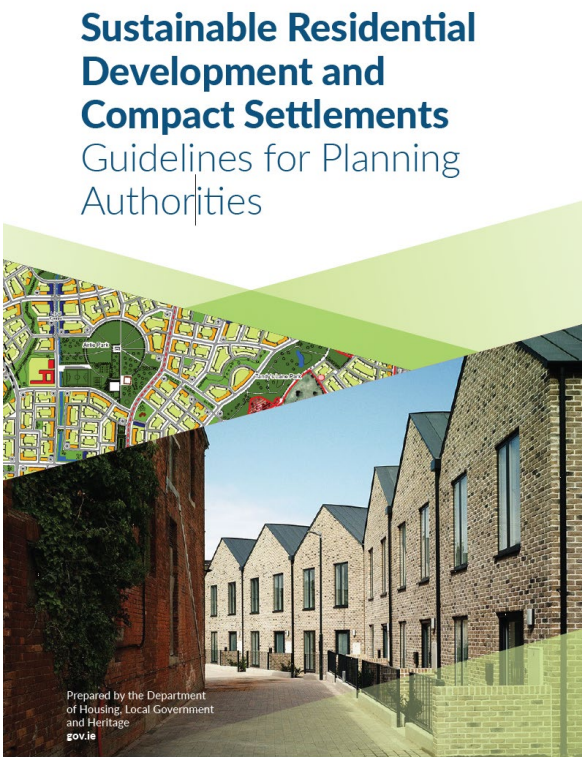
APPENDIX D DESIGN CHECKLIST

Appendix D of Sustainable and Compact Settlements Guidelines for Planning Authorities provides a checklist divided in 4 sections:

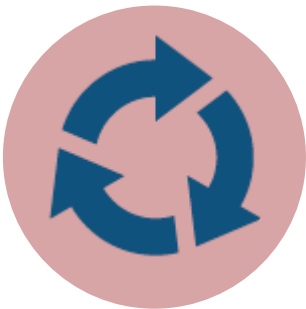
- 1. Sustainable and Efficient Movement
- 2. Mix of Land Uses
- 3. Green and Blue Infrastructure
- 4. Responsive Built Form.

It is stated that:

“The Design Checklist [...] has been developed to assist in the application of Section 4.3-Key Indicators of Quality Urban Design and Placemaking of these Guidelines. The checklist presents a series of questions that are intended as helpful prompts that can be used in the refinement and review of detailed plans (such as masterplans or urban design frameworks) and in the consideration of individual planning applications. [...]”



Key Quality Urban Design and Placemaking Indicators



Sustainable and Efficient Movement

Ensuring places are well connected and accessible by sustainable modes. Also acknowledging that quality of journey is equally important and that places are perceived as safe and are not dominated cars.



Mix of Land Uses

Promoting the integration of land uses and transportation and a diverse and innovative mix of housing that can facilitate compact housing and provide greater housing choice.



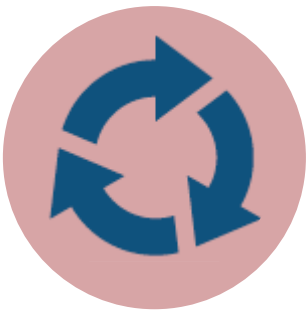
Green and Blue Infrastructure

Placing and emphasis on the protection of natural assets and biodiversity, whilst also taking a more strategic view as to how open space networks are formed to balance the needs of communities.



Responsive Built Form

Placing an emphasis on the creation of a coherent urban structure and design approach that responds to local character and is attractive.



Ensuring places are well connected and accessible by sustainable modes. Also acknowledging that quality of journey is equally important and that places are perceived as safe and are not dominated cars.

1.1

Will the plan or development proposal establish a highly permeable and legible network of streets and spaces within the site that optimises movement for sustainable modes of transport (walking, cycling and public transport)?

Response:

The current application amends a permitted residential development, integrating its layout with both the wider approved scheme and the surrounding context.

The proposed Port Access Route establishes the primary entrance from the bridge over the Dublin–Rosslare railway line, extending eastwards along the southern site boundary before tracing the coastline to connect with Arklow Harbour. From this main entry point, pedestrians, cyclists, and vehicles can permeate the site with clarity.

The main east-west access road and the southern school access road are retained (with minor amendments) from the existing permission (Reg. Ref. No. 24/325), incorporating high-quality pedestrian and cycle routes. Branching off these primary routes is a connected network of streets, home zones, and public open spaces that maximise local legibility and movement.

Furthermore, the open space strategy enhances the development by redistributing an increased quantum of Public Open Space (POS), delivered efficiently through nine pocket parks and a linear park.

1.2

Have opportunities to improve connections with and between established communities been identified and responded to with particular regard to strategic connections between homes, shops, employment opportunities, public transport, local services and amenities?

Response:

The site will benefit of a connection to Arklow Harbour, proposed via the main site access point, which will be shared with the proposed Port Access Route. This route will run along the southern boundary of the site continue onward to the port.

Potential future access has been proposed at the northern boundary.

1.3

Are streets designed (including the retrofitting of existing streets adjacent to or on-route to the site, where appropriate) in accordance with DMURS to calm traffic and enable the safe and comfortable movement of vulnerable users?

Response:

The proposed development has been designed in accordance with DMURS to enable safe and comfortable movements for vulnerable users.

Please refer to Waterman Moylan design for the proposed roads.

1.4

Has the quantum of parking been minimised (in accordance with SPPR3 where relevant) and designed and located in a way that seeks to reduce the demand for private car use, promote sustainable modes of transport and ensure that the public realm is not dominated by parked vehicles?

Response:

An appropriate level of car parking is proposed. Streets have been designed to incorporate tree planting and other soft landscaping to reduce the visual dominance of parked cars. Secure, well overlooked bicycle parking in compliance with SPPR 4 is proposed, easily accessible from the public realm.

DESIGN APPROACH

MIX OF LAND USE



Promoting the integration of land uses and transportation and a diverse and innovative mix of housing that can facilitate compact housing and provide greater housing choice.

2.1 <i>Is the mix and intensity of land uses appropriate to the site and its location and have land uses been distributed in a complementary manner that optimises access to public transport, amenities and local services via walking or cycling?</i>	2.2 <i>Have a diverse and varied range of housing types been provided to meet local and projected needs (having regard to the Housing Need Demand Assessment), supplemented by an innovative range of housing typologies that support greater housing affordability and choice?</i>	2.3 <i>Will the plan or development proposal supplement and/or support the regeneration and revitalisation of an existing centre or neighbourhood, including the adaption and re-use of the existing building stock in order to reduce vacancy and dereliction (where applicable) and promote town centre living (where applicable)?</i>	2.4 <i>Is the regeneration and revitalisation of an existing centre or neighbourhood supported by the enhancement of the public realm so as to create a more liveable environment, attract investment and encourage a greater number of visitors (where applicable)?</i>
Response: The proposed residential and complementary crèche use comply fully with the development plan zoning. The proposed density is in alignment with the currently permitted one, ensuring that efficient use is made of this residentially zoned site. Apartment block A is located to the south of the amendment application area, closest to the primary site entrance and the future retail/neighbourhood centre/office units, and the additional apartment blocks scheduled to be delivered in Phase 2.	Response: The provision of a diversity of unit types and sizes (2, 3 & 4 bedroom terraced, semi-detached & detached houses, 1 & 2 bedroom apartments), of private, affordable and social tenure, adds to the choice available in the locality and promotes a social mix. The provision of a high proportion of own-door housing as compared with apartment development will result in improved affordability.	Response: The proposed development is looking to take advantage of a greenfield site close to Arklow town centre in order to intensify land use and deliver new homes at the adequate density in a sensitive way. The main public open spaces: the linear park, and the pocket parks, are visibly and accessibly located off the main spine roads, serving the surrounding dwellings by their proximity.	Response: The proposal will add further vitality, commercial & social activity to Arklow town, and promote neighbourhoods centred around village greens & pocket parks. A high quality public realm will feature accessible public open space with a diverse range of uses, from playground, paths and resting areas, and open green space, providing safe and well overlooked spaces to congregate, rest and play, availing of attractive views of the surrounding landscape and the sea.

DESIGN APPROACH

BLUE AND GREEN INFRASTRUCTURE

Placing and emphasis on the protection of natural assets and biodiversity, whilst also taking a more strategic view as to how open space networks are formed to balance the needs of communities.



3.1 <i>Has the plan or development proposal positively responded to natural features and landscape character, with particular regard to biodiversity, vistas and landmarks and the setting of protected structures, conservation areas and historic landscapes?</i>	3.2 <i>Have a complementary and interconnected range of open spaces, corridors and planted/landscaped areas been provided, that create and conserve ecological links and promotes active travel and healthier lifestyles?</i>	3.3 <i>Are public open spaces universally accessible and designed to cater for a range of active and passive recreational uses (taking account of the function of other spaces within the network)?</i>	3.4 <i>Does the plan or development proposal include integrated nature-based solutions for the management of urban drainage to promote biodiversity, urban greening, improved water quality and flood mitigation?</i>
Response: Natural features are retained wherever possible. There is a wetland/field pond and existing vegetation which is partly integrated in the design of pocket park no. 8. A border in the form of a native hedgerow screening a timber post and rail fence edge the space making it safe. The historic townland boundary that runs through the valley zone of the site has been considered. Where sections of the boundary need to be removed, alternative landscape features are proposed instead to acknowledge and reference it. These include a linear natural play trail, a semi-mature formal tree planting alignment of similar native species and a series of stone marker posts referencing the townland. As documented in the “Final Archaeological Impact Assessment”, a burnt mound exists at a level of 30.645 m (designated as C4) which is located along the eastern perimeter of the public open space no. 2. This feature will remain intact and preserved in situ, protected beneath approximately 2m of fill material.	Response: A diverse, interconnected network of open spaces and landscaped areas conserves ecological corridors, protects local biodiversity, and supports active travel and healthier lifestyles. Pocket parks of varied character are distributed throughout the site, complemented by a linear park along the southern boundary that visually connects northward past the apartment block to Pocket Park No. 2. A comprehensive network of pedestrian and cyclist pathways is delivered across the site, linking into existing and future external routes to encourage active travel and wellbeing.	Response: All open spaces are universally accessible, with permeable path networks, ensuring inclusive mobility throughout. A mix of active and passive amenities is provided, including an area for ball games, a formal playground for children of various ages, natural play elements encouraging informal play, and a variety of seating areas for all age groups. These spaces benefit from strong passive surveillance through overlooking from building frontages, ensuring safety and usability. Roads and parking areas are integrated into the landscape design, incorporating extensive street tree planting. An appropriate number of secure bicycle spaces is provided in accordance with Development Plan and Apartment Guidelines, all located in convenient and well-overlooked areas.	Response: For an in depth review of the integrated and nature based drainage solutions that promote biodiversity, urban greening, flood mitigation and water quality please refer to Waterman Moylan civil SuDS strategy. Detailed landscape designs will also be integrated at suitable locations around the development, together with detailed servicing proposals to ensure the highest standards of SuDS design.

Please refer to D & O'T - Landscape Design Report for further details

DESIGN APPROACH

RESPONSIVE BUILT FORM



Placing an emphasis on the creation of a coherent urban structure and design approach that responds to local character and is attractive.

- 4.1**

Does the layout, orientation and scale of development support the formation of a coherent and legible urban structure in terms of block layouts and building heights with particular regard to the location of gateways and landmarks, the hierarchy of streets and spaces and access to daylight and sunlight?
- 4.2**

Do buildings address streets and spaces in a manner that will ensure they clearly define public and private spaces, generate activity, maximise passive surveillance and provide an attractive and animated interface?

Response:

The materplan layout follows a logical structure, based around a main east-west spine road from which a series of connected streets, homezones and open spaces branch out, resulting in a coherent and navigable development.

Buildings are purposely designed and oriented to establish active frontages and robust passive surveillance over the public realm. The proposed development is predominantly two-storey in height, thoughtfully punctuated by 3 storey houses that act as visual markers along the main spine road, and a four-storey apartment block near the site entrance.

A Sunlight and Daylight Analysis Report prepared by Digital Dimensions concludes that the public open spaces in the scheme receive adequate sunlight.

- 4.3**

Does the layout, scale and design features of new development respond to prevailing development patterns (where relevant), integrate well within its context and provide appropriate transitions with adjacent buildings and established communities so as to safeguard their amenities to a reasonable extent?
- 4.4**

Has a coherent architectural and urban design strategy been presented that will ensure the development is sustainable, distinctive, complements the urban structure and promotes a strong sense of identity?

Response:

The height, scale and form of the proposed development combined with its contemporary yet domestic architectural expression are entirely in keeping with the character of the surrounding area. The architectural language is deliberately simple and legible, featuring generous windows that animate the facades. Brick serves as the predominant material on main elevations and the secondary ones are dominated by contrasting render. These robust materials and simple detailing will ensure long-term durability and help integrate the scheme in its context.

Response:

Together, the architecture and landscaping will create a distinctive public and communal realm, with a strong sense of identity.

It can be seen from the images of previous developments on the following pages that our client places great importance on detailed design of buildings and all elements of the public realm, in order to create durable neighbourhoods with a distinct sense of place.

RESIDENTIAL QUALITY

A SENSE OF PLACE

The images on these pages are of previous developments by Castlethorn which have been designed by O'Mahony Pike Architects. They serve to demonstrate a commitment to residential quality and the creation of a sense of place within each scheme.



- 1. Somerton, Newcastle road, Lucan, Dublin by Castlethorn
- 2. Adamstown Square, Adamstown, Dublin by Castlethorn
- 3. Dun Rioga, Dunshaughlin, Meath by Castlethorn
- 4. Somerton, Newcastle road, Lucan, Dublin
- 5. Adamstown Square, Adamstown, Dublin

1	2
5	3
	4

RESIDENTIAL QUALITY

A SENSE OF PLACE

- 1. Woodbrook, Dublin by Castlethorn
- 2. Woodbrook, Dublin by Castlethorn
- 3. Woodbrook, Dublin by Castlethorn
- 4. Woodbrook, Dublin by Castlethorn
- 5. Woodbrook, Dublin by Castlethorn

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	4



RESIDENTIAL QUALITY

A SENSE OF PLACE

- 1. Rathborne Park, Ashtown, Dublin 15 by Castlethorn
- 2. Rathborne Park, Ashtown, Dublin 15 by Castlethorn
- 3. Adamstown Castle, Adamstown, Dublin by Castlethorn
- 4. Grace Park Wood, Drumcondra, Dublin 9 by Castlethorn
- 5. Rathborne Park, Ashtown, Dublin 15 by Castlethorn



RESIDENTIAL QUALITY

A SENSE OF PLACE

- 1. Somerton, Newcastle road, Lucan, Dublin by Castlethorn
- 2. Dun Rioga, Dunshaughlin, Meath by Castlethorn
- 3. Ballymakenny, Drogheda by Castlethorn
- 4. Rathborne Park, Ashtown, Dublin 15 by Castlethorn
- 5. Ballymakenny, Drogheda by Castlethorn

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