

Statement of Response to An Bord Pleanála Opinion

In respect of

Proposed Build to Rent Strategic Housing Development

on lands at

**St. Michael's Hospital Car Park,
Crofton Road, Dun Laoghaire**

Prepared for

Fitzwilliam DL Ltd.

Prepared by

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1.0 INTRODUCTION

- 1.1 The pre-application consultation opinion from An Bord Pleanála (ABP) in relation to the proposed strategic housing development for Build to Rent residential development on lands at St. Michael's Hospital Car Park, Crofton Road, Dun Laoghaire, County Dublin was received on 3rd June 2020, case reference: ABP-306688-20 (the "Opinion").
- 1.2 The Opinion states that ABP *'is of the opinion that the documents submitted with the request to enter into consultations require further consideration and amendment to constitute a reasonable basis for an application for strategic housing development'*.
- 1.3 An Bord Pleanála considers that the following issues need to be addressed in the documents submitted that could result in them constituting a reasonable basis for an application for strategic housing development:
1. **Further consideration and/or justification of the documents as they relate to the impact of the proposed development on the character and setting of the features of conservation interest in the vicinity, in particular the treatment of building no.1 adjoining the row of protected structures along Charlemont Terrace, having regard to the requirements of the criteria as set out in Section 6.4.15 and Appendix B of the Architectural Heritage Protection Guidelines for Planning Authorities (2011) and any other relevant policies and objectives for the site relating to the built heritage.**
 2. **Further consideration and/or justification of the documents as they relate to the treatment of the design and height of building no.1, including justification for a higher building at this location relative to the surrounding area and compliance with the criteria based assessment in the Urban Development and Building Heights – Guidelines for Planning Authorities (2018) and the building height guidelines in the Dun Laoghaire-Rathdown County Council [Development Plan] 2016-2022.**
- 1.4 The Opinion further states that, pursuant to article 285(5)(b) of the Planning & Development (Strategic Housing Development) Regulations 2017, the prospective applicant is notified that the following specific information should be submitted with any application for permission:
1. A Housing Quality Assessment which provides the details regarding the proposed apartments set out in the schedule of accommodation, as well as the calculations and tables required to demonstrate the compliance of those details with the various requirement of the 2018 Guidelines on Design Standards for New Apartments including its specific planning policy requirements. The report shall detail the use of the residential support facilities and amenity areas used to offset the standards and/or compensatory measures proposed within the proposal.
 2. Proposals for the management and operation of the proposed development as a 'Build-to-Rent' scheme in accordance with Specific Planning Policy Requirement No.7 of the 2018 Guidelines on Design Standards for New Apartments, including detailed proposals for the provision and management of support facilities, services and amenities for residents. A Building Lifecycle Report in accordance with section 6.13 of the guidelines should also be submitted. The plan shall also address the management and maintenance of public and access to the development.

3. Details of Part V provision clearly indicating the proposed Part V units.
 4. A daylight and sunlight analysis addressing existing residential units in proximity to the site and proposed units and open spaces within the development. A comprehensive justification is required for any proposed north facing single aspect units and a detailed analysis of the impact on specific apartment unit to the east of the site.
 5. A report that specifically addressed the urban design rationale including the proposed materials and finishes of the frontages along the north of the site, adjoining Crofton Road. Particular regard should be had to the requirement to provide high quality design and sustainable finishes and include details which seek to create a distinctive character for the overall development. The documents should also have regard to the long term management and maintenance of the proposed development.
 6. A proposed car parking strategy for the proposed development, having particular regard to the quantum of residential parking proposed, how it is intended that it is assigned and managed and measures proposed to address car parking and/or disabled parking.
- 1.5 Section 2 of this report sets out how the Applicant has responded to and addressed the requirement of ABP in its Consultation Opinion, with particular reference to the reports and drawings prepared by the design team, which accompany this application.

2.0 SUMMARY OF RESPONSE TO POINTS RAISED

- 2.1 In light of the Board's Opinion noting that the proposals 'require further consideration and amendment to constitute a reasonable basis for an application for strategic housing development', a comprehensive response is provided to the issues which are identified by ABP which need to be addressed.
- 2.2 As noted above, these include a further justification of the proposals as they relate to the character and setting of features of conservation interest and in particular at Charlemont Terrace, as well as a further justification of the proposals as they relate to the treatment and height of Building 01.
- 2.3 The proposals as submitted have taken cognisance of the Opinion of both An Bord Pleanála and Dun Laoghaire-Rathdown County Council following Pre-Application Consultation and are considered to sufficiently respond to the items of issue which ABP identified and have sought to refine and improve the proposals.
- 2.4 In addition to this, responses are provided to each of the items of specific information which An Bord Pleanála require to be submitted with the planning application. Each of these items are addressed in turn below.

Issues to Address

1. **Further consideration and/or justification of the documents as they relate to the impact of the proposed development on the character and setting of the features of conservation interest in the vicinity, in particular the treatment of building no.1 adjoining the row of protected structures along Charlemont Terrace, having regard to the requirements of the criteria as set out in Section 6.4.15 and**

Appendix B of the Architectural Heritage Protection Guidelines for Planning Authorities (2011) and any other relevant policies and objectives for the site relating to the built heritage.

- *Please refer to Architectural Heritage Impact Assessment prepared by Rob Goodbody, Historic Building Consultant*
 - *Please refer to Landscape & Visual Impact Assessment prepared by ARC*
 - *Please refer to Design Appraisal prepared by Reddy Architecture & Urbanism (RAU)*
- 2.5 The design of the proposed development has been subject to careful considered and revision following Pre-Application Consultation with An Bord Pleanála and the Planning Authority and comments received in respect of conservation impact.
- 2.6 As illustrated with submitted drawings by RAU, the proposals have evolved to provide:
- A reduced height at the western part of Building 01 of c. 1.87 m
 - Reduced floor to ceiling heights to 3 metres on upper floors
 - A redesigned Building 02 with western edge omitted
 - Redesign of materials and finishes
- 2.7 The proposals as submitted at PAC Request stage consisted of a 5 and 6 no. storey graduation in height at Building 01 moving east away from Charlemont Terrace, before stepping up to 12 no. storeys with an 8 storey element at the rear. The proposals now submitted to ABP include a reduced difference in height between Charlemont Terrace at the western elevation of Building 01. This constitutes a lower fifth floor height of +24.775m AOD at this location, in comparison to +25.68m AOD previously, representative of a c. 0.9 metres or 52% reduction in height at the elevation, whilst retaining 5 no. storeys at this location. The building steps up to 6 no. storeys moving east, away from Charlemont Terrace.
- 2.8 This amended approach, implemented by an overall reduction in floor to ceiling heights throughout the development has resulted in a gentler increase in height graduation moving away from the protected structures, helping to integrate appropriately with the established streetscape and provide modulation which respects the setting and amenity of the neighbouring building.
- 2.9 To the rear, the western section of Building 02 has been omitted in order to reduce the massing of the block and increase the separation distances to neighbouring buildings to the west at The Mews and Charlemont Avenue. This seeks to preserve and enhance levels of amenity at this location whilst respecting the setting and character of adjacent protected structures.
- 2.10 In respect of conservation impact, the accompanying Architectural Heritage Impact Assessment prepared by Rob Goodbody, Historic Building Consultant, provides a detailed analysis of the proposals in the context of criteria as set out in Section 6.4.15 and Appendix B of the Architectural Heritage Protection Guidelines for Planning Authorities (2011) and DRLCC policy.
- 2.11 In relation to the proximity and height graduation moving east from Charlemont Terrace, the Assessment notes that *'the first tow stage of the proposed building make an easy transition of the height and building line, while third, high, stage is at a sufficient separation from Charlemont Terrace that is does not crowd the protected structures in the terrace'*.

- 2.12 In respect of the interface of Building 01 with the western perimeter adjacent to Charlemont Terrace, a 5 no. storey element is proposed, with a double storey vehicular entrance at ground floor level. The rationale for the access in this location has been provided via an independent Road Safety Audit which accompanies this submission.
- 2.13 The transition from the existing row of protected structures to the proposed development has been sensitively designed with a c. 1.9m step up in height to fifth storey level, before graduating to 6 no. storeys and eventually 13 no. storeys moving east. The design and finishes of the building at this location, including a monolithic finish of white reconstituted stone, vertically proportioned windows, expressed lintels and lightly coloured brick chosen to complement the light and muted colours traditionally located on Crofton Road. This provides a high quality treatment which is considered to integrate with and provide continuity to elements of the appearance of the streetscape to the west at Charlemont Terrace.
- 2.14 In respect of the character and setting of the protected structures at Charlemont Terrace, the Architectural Heritage Impact Assessment states:
- 'To ameliorate the location of the access close to Charlemont Terrace the scale of the access though the proposed building has been kept as small as practicable and the façade set in line with the protected terrace. The proposed building has been moved slightly away from the boundary to increase the separation between number 6 Charlemont Terrace and the proposed building. The external materials of the proposed buildings are to be in pale colours in recognition of the prevailing colours among the earlier buildings in Dun Laoghaire, which are generally faced with painted render in soft pale colours, typically ranging from white to cream coloured, though also including other pastel shades. The frontages of the houses in Charlemont Terrace are painted in accordance with that trend. It is also proposed that the prevailing proportions of the windows in the part of the proposed development nearest to Charlemont Terrace are to reflect the traditional vertical arrangement of windows in the early houses in Dun Laoghaire, including Charlemont Terrace. These measures will ensure that the proposed development, while being contemporary in design, will reflect the traditional character and appearance of the protected structures in Charlemont Terrace.'*
- 2.15 The Assessment proceeds to consider Building 02 of the proposed development and its interaction with the adjacent historic environment, noting that *'this building would be far enough to the rear of the houses in Charlemont Terrace that their setting would not be comprised'*. In respect of The Mews, the assessment considers that due to the utilitarian purpose of the buildings and low value associated with views to the east from this location, *'the placing of a new building opposite the end of the mews lane would not result in the diminution of a view of architectural heritage significance'*.
- 2.16 The assessment also considers the potential impact on the Dun Laoghaire skyline, noting that higher element of Building 01 *'would introduce a balancing focal point'* and *'make a positive contribution to the character of the historic town'* in respect of the existing church spires and the tower element of the Royal Marine Hotel.
- 2.17 The landscape and visual impact of the proposals taken in combination with the neighbouring historic environment is also considered important to assess. This has been carried out in the form of a Landscape & Visual Impact Assessment by ARC Consulting, Grade I Conservation Architects, and accompanies this submission. This includes a c. 40

- viewpoints from which the proposed development has been introduced visually, with significant photomontages include at Crofton Road which illustrates the appearance of the proposed development in the context of the streetscape.
- 2.1 The potential impacts of the higher eastern element of Building 01 when observed from key views at the East and West Pier of Dun Laoghaire have been carefully considered and assessed within the information submitted as part of this application. The perceived impacts on these views, as well as a significant number of others, have been assessed, with the proposals appearing well-related to the existing skyline (which includes several other buildings of similar height) and streetscape at Crofton Road. The LVIA also considers the scale of the surrounding townscape and the presence of Dun Laoghaire Harbour which in itself is a large scale environmental feature, providing context for the setting to absorb a development of the proposed scale and height.
 - 2.2 The ARC LVIA notes that *'given the very diverse visual character of surrounding development, including development recently constructed, and given the potential for further large scaled development in the immediate area, the likely visual effects in the immediate area on Queen's Road, Crofton Road and Charlemont Avenue, are assessed as consistent with existing and emerging trends and 'moderate' in extent'*.
 - 2.3 The LVIA also notes that *'The proposed development is located in an area of existing very diverse development and an area of emerging development as envisaged by the Dún Laoghaire Urban Framework Plan'*.
 - 2.4 In respect of the impact on the *'views from the sea/pier'*, pages 12 and 13 of the Arc document assesses these and note that *'... the likely visual effects as perceived from the East Pier are assessed as ranging from 'slight' to 'moderate''*.
 - 2.5 In respect of views from the Old Piers (known as Trader's Wharf and Coal Quay) , *'the likely visual effects as perceived from the locations of Views 18 [Trader's Wharf] and 19 [Coal Quay] are assessed as 'slight' to 'moderate''*.
 - 2.6 In respect of views from the West Pier and outer breakwater of Dun Laoghaire Marina, *'the likely visual effects as perceived from the locations of Views 20 and 21 are assessed as 'slight' to 'moderate''*.
 - 2.7 The positioning of the lower elements of Building 01 at 6 and 5 no. storeys ensures that the height of the development is stepped down as it moves west in order to integrate visually with the adjacent lower rise buildings at Charlemont Terrace and Avenue. The height of Building 01 at its westernmost point is +24.775m AOD (21.7m AGL), with Charlemont Terrace rising to +22.911m AOD (19.8m AGL). The western elevation at Building 01 has been reduced through design development, in comparison with the proposals submitted at PAC Request stage, in order to better relate to the adjacent protected structures.
 - 2.8 This approach is also adopted at Building 02, which falls in height from +36.100m AOD (setback 9 no. storeys) to +33.100m AOD (8 no. storeys) at the western perimeter. The massing of Building 02 has been reduced through design development in comparison with the proposals submitted at PAC Request stage by the omission of the western section of the building which previously extended over the vehicular right of way at the western perimeter of the site. This is in addition to the setting back of the 8th storey. This design approach has resulted in an increased separation distance between the neighbouring

buildings at Charlemont Avenue, serving to preserve and enhance the residential amenity at these properties, as well as the private amenity space to the rear of Charlemont Terrace and Charlemont Avenue and is considered to contribute positively to the layout of the proposals.

- 2.9 The proposed heights of the lower elements of Building 01 and Building 02 have been informed by the similar heights at the 8 no. storey Harbour View apartments to the east and the Sisters of Mercy building to the south east, as well as St Michael's Hospital on George's Street. In this respect, the proposals are considered to be entirely appropriate in the context of the site's urban surroundings, with a robust urban design rationale existing for the 13 no. storey element of Building 01. The visual impact of the proposals are discussed in greater detail in the accompanying Landscape & Visual Impact Assessment by ARC Consulting

2. Further consideration and/or justification of the documents as they relate to the treatment of the design and height of building no.1, including justification for a higher building at this location relative to the surrounding area and compliance with the criteria based assessment in the Urban Development and Building Heights – Guidelines for Planning Authorities (2018) and the building height guidelines in the Dun Laoghaire-Rathdown County Council [Development Plan] 2016-2022.

- *Please refer to the Design Appraisal prepared by RAU*
- *Please refer to Landscape & Visual Impact Assessment prepared by ARC*
- *Please refer to the Statement of Material Contravention prepared by John Spain Associates*

- 2.18 Following PAC feedback from An Bord Pleanála and the Planning Authority, the development has been refined, with floor to ceiling heights reduced, a revised footprint at Building 02 and the addition of a rooftop amenity space and terrace at the eastern element of Building 01. This is considered to present a development which relates more appropriately to neighbouring buildings whilst minimising and preserving amenity at these properties whilst also providing a high quality living environment for future residents.

- 2.19 A detailed explanation of the design solution proposed at the location in response to Item 2 of the ABP Opinion is provided within the accompanying Design Appraisal prepared by RAU. This is consolidated and informed by the Visual Impact Assessment prepared by ARC Consulting.

- 2.20 The RAU Design Appraisal considers the Building Height Strategy at Appendix 9 of the Dun Laoghaire County Development Plan 2016-2022 and the criteria based assessment in the Urban Development and Building Height Guidelines, providing a thorough, in-depth analysis and rationale the design, finishes and height proposed.

- 2.21 In relation to an urban design rationale and justification for the scale and height of Building 01, the RAU Design Appraisal notes:

'The proposed design looks to create an appropriate punctuation mark at the transition point between the Town Centre Seafront Quarter and Crofton Road. This punctuation is in part provided by the existing turn in the road, the proposed new public space marking the entrance to the new pedestrian route, the resolution of a number of façade frontage

lines and the formation of a taller building element where these various geometries coalesce.

The proposed new taller building element at the western end of the Seafront Quarter works with the Lexicon at the southern end of the Seafront Quarter to provide bookends at either ends of the Town Centre Seafront Quarter skyline, and a balance to the composition of the Dun Laoghaire waterfront.

The St. Michaels site has a unique position on the Dun Laoghaire waterfront and within the 500m buffer zone. At this unique location a taller building element has an urban function and its hierarchical impact on the skyline can be discussed relative to that of the Lexicon. A taller building element at this particular location contributes to the Dún Laoghaire seafront quarter where intensification can be promoted adjacent to high quality public transport to secure compact and sustainable urban growth on what is an infill brown site that is currently only used for surface car parking.'

- 2.22 Please refer to the RAU Design Appraisal for a further detailed response to Item 2 of the Board's Opinion.
- 2.23 The accompanying Statement of Material Contravention prepared by John Spain Associates also includes an assessment of the proposals in the context of local planning policy and section 28 guidelines. The relevant extracts are provided as follows.

DLRCC Building Height Strategy

- 2.24 Policy UD6 Building Height Strategy of the Dun Laoghaire Rathdown County Development Plan states that it is the Council's objective to adhere to the recommendations and guidance set out within the Building Height Strategy for the County. This is provided at Appendix 9 of the County Development Plan which notes that c. 75% of the county is subject to some form of building height quality and control. This is illustrated in Figure 1, below, with the indicative location of the subject site shown.

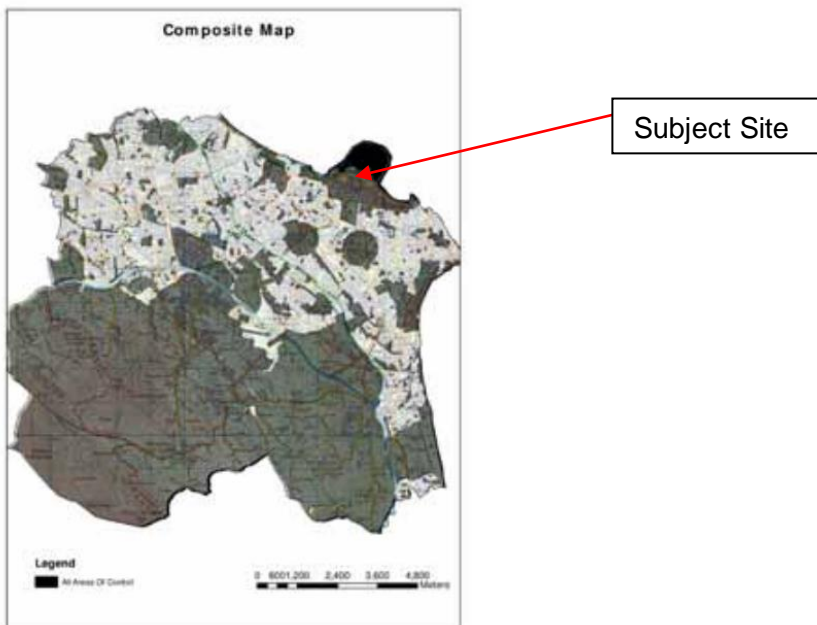


Figure 1: Areas of Control Cumulative Composite Map

- 2.25 Section 4 of the appendix notes that tall buildings *'can realistically only be accommodated in a number of key centres in the County – specifically Sandyford, Cherrywood, Dundrum, Dun Laoghaire and UCD Belfield'*. Dun Laoghaire is considered to be *'self-selecting'* for taller buildings due to its 'Major Town Centre' status and is therefore capable of accommodating buildings of increased height.
- 2.10 The appendix identifies *'Local Areas Plans, Framework Plans or SDZs'* as the *'appropriate vehicle for identifying the specific sites... that have potential for accommodating building height'*. In respect of the subject site at a central location in Dun Laoghaire town centre, the Dun Laoghaire Urban Framework Plan (Appendix 12 of the CDP) is identified by the Planning Authority as this 'vehicle' (in the absence of the Dun Laoghaire Local Area Plan which has not yet been prepared).
- 2.11 The Appendix notes that in relation to Dun Laoghaire, *"traditional building height within the area are typically 2-4 storeys, with some post-war developments of about 4-5 storey. More recent schemes extend up to a maximum of 7 storeys. Generally, only the spires of St. Michael's Church and Mariner's Church and the tower of the County Hall rise above this urban skyline"*.
- 2.12 The Dun Laoghaire Urban Framework Plan notes the presence of spires of St Michael's Church and Mariner's Church spires in combination with the dlr Lexicon as *'landmark buildings'* which *'rise above the overall urban skyline'*. The Plan states an objective *'that this hierarchical relationship between established landmark buildings and new infill development be preserved and maintained'*. New infill development should be *'contextual'* and seek to *'re-establish streetscapes'* as well as being *'appropriately scaled'*. It notes that when considering proposals, the Council will *'have regard to the visual impact such development will have on the existing skyline when viewed from surrounding areas and the East and West Piers of the Harbour'*.
- 2.13 Section 4.8 of Appendix 9 sets out a series of 'modifiers' which should be complied with to allow increased building heights within any proposed development at certain locations. The appendix states that the section *'specifically focuses on all of those residual suburban areas not already included within the boundaries of the cumulative control area identified in Section 4.7'*. It is noted that subject site is located within Dun Laoghaire town major centre and therefore is under control of the content Dun Laoghaire Urban Framework Plan. In this respect, the modifiers set out at Section 4.8 are not applicable to the subject site.
- 2.14 It is important to note that the Building Height Strategy (Appendix 9) and the Dun Laoghaire Urban Framework Plan (Appendix 12) **do not provide upper height limits or restrictions on building heights of proposed development in Dun Laoghaire town centre**. The Urban Framework does not specify height limits on the subject site.
- 2.26 The proposed development may be considered as a landmark building in the context of the Height Strategy at Appendix 9. The strategy states that *'it may be entirely appropriate... to provide landmark buildings at **key strategic points throughout the town centre**'*. It is considered that the application site constitutes a key strategic point at the western edge of the Seafront Quarter, marks a gateway to the town centre and defines a transport node is therefore suitable for a landmark scheme as proposed.
- 2.27 Section 5 of the Height Strategy sets out 'General Principles' which the Planning Authority will use in assessing appropriate building heights, listed and responded to as follows:

- *To protect the residential amenities of the County*
- 2.28 The proposed development has been subject to comprehensive pre-planning consultation and refinement prior to this submission. The iterative design process has taken careful consideration of the amenities of neighbouring properties whilst ensuring that the site's brownfield, infill nature at a highly accessible location is optimised. The massing and scale of the development has been altered in response to Planning Authority and ABP comments at pre-application consultation stage to help mitigate potential amenity impacts. The proposed building heights are considered to relate appropriately with the adjacent 8 no. Harbour View to the east, with a taller element included to define the site's strategic location at the western edge of the Seafront Quarter.
- 2.29 Owing to the site's urban setting and the design of existing neighbouring development, it is reasonable to note that any development which seeks to align with National Policy Objectives relative to compact growth and increased density is almost certain to have an amenity impact on adjacent properties.
- *To protect the County's built heritage and natural areas of exceptional beauty*
- 2.30 The proposed development has considered carefully the potential impact on built and natural areas. The scale and height of the proposed development falls moving west, in order to successfully integrate with the nature of the protected structures at Charlemont Terrace and Avenue, in order to preserve levels of amenity at each, as well as respecting the historic setting and character of these. The choice of materials proposed are considered to integrate appropriately with the established seafront character whilst introducing an element of high quality architectural design. The rising topography of the site moving south, in combination with the nature and scale of adjacent urban development also enables the proposals to be screened to a large extent from the surrounding area.
- 2.31 The proposals are considered to optimise the site's attractive seafront setting and will contribute positively to the streetscape at the location. The site is not located within or adjacent to any designated natural areas.
- *To promote higher densities and allow for increased building heights around public transport nodes and centres of activity*
- 2.32 The proposed development seeks to provide a high density, mixed use development at a central area adjacent to the public transport node of the Dun Laoghaire railway station and bus terminus in accordance with this principle. The proposals include a high quality apartment scheme with a commercial café which will attract custom due to the site's town centre location adjacent to a transport node and routes through the site connecting to St Michael's Hospital. The proposed range of building heights are considered to integrate appropriately with the site surroundings whilst introducing an element of height which is considered appropriate in urban design terms and add positively to the skyline of Dun Laoghaire.
- *To encourage higher densities and also to allow for increased building heights at appropriate locations along public corridors*
- 2.33 As noted above, the proposed development will introduce an element of increased building height at a strategic location in the centre of Dun Laoghaire immediately adjacent to a public transport corridor. The principle seeks to promote *'higher densities and mixed-use*

development at these locations to support sustainable development patterns, noting that *'increased building height at key locations, particularly junctions along major transport corridors, helps the legibility of the County'*.

2.34 The proposed 8 and 9 no. storey elements of the proposed scheme are informed by the heights at Harbour View, St Michael's hospital and the Sisters of Mercy building, each of which are in close proximity to the subject lands. The proposals are therefore considered compliant with this principle.

- *To promote higher density through in-fill development*

2.35 This principle seeks to *'provide additional new housing near centres and existing public transport infrastructure'* through the *'redevelopment of vacant or underused lands and sites in sustainable locations'*. The proposals are considered to comply with this principle by optimising the brownfield, infill site for a higher density use at a central and accessible location which responds appropriately and contributes positively to the character and setting of the area.

2.36 The proposals introduce a superior public realm to Crofton Road in comparison to that existing currently exists and will implement a sustainable use which is compatible with the mixed use context of the area.

2.37 It is considered that the proposed development successfully utilises the nature of this brownfield, infill site through its sustainable redevelopment which represents an efficient use of land resource. The built environment existing to the east and south of the subject lands provides a basis for the heights proposed at the lower aspects of Building 01, as well as within Building 02.

- *To allow for landmark buildings in the right places*

2.38 The proposed may be considered to constitute a landmark building which the principle notes as *'generally higher than their surroundings'*. The proposed 13 no. storey element of Building 01 is noted to be higher than the 8 no. storey neighbouring building at Harbour View, with 8, 6 and 5 no. storey elements of the development integrating with the surrounding mix of building heights to the west and south which range from 2 storey to 6 no. storeys.

2.39 The proposed development is considered to add positively to the balance of the skyline in Dun Laoghaire and responds appropriately to the existing context of taller buildings which are observed within the extent of the Seafront Quarter. The taller element of Building 01 will implement a defining marker point to the western edge of this area corresponding to the role of the Lexicon library on Queen's Road. In this respect, the proposals may contribute to the creation of a *'close cluster of taller buildings'* (within the Seafront Quarter) as referred by this principle which can *'combine to form a single landmark in wider urban views'*.

2.40 The appendix identifies *'Local Areas Plans, Framework Plans or SDZs'* as the *'appropriate vehicle for identifying the specific sites... that have potential for accommodating building height'*. In respect of the subject site at a central location in Dun Laoghaire town centre, the Dun Laoghaire Urban Framework Plan (Appendix 12 of the CDP) is identified as this 'vehicle'. The UFP assumes this role in the absence of the Dun Laoghaire Local Area Plan which has not yet been prepared.

- 2.41 Appendix 12 notes that in relation to Dun Laoghaire, *'traditional building height within the area are typically 2-4 storeys, with some post-war developments of about 4-5 storey. More recent schemes extend up to a maximum of 7 storeys. Generally, only the spires of St. Michael's Church and Mariner's Church and the tower of the County Hall rise above this urban skyline'*.
- 2.42 The Dun Laoghaire Urban Framework Plan notes the importance of St Michael's Church and Mariner's Church spires as important focal points both in the town and when viewed from the piers and Dublin Bay. The Plan states an object to *'preserve and maintain'* the relationship between the landmark buildings, facilitated by new infill development which is *'contextual'* and seeks to *'re-establish streetscapes'* as well as being *'appropriately scaled'*.
- 2.43 As noted above, the proposed 13 no. storey element within the proposed development introduces a defining edge to the western perimeter of the Seafront Quarter and marks a gateway to Dun Laoghaire town centre at the curve of Crofton Road, replicating the role of the Lexicon building at the eastern edge of the Seafront Quarter.
- 2.44 It will also provide a visual balance with the 'landmark' building elements at St Michael's and Mariners churches and the Lexicon further to the east, and the town hall clock tower at the centre, particularly when viewed from Dublin Bay and key views at both the east and west piers.
- 2.45 The proposals are considered to introduce significant urban design benefits at the location and contribute positively to the streetscape at the Seafront Quarter by providing an area of public open space at the northern perimeter and providing a sense of place by the introduction of a passive landscaped area which benefits from excellent aspects towards the harbour and Dublin Bay.
- 2.46 The site is located approximately 120 metres west of the Dun Laoghaire DART station and bus terminus and when observed from afar, is considered to contribute to the identification of this public transport interchange and the Seafront Quarter at Dun Laoghaire.
- 2.47 As discussed in greater detail within the ARC Consulting Landscape & Visual Impact Assessment and the RAU Design Appraisal, the proposals are considered to provide a visual balance to the Dun Laoghaire skyline in the context of existing buildings of greater height in the vicinity. In this regard, the proposals are considered to beneficially frame important views, such as from the east and west piers of Dun Laoghaire Harbour.
- 2.48 The proposals are considered to introduce improvements to the public realm at Crofton Road. This development will replace a surface car park which provides little interaction or animation with the streetscape. A generous quantum of public open space extending to 681 sqm is included at the northern perimeter of the site and the landscaped pedestrian route linking to St. Michael's Hospital to the south. This provision also enhances permeability and connections at the location and encourages walking by the reduction of car parking provision.
- 2.49 The proposals therefore provide a positive interface with the public realm at Crofton Road, introducing active frontage in the form of a café and outdoor seating area, passive recreation and planting at an attractive location which encourages public use and provides a welcoming entrance to the development.

- 2.50 The proposals include an area of internal amenity and an external terrace/viewing deck at 13th storey level at Building 01. It is proposed that this community facility would be opened to the public at various occasions throughout the year via events such as the Dun Laoghaire Summer of Heritage, Culture Night or Open House events. This will add to the value of the development in a community context and ensure that the proposals are accessible to members of the public through specific events, as to be agreed with DLRCC. In addition, the rooftop space would be available for social activities on certain occasions during the year. This will ensure the development can be available and accessible to all.
- 2.51 On the basis of the above, the site is considered to possess the necessary attributes to accommodate a density and building height as now proposed, in accordance with the Height Strategy of the Planning Authority.
- 2.52 Notwithstanding the above rationale in the context of the Height Strategy, it is considered that the proposals comply with the development management criteria set out in the Urban Development & Building Height Guidelines (as set out in the accompanying Statement of Material Contravention) which effectively supersede the content of any relevant development plan policy such as Appendix 9 and Appendix 12.
- 2.53 It is important to note that the Height Strategy at Appendix 9 and the Dun Laoghaire Urban Framework Plan at Appendix 12 of the CDP **do not provide upper height limits or restrictions on building heights** of proposed development in Dun Laoghaire town centre. Additionally, the Urban Framework **does not specify height limits for the subject site**.

Urban Development and Building Height Guidelines

- 2.54 The Urban Development and Building Height Guidelines introduce Development Management criteria at Section 3.2 which proposals for higher buildings will be required to satisfy. The relevant criteria in respect of the proposed residential development are noted and responded to as follows:

The criteria for assessment of developments at the scale of the relevant city/ town;

The site is well served by public transport with high capacity, frequent service and good links to other modes of public transport.

- 2.55 The subject lands are highly accessible, located opposite Dun Laoghaire DART station and bus terminus which benefit by high frequency services providing links across the city. The site is also in close proximity to the N31, which provides connections to Dublin city centre via the N11. The site is therefore considered to benefit from excellent accessibility in respect of public transport.
- 2.56 The DLRCC cycle route along the seafront (N31) is also located in close proximity to the site across the railway line to the north and has recently been implemented by the Planning Authority as a direct response to increased frequency of cyclists in the area arising from the Covid-19 pandemic and restrictions. The proposed development will be mutually beneficial for the use of the implemented cycle infrastructure. Future residents of the proposed development will have a high quality sustainable connection directly accessible from the site.

Development proposals incorporating increased building height... should successfully integrate into/enhance the character and public realm of the area, having regard to topography, its cultural context, setting of key landmarks, protection of key views. Such development proposals shall undertake a landscape and visual assessment by a suitably qualified practitioner such as a chartered landscape architect.

- 2.57 The scale of the proposed development is considered to integrate successfully into and enhance the character and public realm of the area, replacing an underutilised surface car park and adding positively to the appearance and composition of the streetscape. The design, scale and layout has had regard to its topography, cultural context, setting of key landmarks and key views. This is considered further within the accompanying RAU Design Appraisal.
- 2.58 The proposal appropriately responds to the site's Major Town Centre land use zoning objective which permits residential, community facility and café development. The development proposes a plot ratio of 2.1 and a site coverage of 24% with a density of 309 units per hectare. These characteristics are appropriate in the context of the development plan. The County Development Plan is informed by section 28 guidelines relative to higher residential density which promote such developments in central areas in close proximity to public transport connections.
- 2.59 The proposals comprise a residential development within a streetscape currently characterised by similar uses which benefit from and seek to optimise the seafront location. The proposals are considered as a landmark building marking the entrance to the Seafront Quarter and 'turning the corner' to this area, corresponding with the role of the Lexicon library at the eastern edge of the area. The development will consolidate the urban nature of the location and contribute to the vitality and range of publicly accessible facilities available at the town centre location. This is achieved by the provision on a café at ground floor level with views of the harbour and seafront, in compliance with the objectives of the Development Plan for the area.
- 2.60 The proposals will add positively to the public realm at Crofton Road by the implementation of a ground floor café and associated outdoor seating area within an area of high-quality landscaped public open space. This provides continuity to the series of green spaces along Crofton Road and enhances biodiversity. The publicly café will attract usage by town centre visitors and those using the public transport whilst also providing a welcoming entrance to the development and encouraging use of the landscaped pedestrian right of way connecting to St. Michael's Hospital to the south. This combination of hard and soft landscaping including public seating areas which benefit from attractive views to Dun Laoghaire Harbour and Dublin Bay is detailed further in the accompanying Landscape Report and Drawings prepared by Dermot Foley Landscape Architects. Therefore, the development is considered to integrate successfully into and enhance the character of the area.
- 2.61 The proposal introduces an element of increased height at the eastern part of Building 01, which is sensitively positioned away from the protected structures at Charlemont Terrace. The 13 no. storey element of the northern block is considered to provide a landmark feature which defines the gateway entrance to the Dun Laoghaire Seafront Quarter and adds positively to the balance of heights of existing buildings within the town centre.
- 2.62 The ARC LVIA notes that *'there are occasions where new development may seek to integrate by providing a visual counterpoint to other features in its surroundings, a*

- contrast*. The introduction of height at Building 1 seeks to create *'a new character, where the existing and the new merge to create a new integrated and enhanced character'*. This has been proposed in response to the location which is considered to have *'a high potential to absorb multiple new developments'* given its proximity to existing scale large elements of the built environment such as Dun Laoghaire Harbour and the taller features of the skyline.
- 2.63 The RAU Design Appraisal notes that *'the strategic introduction of height to a portion of Building One at this specific location on the site can allow the building to act as a gateway to the west end of the Seafront Quarter'*.
- 2.64 The RAU Design Appraisal notes that a:
- '... new taller building element at the western end of the Seafront Quarter works with the Lexicon at the southern end of the Seafront Quarter to provide bookends at either ends of the Town Centre Seafront Quarter skyline, and a balance to the composition of the Dun Laoghaire waterfront.'*
- 2.65 In respect of the proposed building height, RAU notes that:
- 'Increased building height can be seen as a key factor in assisting modern placemaking and improving the overall quality of our urban environments as noted in the guidelines for Urban Development and Building Heights.'*
- 2.66 The higher element of Building 01 has been designed in such a way as to mitigate any impact upon the protected structures to the west of the site at Charlemont Terrace and Charlemont Avenue, being located adjacent to the site's eastern perimeter and the neighbouring 8 no. storey Harbour View apartments. This provides for a graduation in height, moving east along Crofton Road, in order to respect the setting and character of the heritage features and cultural context of the area whilst drawing parallels in material finishes and elevational treatments.
- 2.67 The potential impact of the proposals upon the adjacent protected structures are assessed within the Architectural Heritage Impact Assessment ("AHIA") prepared by Rob Goodbody, Historic Building Consultant which is also enclosed. The Report document concludes that the proposed development *'would provide the necessary transitions between the heights, building lines, styles and factors and... would not have an adverse impact on the historic environment, including the protected structures in the vicinity'*.
- 2.68 In considering View 13 of the Landscape and Visual Impact Assessment (LVIA), the AHIA states that *'the proposed building would not be as prominent as the two church spires and when seen from the ends of the piers it would barely break the skyline above the Dublin Mountains, in contrast with the very definite points created by the two church spires and even the tower of the Royal Marine Hotel, seen midway between the two church spires'*.
- 2.69 The accompanying contiguous elevations and sections provided by RAU illustrate the proposed building height in comparison with the existing urban environment in Dun Laoghaire and its suitability in this regard.
- 2.70 The proposed 13 no. storey element equates to +49.225m Above Ordnance Datum (c. 40.2 m above ground level). This compares to heights of +81.742m at St. Michael's church, +44.918m at County Hall, +52.902m at the Marine Hotel, +59.913m at the

- Maritime Museum (Mariner's Church) and +37.90m at the Lexicon, moving east through the Seafront Quarter. Therefore, the proposed element of height is considered to be well related to and will provide balance to the existing built elements of the urban landscape, adding positively to the existing hierarchy of taller buildings within Dun Laoghaire.
- 2.71 The 13 no. storey element of Building 01 marks the western edge of the Seafront Quarter and contributes to a high quality urban streetscape which will enhance the visual appearance of Crofton Road and the town centre seafront area facing the harbour. Building 01 seeks to retain the established building line at Charlemont Terrace before stepping out at the base of the 13 no. storey element at the eastern edge of the building. This is a distinguishing feature which defines the curve in Crofton Road and provides a counterbalance to the role of the Lexicon building as a similar marker at the eastern end of the Seafront Quarter on Queen's Road. In this regard, the proposal is considered to take cognisance of and provides a direct urban design response to the existing development pattern and location of cultural buildings in Dun Laoghaire.
- 2.72 The potential impacts of the higher eastern element of Building 01 when observed from key views at the East and West Pier of Dun Laoghaire have been carefully considered and assessed within the information submitted as part of this application. The perceived impacts on these views, as well as a significant number of others, have been assessed within the accompanying Landscape & Visual Impact Assessment prepared by ARC Consulting, with the proposals appearing well-related to the existing skyline (which includes several other buildings of similar height) and streetscape at Crofton Road. The LVIA also considers the scale of the surrounding townscape and the presence of Dun Laoghaire Harbour which in itself is a large scale environmental feature, providing context for the setting to absorb a development of the proposed scale and height.
- 2.73 The ARC LVIA notes that *'given the very diverse visual character of surrounding development, including development recently constructed, and given the potential for further large scaled development in the immediate area, the likely visual effects in the immediate area on Queen's Road, Crofton Road and Charlemont Avenue, are assessed as consistent with existing and emerging trends and 'moderate' in extent'*.
- 2.74 The LVIA also notes that *'The proposed development is located in an area of existing very diverse development and an area of emerging development as envisaged by the Dún Laoghaire Urban Framework Plan'*.
- 2.75 In respect of the impact on the *'views from the sea/pier'*, pages 12 and 13 of the Arc document assesses these and note that *'... the likely visual effects as perceived from the East Pier are assessed as ranging from 'slight' to 'moderate''*.
- 2.76 In respect of views from the Old Piers (known as Trader's Wharf and Coal Quay) , *'the likely visual effects as perceived from the locations of Views 18 [Trader's Wharf] and 19 [Coal Quay] are assessed as 'slight' to 'moderate''*.
- 2.77 In respect of views from the West Pier and outer breakwater of Dun Laoghaire Marina, *'the likely visual effects as perceived from the locations of Views 20 and 21 are assessed as 'slight' to 'moderate''*.
- 2.78 The positioning of the lower elements of Building 01 at 6 and 5 no. storeys ensures that the height of the development is stepped down as it moves west in order to integrate visually with the adjacent lower rise buildings at Charlemont Terrace and Avenue. The

- height of Building 01 at its westernmost point is +24.775m AOD (21.7m AGL), with Charlemont Terrace rising to +22.911m AOD (19.8m AGL). The western elevation at Building 01 has been reduced through design development, in comparison with the proposals submitted at PAC Request stage, in order to better relate to the adjacent protected structures.
- 2.79 This approach is also adopted at Building 02, which falls in height from +36.100m AOD (setback 9 no. storeys) to +33.100m AOD (8 no. storeys) at the western perimeter. The massing of Building 02 has been reduced through design development in comparison with the proposals submitted at PAC Request stage by the omission of the western section of the building which previously extended over the vehicular right of way at the western perimeter of the site. This is in addition to the setting back of the 8th storey. This design approach has resulted in an increased separation distance between the neighbouring buildings at Charlemont Avenue, serving to preserve and enhance the residential amenity at these properties, as well as the private amenity space to the rear of Charlemont Terrace and Charlemont Avenue and is considered to contribute positively to the layout of the proposals.
- 2.80 The proposed heights of the lower elements of Building 01 and Building 02 have been informed by the similar heights at the 8 no. storey Harbour View apartments to the east and the Sisters of Mercy building to the south east, as well as St Michael's Hospital on George's Street. In this respect, the proposals are considered to be entirely appropriate in the context of the site's urban surroundings, with a robust urban design rationale existing for the 13 no. storey element of Building 01.
- 2.81 The visual impact of the proposals are discussed in greater detail in the accompanying Landscape & Visual Impact Assessment by ARC Consulting and the Conservation Impact Assessment Report prepared by Rob Goodbody, Historic Building Consultant, to which the Board is referred. The urban design rationale for the proposals is also described in detail within the accompanying Design Appraisal by RAU.
- On larger urban redevelopment sites, proposed developments should make a positive contribution to place-making, incorporating new streets and public spaces, using massing and height to achieve the required densities but with sufficient variety in scale and form to respond to the scale of adjoining developments and create visual interest in the streetscape*
- 2.82 The proposed development site extends to approximately 0.42 ha and is therefore not considered as a 'larger urban redevelopment site'. Notwithstanding this, the proposals are considered to make a positive contribution to place-making through a high quality development which integrates with the existing development pattern and enhances the public realm along Crofton Road, as detailed within the accompanying RAU Design Appraisal, Landscape Design Rationale prepared by Dermot Foley Landscape Architects and Landscape & Visual Impact Assessment prepared by ARC.
- 2.83 The proposals also promote pedestrian permeability to the south through the provision of a landscaped pedestrian walkway along the eastern perimeter of the site which connects to hospital grounds. This promotes public movement through the site and facilitates a potential link to the town centre via Eblana Avenue, subject to landowner agreement. As already mentioned also under the previous criterion, the proposed ground floor café and associated outdoor seating area within an area of high-quality landscaped public open space makes a significant contribution to the public realm and addresses the separate

- requirement for new public spaces under the present criterion. A shared vehicular and cycle route is also provided along the western perimeter providing a link to St. Michael's Hospital.
- 2.84 The development creates visual interest at the site through a high quality design which reflects the surrounding pattern of development. The northern elevation at Building 01 has been carefully considered to provide for an appropriate relationship with the terrace to the west and Harbour Square to the east, continuing building lines with Charlemont Terrace before stepping out to align with the frontage at Harbour View, providing a logical transition in this regard.
- 2.85 The proposals introduce a higher built element into the existing urban landscape at Crofton Road. The 13 no. storey element of Building 01 provides a definitive edge to the western perimeter of the sea front quarter at Dun Laoghaire. The scale and massing of this higher element of Building 01 has been carefully considered in terms of width and depth in order to appear in balance within the existing context of higher buildings in the town centre.
- 2.86 The upper floors of the eastern element of Building 01 have been designed to appear slender in scale and have a reduced floor space beyond 8th storey level in order to facilitate this. The framed structural fenestration at 13th storey level provides a light finish to the top of the building, consolidated by the glazed internal amenity space at this location.
- 2.87 The scale and massing of the remaining elements of the scheme are informed by the prevailing heights located to the east at Harbour View apartments and to the south and east at St Michael's Hospital and Sisters of Mercy respectively. Building height decreases moving west in order to integrate visually with the adjoining low rise residential and commercial uses to the west. Massing and heights of both buildings have been reduced through design development following the PAC Stage of the proposals, with the western portion that previously formed part of Building 02 being removed in its entirety to provide a balance to the development and mitigate any potential impact upon the amenity of neighbouring properties.
- 2.88 The changes in elevation and floor levels across the development and the external roof terraces created as a result provide variety and add to the visual appeal of the development, contributing to its high quality architectural design approach which enhances the appearance of the location.
- 2.89 The proposed site coverage, plot ratio and density of the development are considered appropriate in respect of the site's urban location and accessibility to high capacity public transport, in line with national policy objectives and provide for sustainable development of the site.
- 2.90 In this respect, the proposals are considered to be of an appropriate scale, height and massing to complement the existing urban form whilst successfully introducing a high quality element of architecture to the site, making optimal use of the brownfield lands.

At the scale of district / neighbourhood / street

The proposal responds to its overall natural and built environment and makes a positive contribution to the urban neighbourhood and streetscape

- 2.91 The proposed development will significantly enhance the existing Dun Laoghaire Seafront Quarter facing the harbour by virtue of its superior use to that currently existing at the site and sensitive and carefully considered design. It will provide for a high quality contemporary building at an appropriate location and make a significant positive contribution to the existing urban neighbourhood and streetscape at this location. The proposed development will significantly enhance the existing Dun Laoghaire 'seafront' area facing the harbour. The objective of the proposed design is to actively integrate with and optimise the location and its excellent vistas across Dun Laoghaire Harbour and Dublin Bay, responding appropriately to the surrounding natural environment.
- 2.92 It is considered that the proposal introduces a high quality development at an underutilised site of brownfield, infill lands within an urban setting. The proposed development responds appropriately to the massing and scale of the surrounding urban pattern and scale, with higher built elements situated to the eastern side of the site, falling in height moving west towards the adjoining lower rise commercial and residential development at Charlemont Avenue and Terrace.
- 2.93 In respect of the streetscape in close proximity to the site, the accompanying ARC Landscape & Visual Impact Assessment notes that *'given the very diverse visual character of surrounding development, including development recently constructed, and given the potential for further large scaled development in the immediate area, the likely visual effects in the immediate area on Queen's Road, Crofton Road and Charlemont Avenue, is assessed as consistent with existing and emerging trends and 'moderate' in extent'*.
- 2.94 It is also noted that *'The proposed development is located in an area of existing very diverse development and an area of emerging development as envisaged by the Dún Laoghaire Urban Framework Plan'*.
- 2.95 As noted above, the overall height of both buildings has been lowered from the PAC submission in order to better relate to neighbouring development. The western element of Building 02 has also been omitted which significantly reduces the massing of the building and its proximity to neighbouring properties.
- 2.96 The proposals constitute the sustainable development of the brownfield lands and will enhance the appearance of the site, providing integration with the established frontage at Crofton Road and enhancing the urban realm at this location through the introduction of high quality landscaping and commercial uses which are accessible to the public. This will add positively to the quality and aesthetical appearance of the Seafront Quarter and therefore represents a high quality design alternative to the current use of the site.
- The proposal avoids long, uninterrupted walls of building in the form of perimeter blocks or slab blocks with materials / building fabric well considered.*
- 2.97 The proposal introduces 2 no. residential apartment buildings constructed with high quality materials which relate well to the site's seafront location and the style and palette of neighbouring properties. The extensive use of glazing throughout the scheme provides continuity with the architectural design of the Harbour View apartments to the east, with the palette of white and light grey brick making a visual connection to the appearance of Charlemont Terrace to the west. The introduction of brown aluminium window frames, light brown reconstituted stone, expressed lintels and black metal balcony railings introduce a modern element to the streetscape whilst relating to the maritime character of the seafront.

2.98 The layout and siting of the development has been sensitively chosen to align and provide continuity with the established building line at Crofton Road, with Building 02 relating to the orientation of the buildings to the west at Charlemont Avenue. Elevations have been carefully designed and introduced varied aspects, through recessed styles and elements stepped out from the dominant building line. This provides variety and visual interest to the buildings. This is complemented by a high quality hard and soft landscaping scheme which further enhances the visual appeal of the proposals, as well as attracting public use, passive recreational and activity adjacent to an active ground floor use at the northern elevation of Building 01.

2.99 Page 22 of the RAU Design Appraisal notes that *“the primary building façade onto Crofton Road is modelled to provide a series of steps in plan and elevation to respond to the transition of building frontages at street level and steps in building height whilst also providing a taller punctuation point at the end of the Seafront Quarter”*.

2.100 The proposal design avoids long, uninterrupted walls of building owing to the site's relatively narrow frontage to Crofton Road and the variety in scale and height of block proposed buildings. Material and fabrics proposed in finishing are well considered and are considered to integrate appropriately with the existing surrounding development. This is detailed further at pages 52 to 56 of the RAU Design Appraisal.

The proposal enhances the urban design context for public spaces and key thoroughfares and inland waterway/ marine frontage, thereby enabling additional height in development form to be favourably considered in terms of enhancing a sense of scale and enclosure while being in line with the requirements of “The Planning System and Flood Risk Management – Guidelines for Planning Authorities” (2009).

2.101 The proposed development will significantly enhance the existing Dun Laoghaire ‘seafront’ area facing the harbour. It will provide for a high quality contemporary building at an appropriate location and make a significant contribution to the existing Seafront Quarter and the town centre. The Dun Laoghaire Urban Framework Plan notes the site as a key development within the Seafront Quarter and the objective of the proposed design is to actively integrate with and optimise the location and its excellent vistas across Dun Laoghaire Harbour and Dublin Bay.

2.102 As noted above, the proposal introduces a development which is compatible with its land use zoning and adjacent residential development. The scheme introduces public areas of landscaping adjacent to the commercial elements of the development at Crofton Road. A landscaped pedestrian pathway along the eastern perimeter facilitates an agreed connection to St Michael's hospital, with an open boundary at this location. These high quality spaces encourage activity and enhance the public realm on Crofton Road and connect the series of green spaces to the west, adding positive aesthetics to a key thoroughfare connecting to Dun Laoghaire town centre.

2.103 The additional height proposed makes optimal use of an underutilised area of infill brownfield land which benefits from aspects facing north across Dublin Bay. The layout of the two residential blocks contributes to the creation of a central courtyard which exists as communal open space for residents. This contributes to a sense of place and benefits from passive surveillance from the residential buildings. The building also includes landscaped roof terraces and an amenity space at 13th storey level which will provide a unique element to the development, enhancing the quality of life and residential amenity at the location.

2.104 It is also intended that this rooftop space and viewing terrace will also be open to public use on a number of occasions throughout the year in conjunction with the Heritage Council and Dun Laoghaire-Rathdown County Council. This will permit public use of the building, adding positively to the integration of the development into the community and providing attractive aspects to local residents and visitors.

2.105 A Site Specific Flood Risk Assessment has been undertaken by Muir Associates in preparation for this application. The SSFRA has been prepared in accordance with the 'Planning System and Flood Risk Management Guidelines', the CIRIA 'C624 Development and Flood Risk' and Appendix 13 of the Dun Laoghaire County Development Plan 'Strategic Flood Risk Assessment'.

The proposal makes a positive contribution to the improvement of legibility through the site or wider urban area within which the development is situated and integrates in a cohesive manner.

2.106 The proposed development will add interest and articulation to the seafront and the town centre as it faces the harbour, while effectively breaking down the scale and massing of the scheme to ensure that it sits comfortably in its setting. It will make a positive contribution to the legibility of the area, the wider seafront quarter, and the town centre.

2.107 The proposed development is accessed from Crofton Road and will continue to facilitate a vehicular link to St Michael's Hospital to the south via a roadway informed by the line of the site's western perimeter. This is complemented by a landscaped pedestrian pathway at the eastern perimeter, enhancing permeability in the area in accordance with the objectives of the Planning Authority as set out in the Dun Laoghaire Urban Framework Plan. These connections enhance permeability and legibility at the location when considered in the context of the current site use and provide quality connections which facilitate as far as possible any future link through neighbouring lands to Eblana Avenue, subject to landowner agreement.

2.108 The development will introduce a new residential population at the location who will benefit from the site's accessibility in terms of public transport and existing pedestrian links whilst providing cohesive additional links to neighbouring lands to the south. The development will also attract footfall through the introduction of commercial elements in the form of a publicly accessible café and bookable coworking space at ground floor level at Building 01. This will integrate successfully with the site's town centre use and increase pedestrian movement and activity in the area, with vehicular movement reduced owing to the decrease in car parking spaces at the location.

At the scale of the site/building

The form, massing and height of proposed developments should be carefully modulated so as to maximise access to natural daylight, ventilation and views and minimise overshadowing and loss of light.

Appropriate and reasonable regard should be taken of quantitative performance approaches to daylight provision outlined in guides like the Building Research Establishment's 'Site Layout Planning for Daylight and Sunlight' (2nd Edition) or BS 8206-2: 2008 – 'Lighting for Buildings – Part 2: Code of Practice for Daylighting'.

Where a proposal may not be able to fully meet all the requirements of the daylight provisions above, this must be clearly identified and a rationale for any alternative, compensatory design solutions must be set out, in respect of which the planning authority or An Bord Pleanála should apply their discretion, having regard to local factors including specific site constraints and the balancing of that assessment against the desirability of achieving wider planning objectives. Such objectives might include securing comprehensive urban regeneration and or an effective urban design and streetscape solution.

- 2.109 The proposed form, massing and height of the development has been informed by the existing and emerging built environment in the surrounding area. The development introduces a higher built element to the urban environment which seeks to optimise the site's location and position with the Seafront Quarter at Dun Laoghaire. The scale and height of the design of the proposed residential blocks take cognisance of the surrounding urban form, stepping down in height moving west towards the protected structures at Charlemont Terrace and Avenue. This is seen to integrate successfully with the urban environment whilst introducing an element of height which relates to other higher building element in Dun Laoghaire town centre.
- 2.110 Building modulation has been directly informed by the character and form of adjacent development. It is important to note that maximum building heights of both Building 01 and Building 02 now submitted have been reduced in height to that presented at PAC Request stage. This ensures a more appropriate level of modulation of Building 01 with Charlemont Terrace to the west, with a graduation in height of 1.9 metres at this location.
- 2.111 The previously proposed western section of Building 02 has been omitted through design development. This increases separation distances with neighbouring buildings at this location, preserving the amenity of properties at Charlemont Terrace and Avenue. This approach reduces the mass of the building at this location, whilst introducing a setback 8th storey level, reducing the visual appearance of the building whilst relating with prevailing heights at Harbour View to the east.
- 2.112 A Sunlight / Daylight Report has been carried out by Hollis in the preparation of this request. The sunlight / daylight analysis assessed the level of light access at residential windows of adjacent buildings at 5 Charlemont Terrace, St. Michael's Hospital, Harbour View, 1 Charlemont Avenue and 5-6 The Mews.
- 2.113 The Hollis Report has been prepared in response to the feedback and comments provided by the Planning Authority and An Bord Pleanála at Pre-Application Consultation stage. A detailed methodology of the approach adopted by Hollis is set out in the Executive Summary of the report now submitted, providing a rationale for the assessment undertaken.
- 2.114 Hollis note that the flat nature of the subject site *'leads to artificially elevated levels of daylight and sunlight amenity at neighbouring properties as they receive light across the boundaries of the site without obstruction... this is not considered to be a typical reflection of an urban situation at an infill site such as this'*.
- 2.115 The report provides a detailed and comprehensive of the projected impacts of the proposed development upon neighbouring properties, whilst also providing comparisons against alternative baseline scenarios in the form of a 'mirror image' of Harbour View on the application site and the indicative development on the site as indicated in the Dun

- Laoghaire Urban Framework Plan, which the Hollis report notes *'present a more realistic view of development on the subject site'*. The methodology is set out at paragraph 1.2.10 of the Hollis report and is considered appropriate in the context of the BRE Guidelines which recommend such comparisons to be made, as well as the content of the Dun Laoghaire CDP Appendix 12.
- 2.116 It is important to note that: *'of the 271 windows assessed at the surrounding properties, 114 currently achieve the BRE target of 27% VSC. The remaining 157 achieve levels of VSC below the recommended BRE target value. This equates to 42% of the surrounding windows meeting the BRE's numerical target values in the existing condition. It should therefore be taken into account that the majority of windows surrounding the site do not currently achieve the BRE's target values, despite them overlooking a surface car park. This is mainly due to the inherent design of Harbour View Apartments, which contains recessed windows located beneath balconies; features which, as highlighted in the BRE guide, impair the potential for good daylighting'*.
- 2.117 The Hollis report summarises that owing to the context of the site and the design of the existing Harbour View apartments, the shortfalls in terms of VSC *'are viewed as generally minor and acceptable given the site context'*. Compliance with Daylight Distribution (DD) rises to 75% at Harbour View. Their report provides an assessment of the daylight reaching the room as a whole, which is considered a more objective and realistic approach to the assessment of impact.
- 2.118 The Hollis study also assesses the VSC of Harbour View apartments to the east against the current open and unbuilt nature of the site. It is noted that owing to the design of these apartments including recessed balconies on a west facing aspect, the daylight levels received are poor at present, as noted at paragraph 1.3.3, later noting that *'balconies and overhangs significantly reduce the light entering windows below them'* (paragraph 5.2.24).
- 2.119 The proposed design and layout of the development comprising two buildings on a east-west orientation is considered to represent a superior solution to the alternative conceptual footprint design as set out in the Dun Laoghaire Urban Framework Plan and the 'mirror image' advocated by the BRE Guidelines in terms of daylight access at the Harbour View apartments to the east.
- 2.120 Hollis note that the proposed siting and massing of the two buildings has *'improved upon the premise of a solid block massing that would mimic the adjacent building'* which will allow light to *'reach the central section of Harbour View Apartments'*. The taller, slimmer nature of the tower element of Building 1 enables light to *'come around its side and into the surrounding windows'*. The proposed layout creates a central courtyard which benefits aspects and access to light to Harbour View, avoiding a monolithic block at the eastern perimeter which would compromise amenity at lower floor levels at existing and proposed apartments.
- 2.121 These measures are considered as both mitigatory and compensatory design solutions which serve to minimise impact whilst ensuring the proposals align with national policy objectives and the site's Major Town Centre zoning. This is further detailed at Section 5 of the accompanying RAU Design Appraisal.
- 2.122 Windows analysed for VSC at other neighbouring buildings present superior results to the compromised situation at Harbour View. Results show 60% and 67% of windows analysed at the Mews and Charlemont Avenue achieving compliance with the BRE guidelines, with

- 75% of those at St. Michael's Hospital and 80% at Charlemont Terrace achieving compliance. Each of these percentages rises when analysed against the DD test, with 100% compliance achieved at 5 Charlemont Terrace, 5 and 6 The Mews, 1 Charlemont Avenue and St. Michael's Hospital and 92% compliance at Harbour View.
- 2.123 Taking into consideration results of both of the above methods in comparison with the analysis for the proposed development, it is considered that the proposals constitute the optimum design solution for the site which sensitively considers the amenity of adjacent buildings whilst also implementing a high quality development which complies with national planning objectives and section 28 guidelines.
- 2.124 The Hollis report sets out that the proposed development provides an improved scenario in comparison to the DLR Urban Framework Plan notional design on the site, with the proposals producing better results at 66% of windows assessed for VSC and 89% improvement in terms of rooms assessed for DD.
- 2.125 The Average Daylight Factor for dwellings within the proposed development has also been assessed, with 89% of units meeting BRE Guidelines. The remaining bedrooms and living rooms tested which fall below the ADF levels recommended have been mitigated by enlarged windows, a south facing aspect and generous private balcony space. This is compensated by high levels of communal amenity at various locations throughout the development such as external terraces at levels 6, 9 and 13 at Building 1 and 9th storey level at Building 2 which exceeds required standards set out in the Apartment Guidelines 2020 (updated in December 2020).
- 2.126 The Hollis report notes that the BRE Guidelines are not mandatory and should be interpreted flexibly because natural lighting is one of many factors in the site layout design. Furthermore, the BRE Guidelines are considered to be applicable to suburban residential development with typically low densities, in contrast with the proposals.
- 2.127 In respect of the Harbour View apartments, the report notes that:
- 'Overall, it is likely that any kind of viable development on the site would significantly alter the levels of daylight reaching the windows and rooms to Harbour View Apartments. This is due to the location of the main windows facing west over the existing surface car park, and the inherent design of the recessed windows beneath the balconies. Given the overall context of the site, the results are considered to be reasonable.'*
- 2.128 The Hollis report considered that *'it is likely that any kind of viable development on the site would alter the levels of daylight reaching these windows, whether this be a massing of equal size to Harbour View Apartments or one based on the DRLCC Framework'* as considered in the analysis. Therefore, any development on the site that may be considered acceptable in the context of the current national planning framework and section 28 guidelines, which encourage increased densities and heights at central and accessible locations such as this, may have an amenity impact at neighbouring properties.
- 2.129 Notwithstanding this, the report concludes that *'the majority of windows to other properties which face the site are not materially affected and retain reasonable levels of VSC'*. It is noted that where shortfalls are encountered, these are marginal in nature, with flexibility in applying numerical criteria promoted by the BRE guide.
- 2.130 The proposals will enable the regeneration of an area of infill brownfield land which is significantly underutilised at present, with a high-quality development, the introduction of

a residential population in close proximity to Dun Laoghaire town centre and excellent public transport, as well as providing publicly accessible commercial uses and landscaped public open space, all factors which are of importance in achieving wider planning objectives.

Specific Assessments

To support proposals at some or all of these scales, specific assessments may be required and these may include:

Specific impact assessment of the micro-climatic effects such as downdraft. Such assessments shall include measures to avoid/ mitigate such micro-climatic effects and, where appropriate, shall include an assessment of the cumulative micro-climatic effects where taller buildings are clustered.

- 2.131 Owing to the scale and nature of the proposed development and its proximity to the adjacent Harbour View apartments, a wind modelling survey has been prepared by B-Fluid and now accompanies this submission. The study concludes *'the proposed development does not impact or give rise to negative or critical wind speed profiles at the nearby adjacent roads, or nearby buildings'*.

In development locations in proximity to sensitive bird and / or bat areas, proposed developments need to consider the potential interaction of the building location, building materials and artificial lighting to impact flight lines and / or collision.

- 2.132 The accompanying Appropriate Assessment Screening Report prepared by Enviroguide Consulting notes the presence of the South Dublin Bay SPA and SAC located to the north of the site. The site is developed, brownfield land which is currently in use as a surface car park, with small elements of landscaping and grassed strips, a vacant 2 no. storey dwelling exists adjacent to the northern perimeter. The Screening notes that the site *'is urban in nature and has little value in terms of biodiversity'*.

- 2.133 An Ecological Statement has also been prepared by Enviroguide. This notes that *'due to the low biodiversity value of the site, significant impacts to habitats are not anticipated'*. Following an inspection of the existing building on the site, the Ecological Statement concludes that *'the building holds little bat potential'* and is observed to be *'intact with no breaks or gaps that would allow entry to the building interior by bats via the roof'*. No evidence of bats was observed within the building which is concluded to *'hold little to no bat roost potential'*. The statement concludes that *'the Proposed Development is unlikely to result in any significant impacts to bats due to the apparent lack of use by, and unsuitability of the Site for bats'*. The Ecological Statement recommends a full roost survey is undertaken prior to demolition.

- 2.134 The proposals have been designed and scaled in order to respond appropriately to the local building heights, with existing 8 no. storey to the east and 5 no. storey buildings to the south at Harbour View and St. Michael's Hospital respectively. The accompanying Ecological Statement by Enviroguide confirms that the site was surveyed for the likelihood of bird collisions, with *'no medium or high collision risk species'* recorded during the flight line surveys. The statement considers that *'given the general heights of the surrounding buildings, it is not considered that the Proposed Development will constitute a significant collision risk for bird species'*.

An assessment that the proposal allows for the retention of important telecommunication channels, such as microwave links.

- 2.135 A telecommunications study prepared by ISM Ireland accompanies this application and *'has not identified any telecommunication channels that will be affected by the height of the St. Michael's Hospital Car Park development'*.

An assessment that the proposal maintains safe air navigation.

- 2.136 The application site is located approximately 15km southeast of Dublin Airport and is considered to maintain safe air navigation in this regard. Dublin Airport Authority and the Irish Aviation Authority have been contacted in preparation of this application. The response of both authorities are attached at Appendix 1 of the accompanying Statement of Material Contravention.

An urban design statement including, as appropriate, impact on the historic built environment.

- 2.137 The proposals are accompanied by a Design Appraisal prepared by Reddy Architecture & Urbanism and a Conservation Impact Assessment prepared by Rob Goodbody, Historic Building Consultant, which provide a robust rationale for the development in the context of the surrounding urban environment.

Relevant environmental assessment requirements, including SEA, EIA, AA and Ecological Impact Assessment, as appropriate.

- 2.138 An Appropriate Assessment Screening Report prepared by Enviroguide Consulting accompanies this submission. The Screening notes that the site *'is urban in nature and has little value in terms of biodiversity'*. The application site has been subject to SEA as part of the Dun Laoghaire-Rathdown CDP, with a separate EIA Screening Report submitted with this application.

- 2.139 It is clear that there is a strong emphasis towards increased density and building height in appropriate locations within existing urban centres and in close proximity to public transport links within existing and emerging Government policy.

- 2.140 From the above analysis, it is considered that the proposal meets the criteria for higher buildings as set out within the Building Height Guidelines. The site is well placed to absorb a high-density development which is appropriately scaled and designed in the context of its urban surroundings, whilst introducing an element of increased building height which defines the edge of the Seafront Quarter and mark a gateway to the town centre.

- 2.141 The site benefits from excellent public transport and cycle links and a plethora of services and amenities within the town centre of Dun Laoghaire. Employment locations within Dublin city centre, such as Docklands and Ballsbridge are also easily accessible via Dublin Bus and DART services.

- 2.142 The proposals make optimum use of this underutilised area of land which is zoned for major town centre use, under which residential and commercial development is permissible. The proposals are therefore considered compatible with adjacent existing land use. The scheme integrates appropriately with the urban environment and enhances

public open space provision and pedestrian permeability without compromising the setting and character of the protected structures to the west.

Specific Information

- 1. A Housing Quality Assessment which provides the details regarding the proposed apartments set out in the schedule of accommodation, as well as the calculations and tables required to demonstrate the compliance of those details with the various requirements of the 2018 Guidelines on Design Standards for New Apartments including its specific planning policy requirements. The report shall detail the use of the residential support facilities and amenity areas used to offset the standards and/or compensatory measures proposed within the proposal.**
- 2. Proposals for the management and operation of the proposed development as a 'Build-to-Rent' scheme in accordance with Specific Planning Policy Requirement No.7 of the 2018 Guidelines on Design Standards for New Apartments, including detailed proposals for the provision and management of support facilities, services and amenities for residents. A Building Lifecycle Report in accordance with section 6.13 of the guidelines should also be submitted. The plan shall also address the management and maintenance of public and access to the development.**
 - *Please refer to accompanying Housing Quality Assessment prepared by Reddy Architecture & Urbanism*
 - *Please refer to Statement of Consistency prepared by John Spain Associates*
 - *Please refer to accompanying Building Lifecycle Report prepared by Reddy Architecture & Urbanism*
 - *Please refer to accompanying BTR Operational Management Plan prepared by LIV Consult*

Housing Quality Assessment

- 2.143 The proposed development has been designed in accordance with the Apartment Guidelines relative to Build to Rent schemes. The proposals are demonstrated to meet and in the majority of cases exceed the minimum standards set out at Appendix 1 of the Guidelines, as well as complying with relevant Specific Planning Policy Requirements, notwithstanding the BTR nature of the proposals. This ensures that a high quality residential environment is achieved at the location. This is set out in detail within the accompanying Housing Quality Assessment prepared by Reddy Architecture & Urbanism.
- 2.144 Relative to SPPR1, the dwelling mix provided (79% 1-bed and 22% 2-bed units) is considered appropriate having regard to SPPR7 of the Guidelines which states no restrictions on dwelling mix within BTR schemes. This provision is considered to respond to current market demand and trends in household sizes. Census 2016 data indicates that 1-2 person households represent a majority, with this set to continue owing to societal change and demand for appropriately designed developments in close proximity to public transport and employment centres.
- 2.145 Notwithstanding the flexibility afforded to Build to Rent proposals set out at Specific Planning Policy Requirement 8, the proposed development meets and in the majority of cases exceeds all standards in respect of the following:

Apartment Floor Areas [SPPR3]

- 1 bed units – minimum required: 45 sqm, minimum provided 47.2 sqm,
- 2 bed, 4 person units - minimum required: 73 sqm, minimum provided: 76.5 sqm

Storage provision

- 1 bed units – minimum required: 3 sqm, minimum provided: 3.3 sqm
- 2 bed, 4 person units - minimum required: 6 sqm, minimum provided: 6.2 sqm

Living Room Width

- 1 bed units – minimum required: 3.3 m, minimum provided 3.3 m
- 2 bed, 4 person units - minimum required: 3.6 m, minimum provided: 3.75 sqm

Aggregate Living Area

- 1 bed units – minimum required: 23 sqm, minimum provided 24 sqm
- 2 bed, 4 person units - minimum required: 30 sqm, minimum provided: 30 sqm

Minimum Bedroom Widths

- 1 bed units – minimum required: 2.1/2.8 m, minimum provided 2.1/2.8 m
- 2 bed, 4 person units - minimum required: 2.8 m, minimum provided: 2.8/2.9 m

Aggregate Bedroom Area

- 1 bed units – minimum required: 11.4 sqm, minimum provided 12 sqm
- 2 bed, 4 person units - minimum required: 24.4 sqm, minimum provided: 24.7 sqm

2.146 In the majority of cases, the proposed provision exceeds the requirements set out in the Guidelines by at least 10%.

Private Amenity

- 1 bed units – minimum required: 5 sqm, minimum provided 6.2 sqm
- 2 bed, 4 person units - minimum required: 7 sqm, minimum provided: 7.2 sqm
- 15 no. units do not benefit from balconies, the shortfall in equating to 85 sqm which is compensated for by communal amenity as noted below

Communal Amenity

- 1 bed units – minimum required: 5 sqm.
- 2 bed, 4 person units - minimum required: 7 sqm.
- Total combined internal and external communal space is 1,349 sqm, equating to 13.2 sqm of communal amenity space per unit. Internal communal is provided by a mix of resident support facilities, as well as resident services and amenities, with central courtyard and roof terraces comprising external communal space.

2.147 The proposed development includes 41% dual aspect units, in compliance with the requirements set out at SPPR4. Single aspect dwellings facing north benefit from extensive aspects across Dublin Bay to the north, which is a significant recreational facility. This is considered appropriate in the context of the Guidelines which provide for north facing aspects in such situations. Any shortfall in private amenity is compensated for by significant over provision of communal amenity in the context of the requirements set out at Appendix 1 of the Guidelines.

- 2.148 Relative to SPPR5, the proposed development achieves the minimum floor to ceiling heights of 2.7 metres at ground floor levels.
- 2.149 Relative to SPPR6, the proposed development provides 1 core per building which access 9 no. apartments at Building 01 and 6 no. apartments at Building 02.
- 2.150 A total of 3 no. car parking spaces are provided between the proposed buildings, include 1 no. disabled access space. This is in accordance with SPPR8 which states a requirement for a default minimal or significantly reduced car parking provision for BTR development which benefit from proximity to public transport services. The site is located 120 metres from Dun Laoghaire railway station and bus terminus.
- 2.151 Compliance with the standards set out in the Apartment Guidelines is further discussed within the accompanying Statement of Consistency prepared by John Spain Associates. In this regard, the proposals are observed to provide a high quality living environment for residents.

Residential Facilities & Amenities

- 2.152 The proposals are considered to comply with SPPR 7 (a) of the guidelines relative to a BTR development as it has been described specifically as a 'Build-To-Rent' housing development with a draft BTR covenant enclosed with the planning application.
- 2.153 In relation to part (b) (i) of SPPR7, the application is accompanied by proposals for supporting communal and recreational amenities provided as part of the BTR development. In response to this point, the proposals include the following *Resident Support Facilities* comprising c. 132.1 sqm:
- Reception/concierge at the main entrance to the development at ground floor level at Building 01.
 - Postal storage area for deliveries at Building 01.
 - Storage at Building 01.
 - Refuse storage areas at ground floor level at Buildings 01 and 02.
 - Bicycle repair area and storage units located at ground floor level of Building 02.
 - On site management staff.
 - 150 no. secure bicycle parking spaces at ground floor level of Building 02.
 - 26 no. visitor bicycle parking spaces at the internal courtyard.
 - 3 no. car parking spaces, including 1 no. disabled space intended for shared use.
- 2.154 Due to the generous floor areas provided within the scheme for the proposed build to rent apartment units, laundry / utility rooms etc. which might, in other BTR schemes, be centralised, are instead provided within the individual units.
- 2.155 In relation to part (b) (ii) of SPPR7, the proposals include the following *Resident Services and Amenities*, comprising c. 374.9 sqm:
- Work/study area, storage and multi-purpose room at Building 01.
 - Gym, games and social area, kitchen, dining and lounge and WCs at Building 01.
 - Enclosed amenity space/lounge and social space at 12th floor level at Building 01.

- 2.156 Taken together, the proposed total provision of internal Resident Support Facilities and Resident Services and Amenities totals 507 sqm, demonstrating a high standard of internal residential facilities and amenities for communal and other activities. This is detailed further on page 19 of the accompanying RAU Design Appraisal.
- 2.157 In addition to this, landscaped communal amenity space in the form of terraces at Building 01 and Building 02, comprising:
- 5th floor terrace at Building 01.
 - 8th floor terrace at Building 01.
 - 12th floor terrace at Building 01.
 - 8th floor terrace at Building 02.
 - Central courtyard.
- 2.158 This provides 765 sqm of external communal amenity space. This is 211 sqm in excess of the combined 554 sqm requirement for 1-bed and 2-bed apartments as set out in the guidelines (as further detailed at page 45 of the RAU Design Appraisal) and more than sufficient to compensate for the 85 sqm shortfall in private amenity at units which have Juliet balconies in place of external balconies.
- 2.159 Taking account of the above facilities and amenities, including external spaces, a total communal amenity of c. 1,272 sqm is provided at the development, equating to 12.5 sqm per apartment. This is in excess of the combined 554 sqm requirement for 1-bed and 2-bed apartments as set out in the guidelines.
- 2.160 In terms of private amenity, a number of units at the northern elevation are not provided with a balcony owing to an architectural response at this location to ensure the building's integration with the adjacent protected structures at Charlemont Terrace.
- 2.161 Apartments without balconies benefit from double height glazing and Juliet style balconies, with sufficient communal open space and roof terracing provided as a compensatory measure. It is considered that the total combined shortfall of 85 sqm of private amenity at these units is comfortably provided for through the overprovision of communal amenity within the development. These units also benefit from high quality, attractive vistas across Dublin Bay, a significant element of recreational amenity.
- 2.162 Further details on the how the development meets the requirements of the Apartment Guidelines is with provided within Section 3 of the accompanying Statement of Consistency prepared by John Spain Associates and the RAU Design Appraisal.
- 2.163 A building lifecycle report has been prepared by RAU and is now submitted with the application in accordance with Section 6.13 of the guidelines. This provides an assessment of long term running and maintenance costs on a per unit basis and measures to effectively manage and reduce costs for residents. The report considers strategies adopted by the development in terms of energy performance, materials, landscape, waste management, health and well-being, management and transport to ensure benefits to residents and the long term operation of the property.

3. Details of Part V provision clearly indicating the proposed Part V units.

- *Please refer to Part V proposals letter prepared by John Spain Associates (including Validation Letter from DLRCC)*

- *Please refer to attached Part V proposals and costings prepared by Fitzwilliam DL Ltd and corresponding Part V drawing prepared by RAU*
- 2.164 It is proposed to provide a total of 10 no. residential units for the purposes of social housing within the development. These comprise 9 no. 1-bed units and 1 no. 2-bed unit located within Building 02 of the proposals. The location of these are shown within the accompanying drawing (no. P18-143D-RAU-02-ZZ-DR-A-PL1-31010-PL1) prepared by RAU, with a breakdown of costings provided by Fitzwilliam DL Ltd.
- 2.165 The applicant has engaged with Dun Laoghaire-Rathdown County Council Housing Department prior to this submission and a Validation Letter is enclosed.
- 4. A daylight and sunlight analysis addressing existing residential units in proximity to the site and proposed units and open spaces within the development. A comprehensive justification is required for any proposed north facing single aspect units and a detailed analysis of the impact on specific apartment unit to the east of the site.**
- *Please refer to Daylight & Sunlight Report prepared by Hollis*
 - *Please refer to Design Appraisal prepared by RAU*
 - *Please refer to Statement of Consistency and Statement of Material Contravention prepared by John Spain Associates*
- 2.166 A comprehensive study of light access at the units and open spaces within the proposed development and existing residential units in proximity to the site has been prepared by Hollis and accompanies this submission. The report provides a comprehensive analysis of the potential impacts of the development upon neighbouring buildings, as well as within the proposed units and external amenity spaces.
- 2.167 The Hollis Report has been prepared in response to the feedback and comments provided by the Planning Authority and An Bord Pleanála at Pre-Application Consultation stage. A detailed methodology of the approach adapted by Hollis is set out in the Executive Summary of the report now submitted, providing a rationale for the assessment undertaken.
- 2.168 In undertaking this assessment, it has been important to recognise the current situation at this urban site which is in use as a surface car park which provides an artificial baseline at neighbouring buildings in terms of daylight and sunlight access. In this regard, it has been deemed appropriate to adopt a baseline in accordance with the BRE Guidelines by replicating the Harbour View development on the subject site. This provides a more realistic baseline from which to assess the proposed development. For completeness, the notional development set out in the Dun Laoghaire Urban Framework Plan (Appendix 12 of the County Development Plan) has also been analysed.
- 2.169 With the benefit of the results of both methods in comparison with the analysis for the proposed development, the proposals constitute the optimum design solution for the site. The design of the proposals sensitively consider the amenity of adjacent buildings whilst also implementing a high quality development which complies with national planning objectives and section 28 guidelines.
- 2.170 The report notes that *'the proposed development provides an optimum balance between the BRE guidelines and urban design constraints to create a space that will provide*

adequate levels of daylight amenity for future and existing residents' and that 'the majority of windows to other properties which face the site are not materially affected and retain reasonable levels of VSC'.

5. A report that specifically addresses the urban design rationale including the proposed materials and finishes of the frontages along the north of the site, adjoining Crofton Road. Particular regard should be had to the requirement to provide high quality design and sustainable finishes and include details which seek to create a distinctive character for the overall development. The documents should also have regard to the long term management and maintenance of the proposed development.

- *Please refer to Design Appraisal prepared by RAU*
- *Please refer to Building Lifecycle Report prepared by RAU*

2.171 The proposed development has been designed and finished to respect the streetscape and the adjacent historic built environment. The materials and finishes have been considered to integrate appropriately with the palette and style of Charlemont Terrace. The treatment and fenestration of the western part of Building 01 has been carefully considered to ensure no adverse impact upon the protected structures at Charlemont Terrace. This includes a uniform building line, light coloured brick complemented by reconstituted stone feature lintels and brown aluminium frame windows. The palette of building materials seeks to integrate with the typical finishes along the Dun Laoghaire Seafont Quarter and is considered to complement the existing streetscape.

2.172 Materials and palette proposed are considered to complement and add positively to the nature of the streetscape at Crofton Road and represent an appropriate visual link between Charlemont Terrace to the west and Harbour View to the east. This will provide a high quality solution to the last remaining gap site at the Dun Laoghaire Seafont Quarter and introduce a development of unique design which respects the setting and character of the established urban fabric.

2.173 Pages 53-57 of the accompanying RAU Design Appraisal provides in greater detail a rationale for the materials and finishes selected at the proposals. The accompanying Building Lifecycle Report sets out the energy efficiency and adaptability of development.

6. A proposed car parking strategy for the proposed development, having particular regard to the quantum of residential parking proposed, how it is intended that it is assigned and managed and measures proposed to address car parking and/or disabled parking.

- *Please refer to Engineering Planning Report & Outline Travel Plan prepared by Muir Associates*
- *Please refer to accompanying BTR Operational Management Plan prepared by LIV Consult*

2.174 The proposed development includes 3 no. car parking spaces, 1 of which will be accessible for disabled use. It is proposed to include 2 no. share car spaces, operated by Yuko Car Club for the benefit of residents. The provision of these shared vehicles has been agreed in principle with the operator and is attached to the Outline Travel Plan.

- 2.175 The car parking will be located between the 2 no. buildings and accessed via the shared vehicular route from Crofton Road linking to St. Michael's Hospital to the south. The car parking will be accessed via a gated entrance activated by a fob / access code operation which will be made available to all residents. Booking for shared vehicles will be secured via the share car app. The car parking area will be maintained by the Resident Services Manager and on site management team.
- 2.176 The proposed provision of car parking is considered appropriate given the site's excellent location and accessibility to high capacity public transport and cycle infrastructure and in the context of the Apartment Guidelines. This is detailed further at Section 3 the Outline Travel Plan which notes that the Guidelines make provision for
- “a default of minimal or significantly reduced car parking provision on the basis of BTR development being more suitable for central locations and/or proximity to public transport services. The requirement for a BTR scheme to have a strong central management regime is intended to contribute to the capacity to establish and operate shared mobility measures.”*
- 2.177 The site of the proposed development is particularly well serviced by public transport and in this regard the Dun Laoghaire DART station which also caters for the commuter rail service is within 2 minutes walking distance from the proposed development. High frequency bus services (Dublin Bus Routes Nos 7, 7a and 46a) are also within 2 minutes walking distance from the proposed development. A recently implemented cycle route at the N31 Seapoint Road is also located a short distance to the north.
- 2.178 Given the location of the proposed development site and in particular, its proximity to Dun Laoghaire DART station there are a huge variety of high intensity employment locations accessible to future residents of the development in the local area and via the DART transport system.
- 2.179 In this respect, the proposed car parking provision is considered justifiable.

3.0 CONCLUSION

- 3.1 This document summarises how the points raised in the pre-application consultation opinion from An Bord Pleanála (ABP) in relation to the proposed strategic housing development for Build to Rent residential development on lands at St. Michael's Hospital Car Park, Crofton Road, Dun Laoghaire, County Dublin have been fully addressed by the Applicant and design team prior to lodgement of this application.
- 3.2 All specific information requested by ABP is now submitted with the application. Please refer to the accompanying documentation for further details.
- 3.3 Taking consideration of the Opinion states that ABP *‘is of the opinion that the documents submitted with the request to enter into consultations require further consideration and amendment to constitute a reasonable basis for an application for strategic housing development’*, the proposals have been subject to an amended design approach in terms of massing, scale and relationship with neighbouring properties. In this regard, the development now submitted is considered to represent a reasonable basis for an application for strategic housing development.

- 3.4 The prescribed authorities identified in the pre-application consultation opinion from ABP have also been notified of the submission of the planning application in accordance with Section 8(1)(b) of the Planning and Development (Housing) and Residential Tenancies Act 2016.
- 3.5 It is considered that the proposals comprise a high-quality Build to Rent accommodation development which will integrate successfully with its surroundings, enhance the urban environment in the location, provide opportunities for increased permeability in the area and contribute positively to the appearance of the streetscape and the public realm at Crofton Road.
- 3.6 The development represents a superior land use to that currently existing at the location and will optimise the potential of the site whilst minimising potential impacts on neighbouring amenity owing to sensitive design and layout which is considered to be the optimum design solution for the site. The proposals will regenerate a brownfield site and contribute to compact urban growth at an accessible location in close proximity to high-capacity public transport.
- 3.7 It is respectfully submitted that the proposed development is consistent with the proper planning and sustainable development of the area, and is consistent with all relevant national, regional and local planning policies and guidelines.