

DESIGN STATEMENT

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STRATEGIC HOUSING DEVELOPMENT AT GLENAMUCK ROAD NORTH, CARRICKMINES, DUBLIN 18.

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INTRODUCTION

This Design Statement has been prepared in support of this SHD Application submission package, prepared on behalf of Moran Park Homebuilders, (“the applicant”) for a new strategic housing development on lands located at, Glenamuck Road, Carrickmines, Dublin 18 (“the proposed development”).

The proposed development comprises 118 no. residential units (all apartments), along with ancillary residential amenities, and gym. The proposed development is set out in 3 no. blocks with heights ranging from four to seven storeys. Two basement levels are proposed, one under Block B and one under Block C, which will provide car parking spaces, bin stores, bicycle parking, ancillary service plantrooms and circulation areas.

The proposed development includes landscaping, public, private and communal open space, play facilities, and lighting.

The proposed buildings include the provision of private open space in the form of balconies. The development also includes vehicular, pedestrian, and cycle accesses, boundary treatments, services, and all associated ancillary and site development works.

Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities, March 2018.

The Guidelines, are designed to encourage the provision of an increased output of higher density apartment development particularly, in urban areas

This site meets the criteria identified in the Guidelines in relation to ‘Central and/or Accessible Urban Locations’ as being suitable for high density apartment development located within walking distance of significant employment locations and within reasonable walking distance of high-capacity urban public transport services.



Sustainable Residential Development in Urban Areas Guidelines for Planning Authorities (2009) And Urban Design Manual.

The development addresses the relevant provisions of the above Guidelines to ensure that a high-quality living environment will be provided for future residents of the scheme.

STATUTORY CONTEXT

A detailed analysis of the planning context and planning history has been undertaken by Brock McClure and is outlined in the planning report and statement of consistency accompanying this document. The proposed Strategic Housing Development has been informed by the relevant national, regional and local planning policy framework.

NATIONAL PLANNING FRAMEWORK 2040

The National Planning Framework (NPF) is the Government's high-level strategic plan for shaping the future growth and development of our country to the year 2040.

As noted in the NPF, carefully managing the sustainable growth of compact cities, towns and villages will add value and create more attractive places where people can live and work.

Dublin needs to accommodate a greater proportion of the growth it generates within its metropolitan boundaries, and to offer improved housing choice, transport mobility and quality of life. At a metropolitan scale, this will require focus on a number of large regeneration and redevelopment projects, particularly on land within the M50 ring, and a more compact urban form, facilitated through well designed higher density development.

Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities, March 2020.

It is National Policy to increase housing supply in the form of a dramatic increase in the provision of apartment development. As with housing generally, the scale and extent of apartment development should increase in relation to proximity to urban centers, public transport nodes, locations of employment and a range of urban amenities, including shopping and other services. These Guidelines are designed to encourage the provision of an increased output of higher density apartment development, particularly in urban areas. This site meets the criteria identified in the Guidelines in relation to 'Central and/or Accessible Urban Locations' as being suitable for high density apartment development located within walking distance of significant employment locations and within reasonable walking distance of high-capacity urban public transport services.

Urban Design and Building Heights 2018

It is National Policy to prioritise the location of new housing provision in existing settlements as a means of maximising a better quality of life for people through better access to services, ensuring a more efficient use of land and allowing for greater integration with existing infrastructure. Furthermore, it aims to reverse the decline of urban centres by identifying new roles and functions, while enhancing local infrastructure and amenities.

Urban Development and Building Heights 2018 - SPPR 1.

In accordance with Government Policy to support increased building height in locations with good public transport accessibility, particularly town/ city cores, planning authorities shall explicitly identify, through their statutory plans, areas where increased building height will be actively pursued for both redevelopment and infill development to secure the objectives of the National Planning Framework and Regional Spatial and Economic Strategies, and shall not provide for blanket numerical limitations on building height,

Sustainable Residential Development in Urban Areas Guidelines for Planning Authorities (2009) And Urban Design Manual.

The development addresses the relevant provisions of the above Guidelines to ensure that a high-quality living environment will be provided for future residents of the scheme

Dun Laoghaire Rathdown County Development Plan 2016-2022

The site falls within the Dun Laoghaire Rathdown Development Plan 2016-2022 and is zoned with the following objective: 'A - To protect and/or improve residential amenity'. Residential development is therefore permitted in principle under this zoning objective. It is worth noting that this zoning remains in place under the proposed Draft Dun Laoghaire Rathdown County Council Development Plan 2018-2022, not yet formally adopted.

Regional Spatial and Economic Strategy for the Eastern and Midlands Region

The Regional Spatial and Economic Strategy for Eastern and Midland Regional Assembly (RSES) provides a spatial strategy, economic strategy, a metropolitan plan, an investment framework and a climate action strategy. The site is identified as being located in the 'Dublin Region' and is part of the Dublin Metropolitan Area.

The Metropolitan Area Strategy Plan, in Chapter 5 of the RSES, identifies a number of large scale strategic residential and economic development areas that will deliver significant development in an integrated and sustainable manner in the metropolitan area. The following Housing and Regeneration Policy Objectives are considered relevant to the current proposal:

RPO 5.4: Future development of strategic residential development areas within the Dublin Metropolitan area shall provide for higher densities and qualitative standards [...]

RPO 5.5: Future residential development supporting the right housing and tenure mix within the Dublin Metropolitan Area shall follow a clear sequential approach, with a primary focus on the consolidation of Dublin and suburbs, and the development of Key Metropolitan Towns [...]

In terms of consolidation and re-intensification, the following policy objective is noted:

RPO 4.3: Support the consolidation and re-intensification of infill/brownfield sites to provide high density and people-intensive

uses within the existing built-up area of Dublin City and suburbs and ensure that the development of future development areas is co-ordinated with the delivery of key water infrastructure and public transport projects.

The proposal utilises a key infill site on a prime suburban site within the metropolitan area of Dublin. It is located on a key public transport corridor. Relevant policy documents have been carefully referred to in order to establish appropriate density, height and car parking provision.

RESPONSE TO AN BORD PLEANÁLA OPINION

This Design Statement and accompanying documentation is in response to the queries raised in the An Bord Pleanála (“The Board”) Notice Pre-Application Consultation Opinion ABP-310772-21

Item 1:

Development Strategy

Further consideration and/or justification of the documents as they relate to the design strategy for the site in respect of:

- (a) The interface with the lands to the south east and the development permitted under An Bord Pleanála Reference No. PL.06D.304995, the public realm at Glenamuck Road North and the interface with adjoining lands, as they relate to the design and layout of the proposed development and the desire to ensure that the proposal provides a high quality, positive intervention at this location. Particular regard should also be had to creating suitable visual relief in the treatment of elevations and interface with adjacent lands. An architectural report, urban design statement and additional CGIs/visualisations should be submitted with the application.*
- (b) A contextual layout plan which indicates the layout of adjoining developments, photomontages and cross sections at appropriate levels, including details of how the proposed development interfaces with contiguous uses/lands and adjoining roads.*
- (c) Detailed rationale/justification regarding the suitability of the proposed site to accommodate the proposed height, density and housing mix with regard to the provisions of the Dun Laoghaire Rathdown County Development Plan 2016-2022 and relevant national and regional planning policy including the ‘Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas’ (including the associated ‘Urban Design Manual’); The ‘Design Standards for New Apartments – Guidelines for Planning Authorities’ (2020) and the ‘Urban Development and Building Heights – Guidelines for Planning Authorities’ (2018).*
- (d) In addition to the consideration of local statutory policy and national policy and guidelines, particular regard should be had to demonstrating that the proposal satisfies the criteria set out inter alia in section 3.2 and SPPR3 of the Urban Development and Building Heights, Guidelines for Planning Authorities (December 2018). The applicant should satisfy themselves that the design strategy for the site, as outlined in red, provides the optimal outcome for the subject lands.*

1(a)

Interface with lands to the southeast (Carracáil)

Block C of this subject application is the only building which impacts the proposed development of the lands to the southeast, as granted under planning reference PL.06D.304995. The design of this block has been carefully considered and the visual impact reduced by the extensive stepping back of the three upper floors. The height of the southeast boundary is reduced to

four stories over ground with the 4th, 5th and 6th floors having substantial setbacks.

The site slopes from north to south at this location and this difference in levels allows for the 6th floor at the northern elevation to incorporate an additional floor with southeastern side as illustrated in the site sections.

To further reduce the impact on the adjoining properties and in response to the An Bord Pleanála’s comments, Block C has been well redesigned and moved a further 4 meters from the eastern boundary hence increasing the separation from the houses in Brennanstown Vale to distances varying from 40.6 meters to 48 meters at the point where the building is closest to the eastern boundary. The height is restricted to four storeys, rising to six storeys with setbacks at the 5th and 6th floors.

Interferes with Public Realm at Glenamuck Road North

The block which relates to the public realm at Glenamuck Road is Block A. This block extends to 7 stories which is reduced slightly by being set into the fall of the ground which extends to 3 meters from north to south.

There are no residential properties on the same plane as this block. Tullybeg and Stafford Lodge to the north and south of Block A are set back 24 meters and 42 meters respectively from Glenamuck Road. Both these houses address the central open space created between Blocks A and Block B. The distance between Block A and Tullybeg at the closest point is 20.6m. This separation is further reinforced by the presence of a substantial copse of trees and a tree lined avenue giving access to Chigwell House.

Similarly, the impact on Stafford Lodge due to it’s set back from Glenamuck Road of 42 meters and its distance from Block A of 23.3 meters is not considered to be significant. This fact is further supported by the sun lighting and shadow diagrams which support this argument.

Block A faces Carrickmines Tennis Club, situated to the west of Glenamuck Road. Block A faces onto the car park of the Tennis Club. As a result of the location of the adjoining residential properties of Tullybeg, Stafford Lodge and the Tennis Club car park, it is argued that there is no adverse impact on the public realm at this location.

Likewise, the other residential development at Pavillion Gate is located to the northwest of the subject site and is visually separated from the proposed development by a copse of mature trees. Hence, it is argued that there is no diminution of the public realm as it effects these properties.

Careful consideration has been given to the positioning of Blocks A and B to create the public open space which is so positioned to provide an open vista opposite Stafford Lodge to the south and Tullybeg to the north hence enhancing the public realm at this location and providing an enhanced public realm for both the existing residential properties and for future occupants of the proposed development.

Interface with Other Adjoining Residential Properties

The other properties interfacing with the proposed development are Chigwell House and Brennanstown Vale. Block B is the closest block to Chigwell House. In

the current layout, we have taken into account the comments of the Board and have redesigned

Block B so that it is positioned further to the west and increasing the separation distances from Chigwell House.

Distances

On the attached map the previous position is shown by the dashed orange lines while greater separation distances are shown both from the northern boundary and Chigwell House.

We submit that due to the separation distance and the tree lined entrance drive that the proposed development will now have, there will be minimal visual impact on this property.

In addition to the redesign of Block B, all windows on the northern elevation have been omitted so as not to affect the future development potential of the adjoining lands to the north of the subject site.

Impact on Brennanstown Vale

Block C is the only block which could be considered to impact on Brennanstown Vale. In the redesign of this block, again considering the comments of the Board, we have reduced the footprint of the building on the eastern side and moved it further away from the eastern boundary with Brennanstown Vale.

This is illustrated on the attached site plan on which the previous position is shown by a dashed orange line. Separation distances vary from 41.7 meters to 48.0 meters at the nearest points while upper floors are set back to reduce the visual impact.

Block C has also been moved further away from the southern boundary and significantly stepped back at levels 4, 5 and 6 to eliminate any adverse impact on the proposed development at Carracáil (PL.06D.304995). which is also in the same ownership as the applicant of this submission.

Variation in elevation to provide visual relief and variety in materials.

The elevation of all blocks has been redesigned to provide variation in the visual plane by the creation of strong balcony elements and a variety of material consisting of brick, plaster render, stone cladding and zinc metal cladding to the top floor. This redesign is illustrated by the attached CGI’s and site sections.

We further respond to the above comments by way of our comments and illustrations in the Design Strategy, Heights, Density and Mix sections of this Design Statement.

1(b)

Contextual layout plan of the adjoining properties and development showing interface with contiguous land uses and adjoining roads.

The enclosed site layout plans show the interface between the contiguous land uses and adjoining lands

1(c)

Rational for suitability to accommodate the proposed height, density and housing Mix.

Height

We have (herein and in the application documentation) provided detailed justification for the proposed heights of the individual blocks in relation to their interaction with the adjoining residential and other properties. This proposal envisages building heights varying from 6 to 7 storeys. We recognise that the Dun Laoghaire Rathdown County Council Development Plan 2016-2022 seeks a maximum height of 6 storeys. We would ask the Board to allow our proposal of 6-7 storeys for the following reasons.

1. The site has a fall of 3 meters (1 storey) from north to south and in many instances our building complies with this height requirement on the northern elevation but increases to 7 storeys at the southern elevation by virtue of the fall in level across the site which provides for the opportunity of an additional floor.
2. In addition, setbacks are provided in all cases at the 5th floor, setting back to the 6th and 7th floors, therefore significantly reducing the blocks visual impact in all cases. Block C at its interface with the southern boundary interfacing with the permitted development at Carracáil is reduced to 4 floors at parapet level with significant setbacks at floors 5 and 6.

While a full 6 storey building would comply with the requirements of the current Dun Laoghaire Rathdown County Council Development Plan 2016-2022 it is suggested that the proposed variation of height with setbacks to all floors over 4 and 5 storeys - creates a lesser visual impact than a 6 storey building without setbacks, which would comply with the Development Plan.

The nearby Ballyogan & Environs LAP building height rationale sets out “In the larger development sites such as Stepside, Carrickmines, Cherrywood, Sandyford and along the N11 corridor heights greater than six storeys have been permitted” The proposal adheres to this key principle ensuring that the massing and scale of the project relates and enhances the existing Carrickmines neighbourhood.

We would therefore submit that the Board can approve this proposal on the grounds that it has less visual impact than a building with a parapet height of 6 storeys.

Density & Housing Mix

The proposed density of 118 apartments on a site of 0.74Ha represents a density of 159 units per hectare which, due to the proximity of the site to quality transport modes and leisure facilities and employment opportunities, complies with the government policy on sustainable development and efficient use of land.

We believe a proposed mix of 28.8% one bedroom, 64.4% two-bedroom and 6.8% three-bedroom apartments, along with a high percentage of dual aspect units (67.8%) and sizes of apartments, cater for a wide range of households and individuals.

We further respond to the above comments by way of our comments and illustrations in the Density and Mix sections of this Design Statement (in addition to being further addressed in the application documentation).

1(d)

Demonstrating that the proposal satisfies the criteria set out inter alia in section 3.2 and SPPR3 of the Urban Development and Building Heights, Guidelines for Planning Authorities (December 2018).

The said guidelines are designed to encourage the provision of an increased output of higher density apartment development, particularly in appropriate urban areas and locations.

This site meets the criteria identified in the Guidelines in relation to ‘Central and/or Accessible Urban Locations’ as being suitable for high density apartment development located within walking distance of significant employment locations and within reasonable walking distance of high-capacity urban public transport services.

A detailed response to the above is set out in the Statement of Response prepared by Brock McClure Planning & Development Consultants (see also the Planning Report).

Item 2:

Traffic and Transportation

Further consideration and/or justification of the documents as they relate to the:

- (a) *Proposed works to the Glenamuck Road North and proposed traffic management measures.*
- (b) *Provide a justification for the level of car parking proposed. The justification should include an analysis of car parking demand taking account of the site’s location and the level of connectivity (by all modes) to services and employment.*
- (c) *The Car Parking Strategy for the proposed development, having particular regard to the quantum of residential parking proposed, how it is intended to be assigned and managed.*
- (d) *Pedestrian and cycle links to adjoining lands and connections to public transport routes and cycle/pedestrian infrastructure.*
- (e) *A response to the issues raised in the report of the Transportation Division of Dun Laoghaire Rathdown County Council, as contained in the Planning Authority’s Opinion dated 4th August 2021.*

2(a)

Proposed works to the Glenamuck Road North and proposed traffic management measures.

A full and comprehensive Construction Traffic Management Plan and proposals shall be prepared by the appointed contractor for the works at Glenamuck Road North. These shall be agreed with the local authority Transportation, Roads and Maintenance departments as required and in advance of the commencement of works.

2(b)

A justification for the level of car parking proposed.

A justification for the level of car parking is supplied under the revised “Car Parking Strategy and Mobility Management Plan” submitted as part of the engineering planning submission package.

2(c)

Car Parking Strategy for the proposed development

The response to the above is set out in the Statement of Response prepared by Brock McClure Planning & Development Consultants

2(d)

Pedestrian and cycle links to adjoining lands and connections to public transport routes and cycle/pedestrian infrastructure.

The response to the above is set out in the Statement of Response prepared by Brock McClure Planning & Development Consultants

2(e)

Issues raised in the report of the Transportation Division of Dun Laoghaire Rathdown County Council.

The response to the above is set out in the Statement of Response prepared by Brock McClure Planning & Development Consultants

Item 3:

Potential Impacts on Residential Amenities & adjoining lands

Further consideration/justification of the documents as they relate to potential impacts on residential amenities of adjoining residential properties and impacts on adjacent lands to include:

- (a) *Daylight, Sunlight and Overshadowing analysis, showing an acceptable level of residential amenity for future occupiers of the proposed development, which includes details on the standards achieved within individual rooms within the development, in communal open spaces and in public areas within the development. The impact on adjoining lands and residential properties and uses should also form part of the assessment.*
- (b) *Further consideration of the details and mitigation proposed, to ensure that the proposed development has been designed to avoid direct overlooking of adjacent residential properties and units within the scheme. The response should include a report that addresses issues of residential amenity (both of adjoining developments and future occupants), specifically with regards to overlooking, visual dominance and noise. The report shall include full and complete drawings including levels and cross-sections showing the relationship between the proposed development and adjoining residential development (permitted or built).*
- (c) *The development should be designed so as not to have a negative impact on any potential redevelopment of adjacent lands.*
- (d) *Consideration of the impact on the development/redevelopment potential of adjoining lands, having regard to, inter alia, the limited separation distances proposed between the development and site boundaries.*

3(a)

Daylight, Sunlight and Overshadowing analysis

An extensive daylight and sunlight assessment has been carried out by Digital Dimensions which concludes that any impact on adjoining properties would be negligible.

Overshadowing is not considered an issue in this case and we note the submission of a Daylight and Sunlight Assessment herewith prepared by Digital Dimensions for further detail.

3(b)

Avoid Direct Overlooking of Adjacent Residential Properties and Units

Tullybeg and Stafford Lodge to the north and south of Block A are set back 24 meters and 42 meters respectively from Glenamuck Road. Both these houses address the central open space created between Blocks A and Block B. The distance between Block A and Tullybeg at the closest point is 20.6m. This separation is further reinforced by the presence of a substantial copse of trees and a tree-lined avenue giving access to Chigwell House.

Similarly, the impact on Stafford Lodge due to its setback from Glenamuck Road of 42 meters and its distance from Block A of 23.3 meters is not considered to be significant.

Block A faces Carrickmines Tennis Club situated to the west of Glenamuck Road. Block A faces onto the car park of the Tennis Club. As a result of the location of the adjoining residential properties of Tullybeg, Stafford Lodge and the Tennis Club car park it is argued that there is no overlooking at this location.

Likewise, the other residential development at Pavillion Gate is located to the northwest of the subject site and is visually separated from the proposed development by a copse of mature trees. Hence, it is argued that there is no overlooking of this development.

Careful consideration has been given to the positioning of Blocks A and B to create the public open space which is so positioned to provide an open vista opposite Stafford Lodge to the south and Tullybeg to the north therefore providing a separation distance to avoid overlooking between the blocks themselves and these existing dwellings to the north and south.

The other properties interfacing with the proposed development are Chigwell House and Brennanstown Vale. Block B is the closest block to Chigwell House. Block B has been positioned further to the west to increase the separation distances from Chigwell House and reduce overlooking.

We would submit that due to the separation distance and the tree lined entrance drive that the proposed development will now have, minimal overlooking occurs on this property.

With Block C we have reduced the footprint of the building on the eastern side and moved it further away from the eastern boundary with Brennanstown Vale which has greatly reduced the overlooking onto Brennanstown Vale.

This is illustrated on the attached site plan on which the previous position is shown by a dashed orange line, Separation distances vary from 41.7 meters to 48.0 meters at the nearest points while upper floors are set back to reduce the visual impact and overlooking.

Further consideration of the details and mitigation proposed, to ensure that the proposed development has been designed to avoid direct overlooking of adjacent residential properties and units within the scheme. The response should include a report that addresses issues of residential amenity (both of adjoining developments and future occupants), specifically with regards to overlooking, visual dominance and noise. The report shall include full and complete drawings, including levels and cross-sections, showing the relationship between the proposed development, and adjoining residential development (permitted or built).

We refer the Board to the Preliminary Construction Management Plan that has been prepared by Waterman Moylan that details Construction Noise Management. The below mitigation measures have been proposed to be incorporated for the purpose of the construction works:

- Best practice measures relating to the control and minimisation of noise during all phases of the work, as set out in BS 5228 (2009) Parts 1 and 2.
- Selection of quiet plant, including proprietary acoustic enclosures to compressors and generators;

- Control of noise sources, including reduction of resonance effects by stiffening and/or the application of damping compounds to panels and/or cover plates;

- Control of rattling and grinding noise by fixing resilient materials between the contact surfaces;
- Screening by demountable enclosures;
- The siting of mechanical plant as far away from residential areas as possible;
- Regular maintenance of all plant.

3(c)

Redevelopment of Adjoining Lands

Block A has minimal window to its northern elevation which will not influence any redevelopment of lands to the north.

Similarly, and in addition to the redesign of Block B, all windows on the northern elevation have been omitted so as not to affect the future development potential of the adjoining lands to the north of the subject site.

Block C has been also designed to not negatively impact the redevelopment of lands on Brennanstown Vale.

The development is designed to present the narrowest elevations at the closest point to the neighbouring boundaries to minimise the obstructing mass. Separation between the blocks and the avoidance of long continuous elevations facing the boundaries allow light penetration to the adjacent properties. Detailed assessment to the adjoining development at Carracáil is carried out in Section 3.7 and the results find the ADF values in the Carracáil development exceed the recommended values set out in the BRE guidelines and BS 8206-2 2008. Additionally, the assessment of the proposed development was carried out with the inclusion of the Carracáil development, and all the units exceed the target values for the ADF levels.

3(d)

Separation Distances Proposed Between the Development and Site Boundaries.

Block A

Block A is located on the western boundary of the site fronting Glenamuck Road. The nearest point of Block A to the Northern boundary is 6.0m. The distance between Block A & Block B is ranging from 38 m to the north, to 41.9m to the south of the Blocks.

Block B

The distance of Block B from the northern boundary has been increased from 2.4m to 5.5m at the closest point. Block B has also been moved an additional 4m from the eastern boundary to 5.6m. At the closest point, the total number of floors at the southeast corner is seven and this reduces to six at the northeast corner to the 3m slope of land from north to south.

The separation distance between Block A & Block B is ranging from 38 m to the north, to 41.9m to the south, and the separation distance between the corner of Block B & C is 17.5m.

Block C

The eastern side of Block C has been moved an additional 4m from the boundary with the houses in Brennanstown Vale on the eastern side from 3.3m to 7.8m at a minimum increasing its overall separation distance to the houses on Brennanstown Vale to a minimum of 40.6m. It is now 46.3m to Chigwell House and 46.3m to Stafford Lodge.

Tullybeg

We note that separation distances of 20.6m and 27.5m from Blocks A and B to the property at Tullybeg are delivered, which is a significant improvement on the 18m and 19m separation distances under the above permission. The separation distances increase as the blocks increase in height from the fourth floor.

Chigwell House

In addition, we note that separation distances of 35.1m-46.3m are delivered from Blocks B and C to the property at Chigwell. This is an increase in separation distances of 28m permitted under the previous permission and supports the reduction in distance to boundary from Block B to this shared boundary.

Stafford Lodge

Distances of 19.3 m and 46.3m are delivered between blocks B and C to the residence at Stafford Lodge. We note again that the northern elevation of this building faces south and onto the area of open space.

Carricáil

The proposed Carricáil apartments, to the south, are within the same ownership of the proposed development and have not been constructed yet. The separation distance between Block C and the proposed Carricáil development is 17.1m and we have taken great detail to increase the stepping levels overlooking Carricáil in order to reduce the impact on the proposed development.

The dominant point of height impact is at the parapet of the 5th floor on the northern side with the 6th floor setback, and at the parapet of the 4th floor at the southern side with significant setbacks at the 5th, 6th and 7th floors to relate to the approved development of Carricáil, which is in the same ownership as this applicant.

Brennanstown Vale

On the eastern side, Block C has been moved an additional 4m from the boundary with the houses in Brennanstown Vale. On the eastern boundary the section of the block nearest to the boundary is 4 storeys at the dominant point of visual impact. At 5th & 6th floor levels, the distance from the houses in Brennanstown Vale varies from 40.6m to 48.0m at the point where the building is 4 storeys with a further set back at the 5th floor level.



SITE

Carrickmines today is a suburban region, divided northeast/ southwest by the M50 motorway. To the Northeast has more established residential areas. To the Southwest, including along Glenamuck Road, are new retail parks, office buildings, housing schemes and apartments. The built context is evolving quickly and is identified for significant growth under the DLRC County Development Plans and the nearby Ballyogan & Environs Local Area Plan and Dún Laoghaire Rathdown County Council County Development Plans.

The site is located on Glenamuck Road North within close proximity to the village of Foxrock to the North and is very close to the M50, the LUAS Green Line stop at Carrickmines and the N11 providing easy access to Dublin City Centre. It is located East of Leopardstown Racecourse, North of Carrickmines and West of Loughlinstown and provides easy access to the M50 north and south. M50 south connects to the N11 and the M11.





Glenamuck Road North is located to the west of the site and forms the western boundary to the site. Carrickmines Croquet and Lawn Tennis Club are located further west of North Glenamuck Road, as detailed in the aerial view. There is also an existing access point serving the site from Glenamuck Road North. The subject site is located within approximately 130m of the Green Luas Line with the Carrickmines stop is located to the south of the site. The site is well serviced by the M50 motorway, which is located 400m to the Southwest and by cycle lanes on North Glenamuck Road. The established character of the surrounding area is mature and comprises large detached two-storey family houses set on generous plots. Residential densities are characterised as low within the immediate context. These dwellings and large plots reflect an area as it once was, i.e. suburban, with weak transport and retail links. These planning weaknesses have been eliminated by factors such as the LUAS stop (approx. 130m from the site), the M50 and its Junction (approx. 350m from the site) as well as the new retail center at The Park (approx. 1.0km from the site) and Dundrum Town Centre (9 LUAS stops from the site). These services now enable the redevelopment of this area into a more sustainable community. (Main body of site seeking permission outlines in red above)

To the west of Glenamuck Road North, the established character of the surrounding area is, again, two-storey houses in the form of estates on smaller plots such as Pavilion Gate, Brighton Avenue and Carrickmines Little. Glenamuck Road North acts as a buffer to these sites with lower density development to the east and medium densities to the west.

The site extends to 0.74ha and is located on Glenamuck Road North, Carrickmines, in a mature low density residential area, bordered on three sides by mature large dwellings of 2 storeys in height. Glenamuck Road is located to the west of its site and separates it from the higher density areas of development closer to the Luas Line.

The site itself slopes from north to south, towards the M50 motorway, and the lands are bounded to the north, south and east by existing mature dwellings of 2 storeys in height on large plots:

- 'Tullybeg' residence to the north
- 'Chigwell House' residence to the northeast.
- 'Stafford Lodge, residence and 'Carracáil' (development granted planning permission for 30no. units) to the south.
- 'Cloverdale' and 'Bridgefield' residences, part of Brennanstown Vale is located to the east of the site.



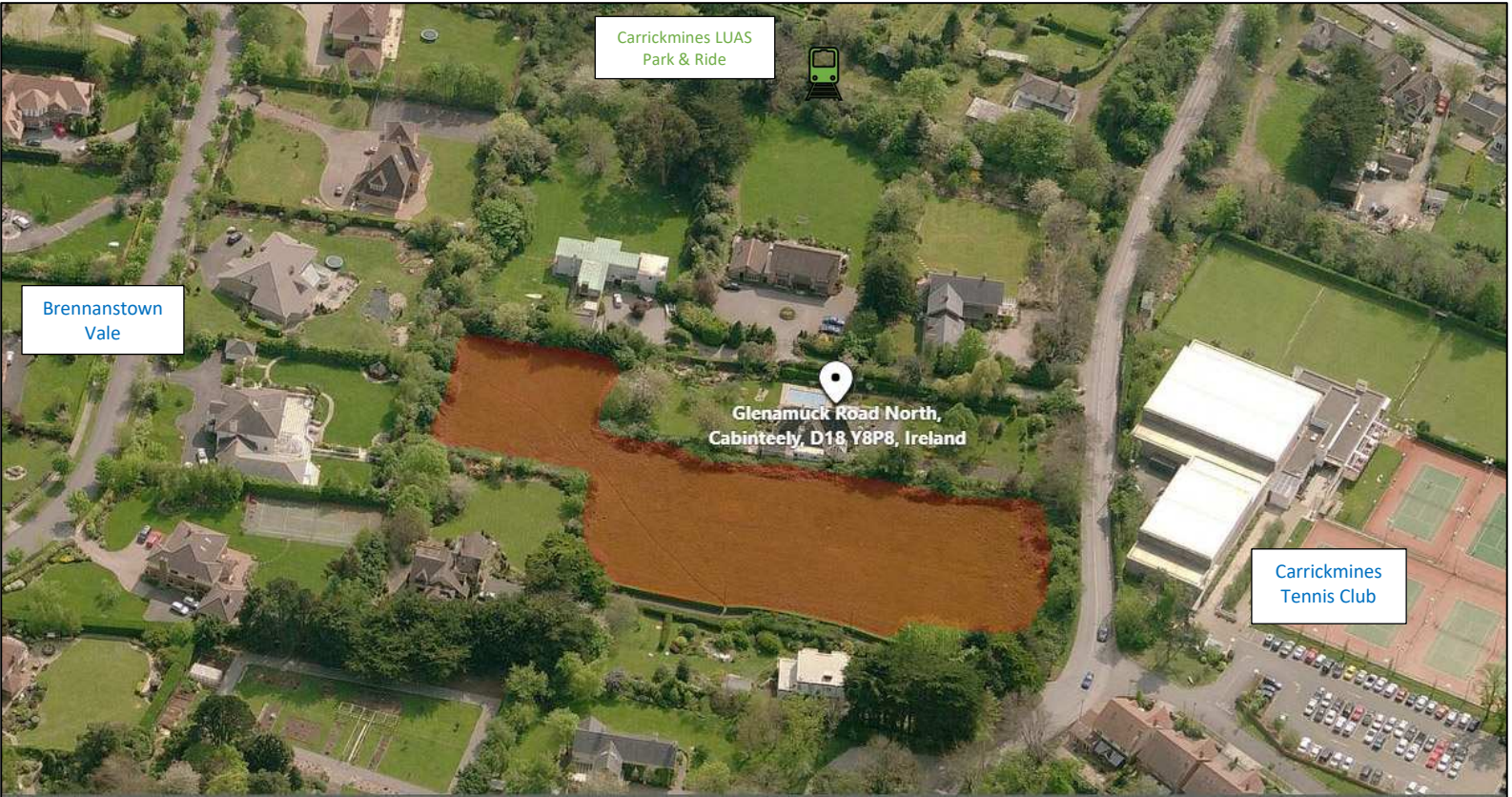
Bird's Eye View from West



Bird's Eye View from East



Bird's Eye View from South



Bird's Eye View from North

Main body of site seeking permission highlighted in red above

PLANNING CONTEXT

Zoning

The subject site is zoned “Objective A” with a stated objective “To protect and/or improve residential amenity” under the Dún Laoghaire-Rathdown Development Plan 2016-2022. The proposed development accords with the zoning objective for the subject site.

Residential development is considered permitted in principle under this zoning objective. The site is not located within a Conservation Area and there are no Protected Structures on or bounding the lands. (Main body of site seeking permission outlined in red below)

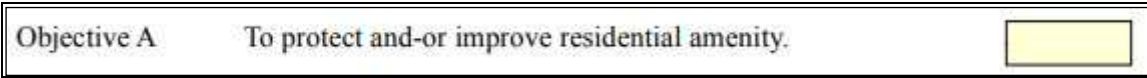
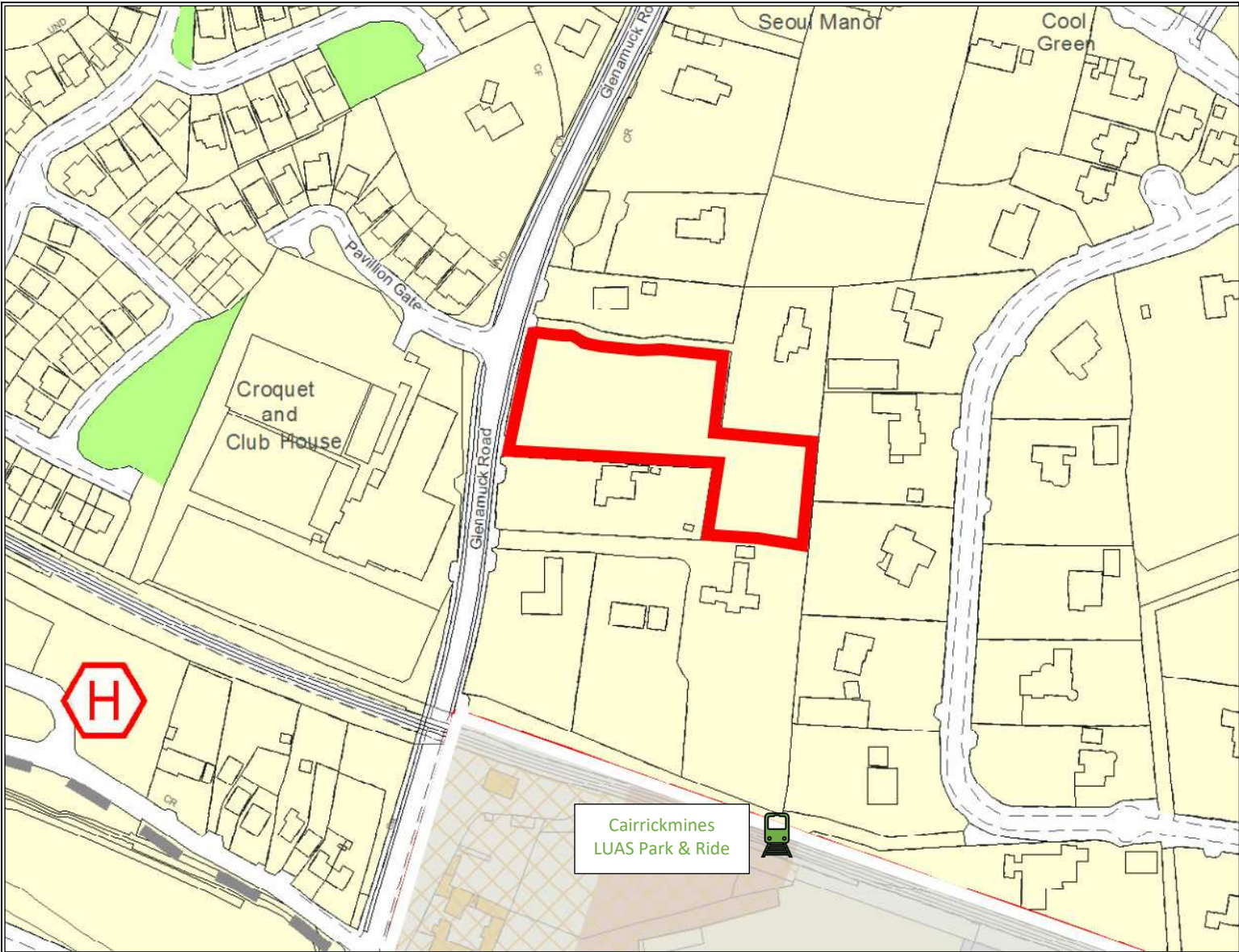
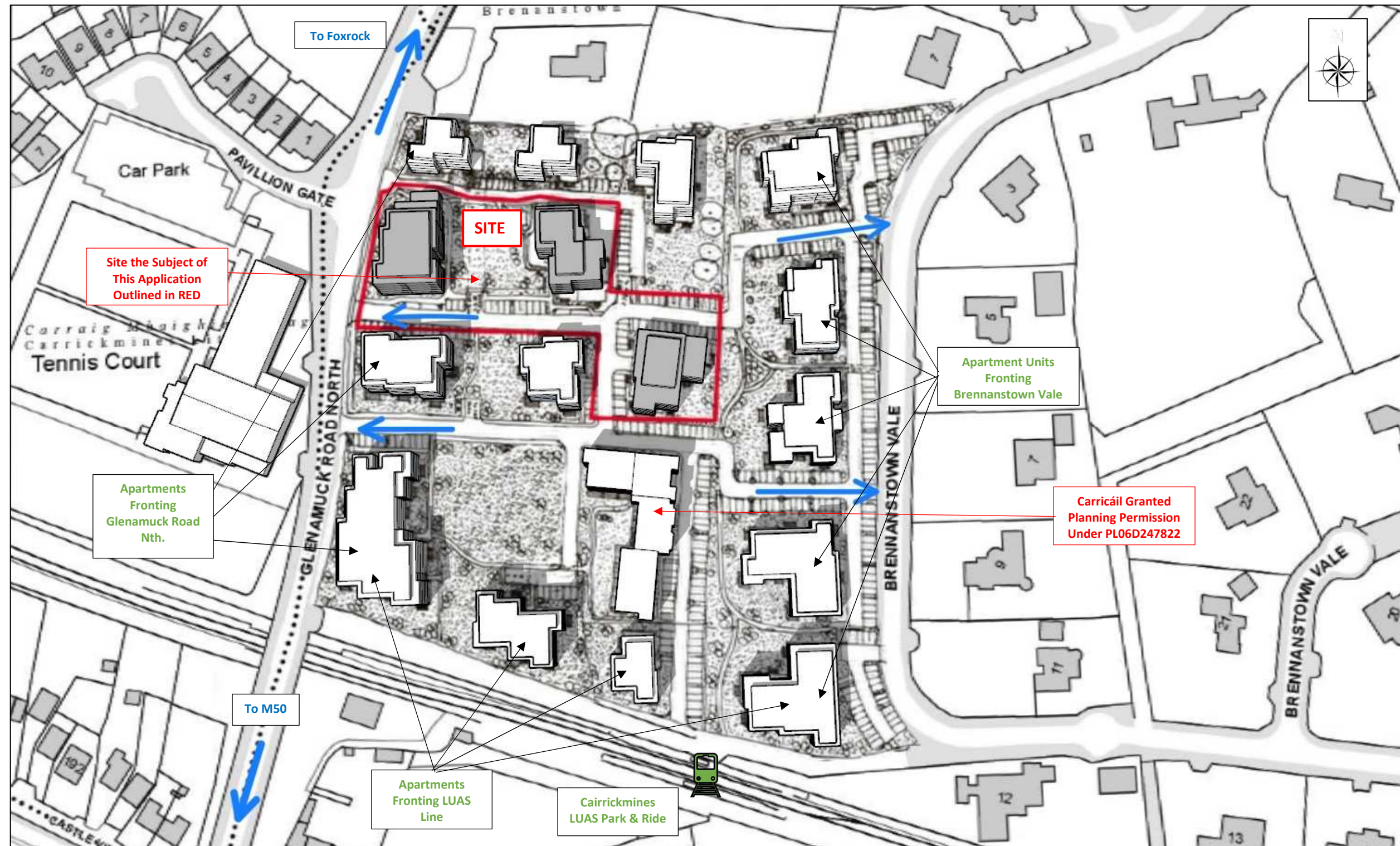


Table 8.3.2
ZONING OBJECTIVE 'A'
'To protect and/or improve residential amenity'.
Permitted in Principle
Assisted Living Accommodation, Open Space, Public Services, Residential, Residential Institution, Travellers Accommodation.
Open For Consideration
Allotments, Bring Banks/Bring Centres, Carpark, Caravan Park-Holiday, Caravan Park-Residential, Cemetery, Community Facility, Childcare Service, Cultural Use, Doctor/Dentist etc., Education, Embassy, Enterprise Centre, Funeral Home, Garden Centre/Plant Nursery, Guest House, Health Centre / Healthcare Facility, Home Based Economic Activities, Hotel/Motel, Household Fuel Depot, Industry-Light, Part Off-License, Office Based Industry ^a , Offices less than 200sq.m. ^b , Petrol Station, Place of Public Worship, Public House, Restaurant, Service Garage, Shop Neighbourhood, Sports Facility, Tea Room/Café, Veterinary Surgery.
a: less than 200sq.m.
b: Where the use will not have adverse effects on the 'A' zoning objective, 'to protect and/or improve residential amenity'.

MASTER PLAN: (CONCEPT ONLY)



The above master plan is a feasibility study of the adjoining and surrounding lands onto Brennanstown Road and Glenamuck Road North which also have a zoning of “Objective A” with a stated objective “To protect and/or improve residential amenity.” **Please note the above feasibility study is for illustrative purposes only. It is not binding and does not have any impact of applications for future development.**

This is a concept masterplan and an illustrative example only which outlines how the development of adjoining sites may be delivered. The layout shows the potential development of the area with heights ranging from five to eight storeys as the lands slope down towards the LUAS line, a major high-capacity transport node, along with the connectivity from east to west between Brennanstown Road and Glenamuck Road North. (Main body of site seeking permission outlined in red above)

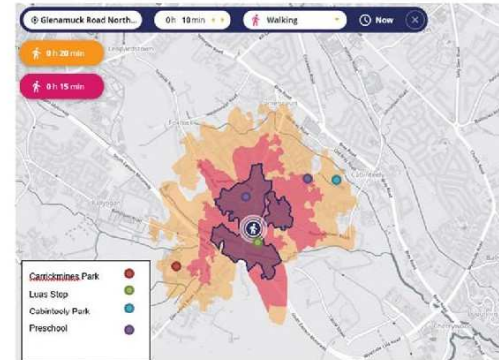
CONNECTIVITY

Walking and Cycling

Walking

A catchment exercise has been undertaken for the walking mode of transport within a 10-minute, 15-minute and 20-minute walk.

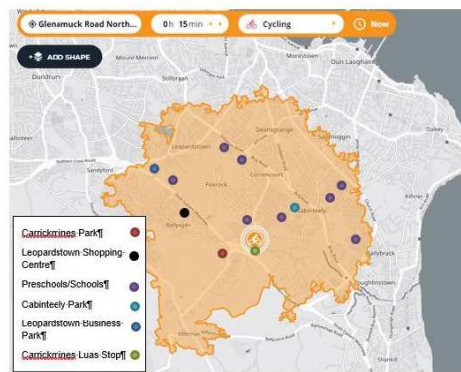
Several facilities including Carrickmines Park (shopping centre), Cabinteely Park, Preschool/Creches facilities and Carrickmines Luas stop are located within this catchment.



Cycling

A catchment exercise has been undertaken for the cycling mode of transport for a 15 minute cycling time.

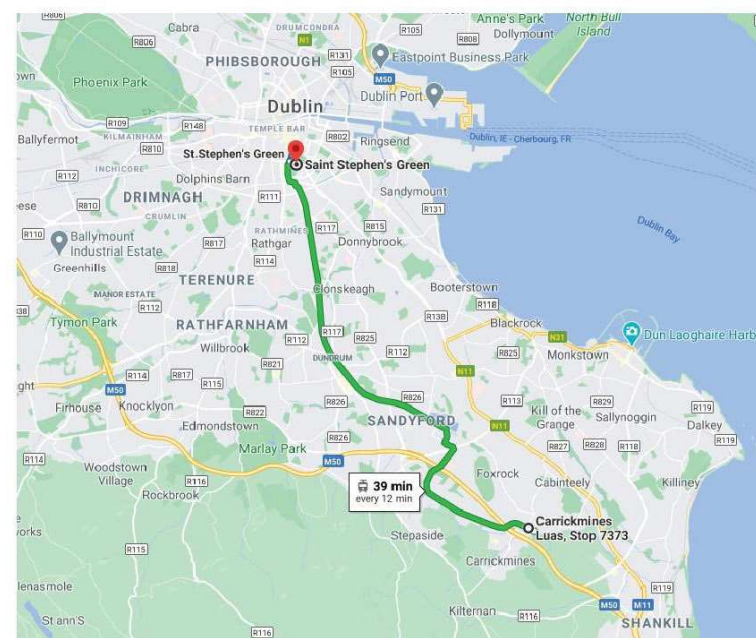
Carrickmines Park and Leopardstown Shopping Centre are located within this area. There are also several preschools and schools, the main schools are St. Bridges GNS, Loreto College Foxrock, St Brigid's Boys' National School, Cabinteely Community School and Johnstown Boys National School



High Quality Public Transport Links - LUAS

The Carrickmines LUAS stop on the LUAS Green Line is located within 2 minutes walk of the subject site.

The LUAS runs at a frequency of every 12 minutes and the journey time to the City Centre is 39 minutes.



Bus Services – Existing Services

The site is directly served bus route 63.

It is approximately a 150m walk (c. 1-minute walk) from the proposed site entrance to the bus stop on Glenamuck Road North.

This bus route connects from Kiltarnan to Dun Laoghaire with different routes





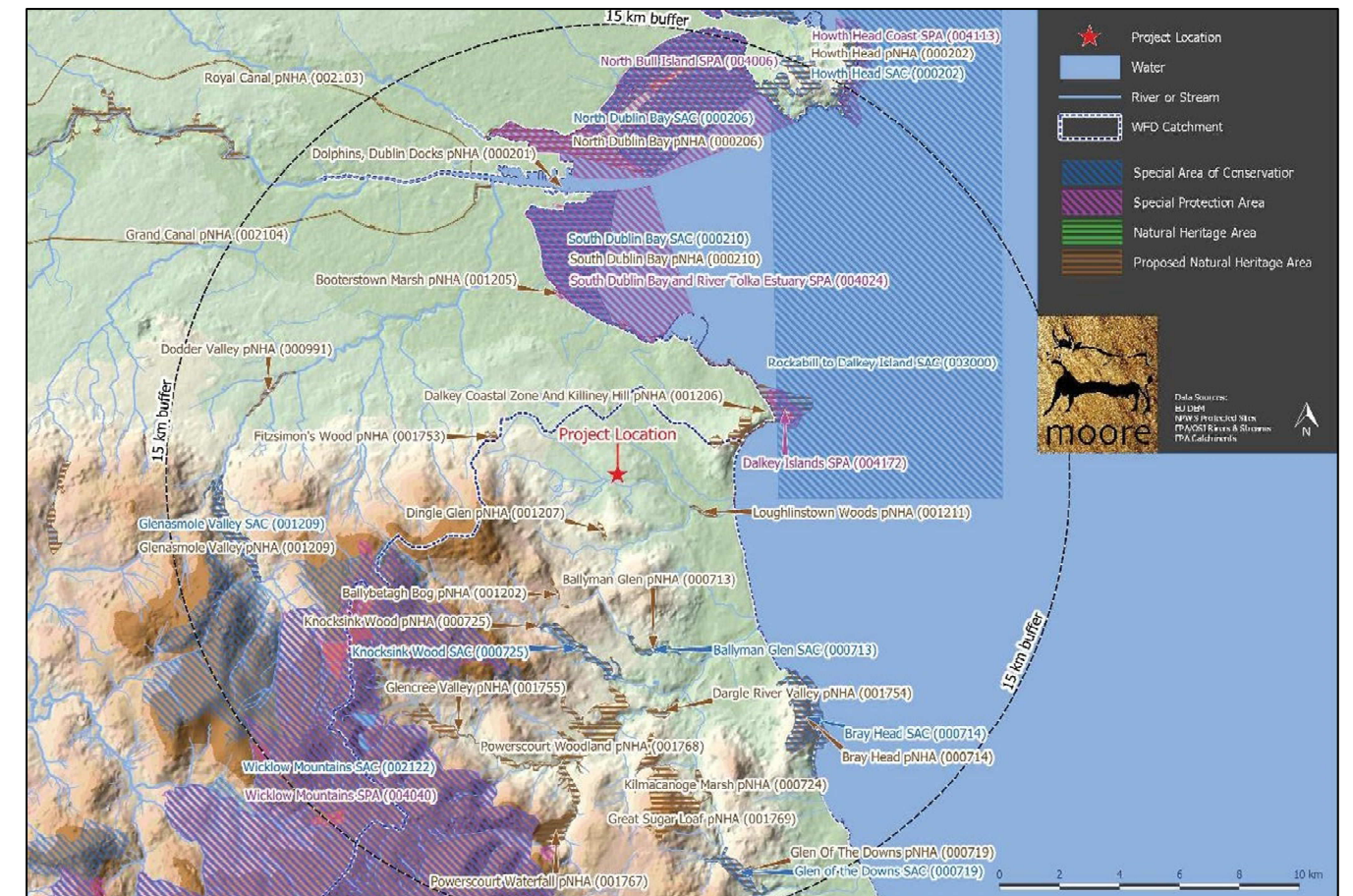
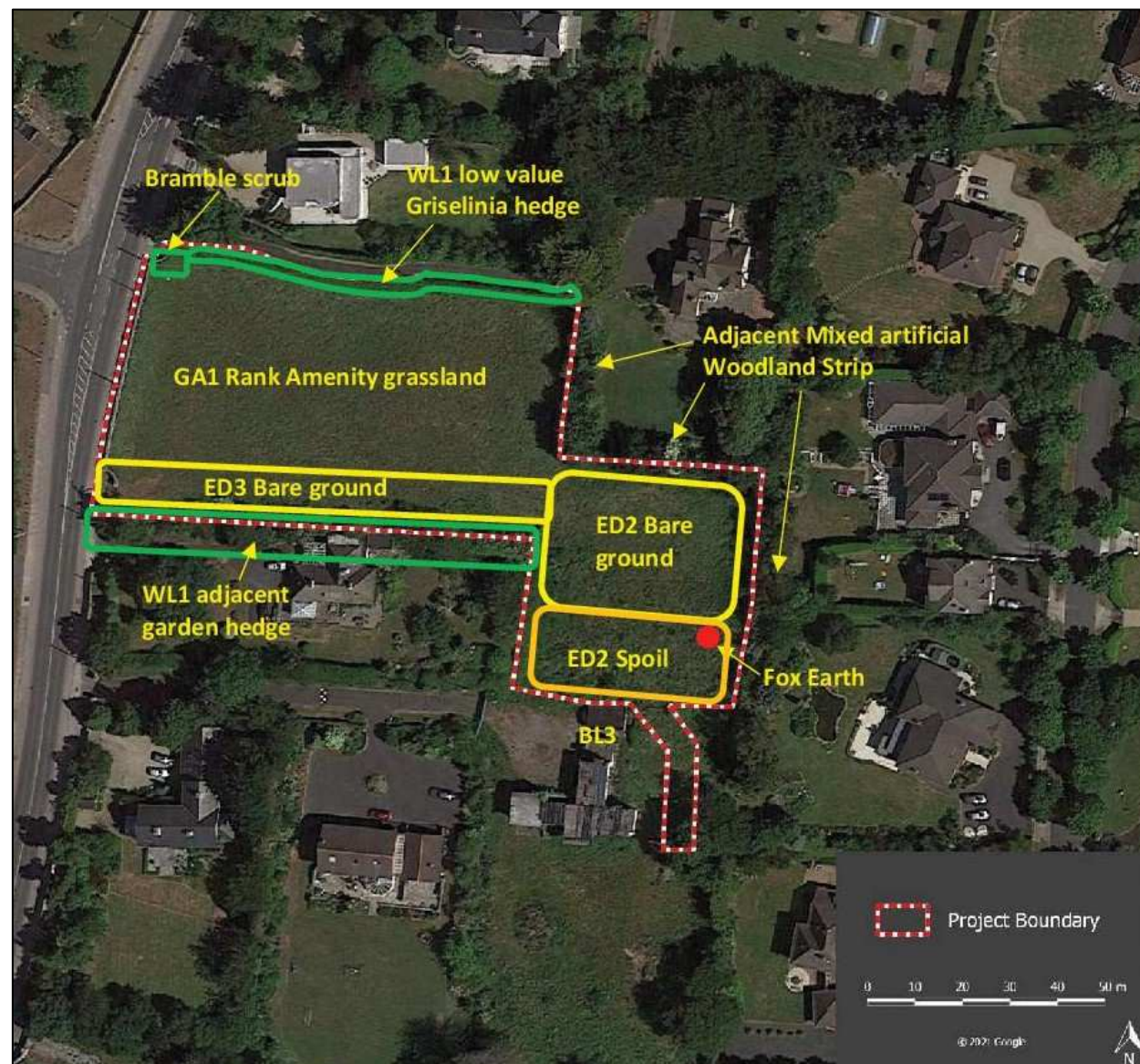
The proposed development is being constructed on a site with no trees, and there will be no risk of potential nuisance from the trees and hedges on adjacent sites. There are no trees on the site. There are no implications to trees on adjacent sites. As the trees within adjacent sites are not impacted by the proposed development no mitigation is required.

ECOLOGY

It has been noted that the Proposed Development is located within the suburban environment of Carrickmines in South Dublin and that it is to be connected to the public sewers for the treatment of foul water.

Adverse effects on the Dublin Bay European sites are highly unlikely given:

- The nature of the Proposed Development, a residential development that is to be located
- within the suburban environment of Carrickmines in south Dublin;
- The distance between the Proposed Development and the nearest European sites, over 4km;
- The proposed development is to be connected to existing Irish Water sewers and wastewater
- directed to appropriate treatment.



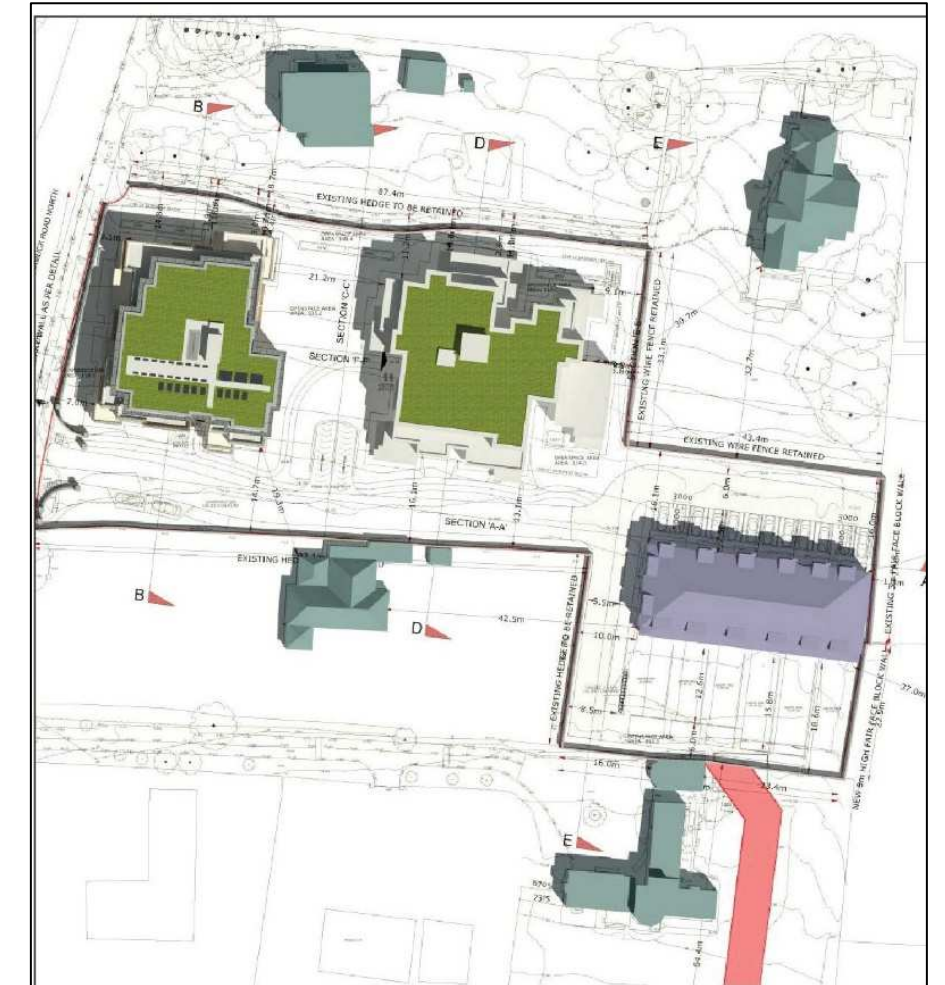
Having considered the above, significant effects on any European sites as a result of the Proposed Development can be ruled out and potential significant effects on European sites have been excluded at a screening stage (see associated Appropriate Assessment Screening Report submitted with the within application). The main area of construction work and loss of habitat refers to the field of improved grassland which is of relatively low ecological value and not considered a significant loss. The development is located in an area of relatively low ecological value and as such predicted to have a neutral imperceptible effect on habitats, mammals and birds.

A report for the purposes of Appropriate Assessment Screening as required under Article 6(3) of the Habitats Directive (Council Directive 92/43/EEC) along with an Ecological Impact Assessment report has been prepared by Enviroguide Consulting (please refer to both documents for further, more detailed information on Ecology and the proposed development).

DESIGN RATIONALE

Scheme One:

The site was granted planning permission for residential development consisting of 42 no. dwellings in the form of 36 no. apartments and 6 no. houses. The development shall provide for (a) Apartment Blocks A (18 no. units) and B (18 no. units), both 3 storeys with setbacks at fourth floor level, over basement level and (b) 6 no. 4-bed house units (3 storeys), all with associated rear gardens and balconies. Permission was also granted for basement and surface car parking spaces; bicycle parking spaces; plant areas; storage areas; bin storage areas and access via Glenamuck Road North under An Bord Pleanála Decision PL06D247822 (D16A/0260).



As a result of the change in residential density guidelines it was decided by our clients (Moran Park Homebuilders) to explore the possibility of redesigning the scheme

- to increase the number of units,
- to omit the previously granted houses,
- provide an all-apartment design incorporating a variety of apartment types and sizes.

The justification for the increase in density is based on the economic use of service land and proximity of the site to the Carrickmines LUAS Green Line. The revised schemes sought to achieve a higher density which, results in a highly efficient use of zoned serviced land, justified by the very close proximity of the site to the Carrickmines LUAS stop, located only 130m from the subject site.

Scheme Two:

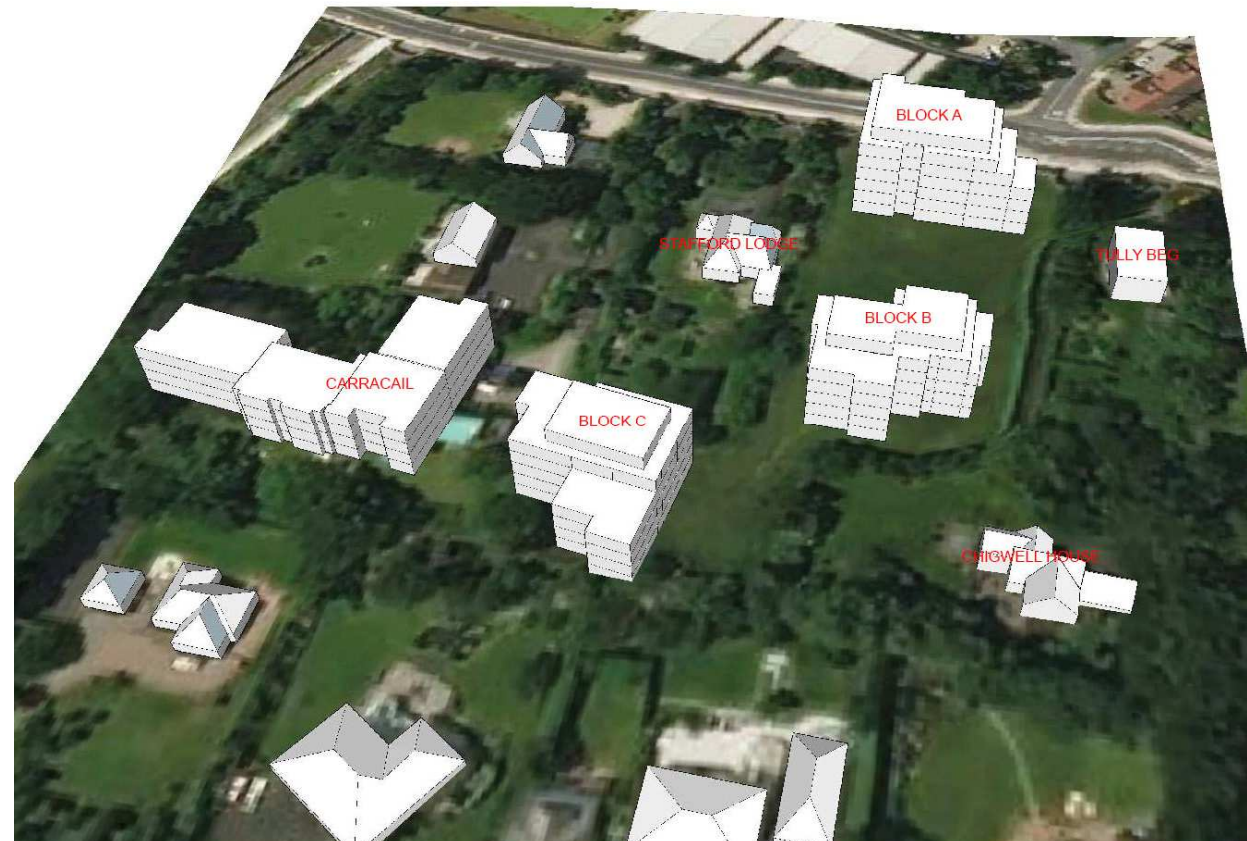
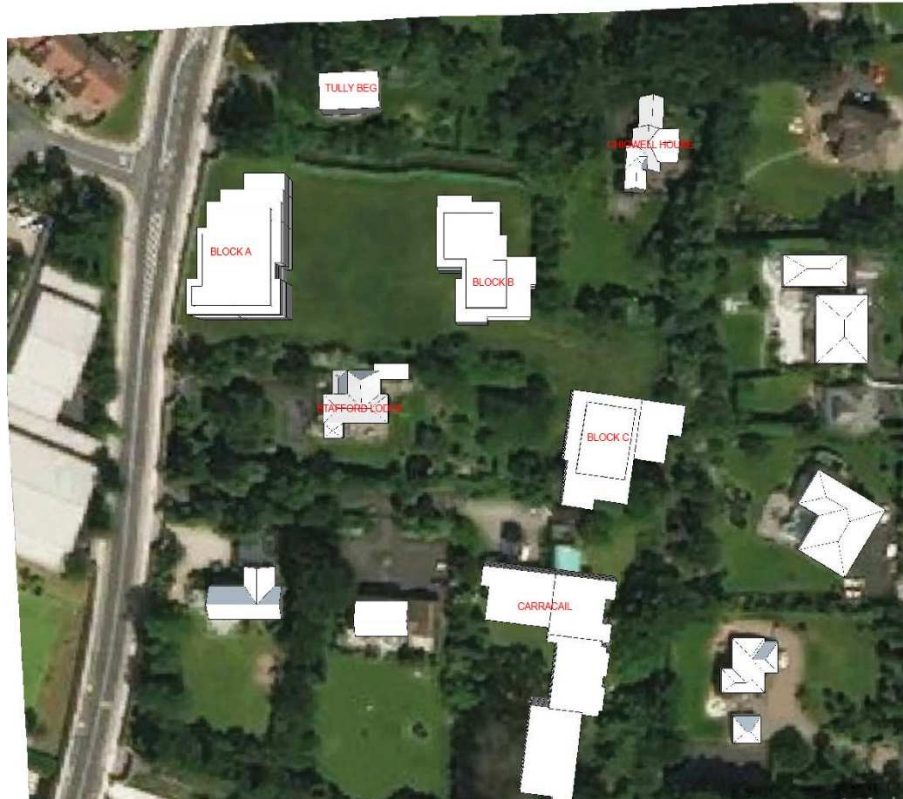
The second scheme we considered consisted of a revised design with a main block configured around three sides of the open space. The height of this block varied from seven floors to four floors being stepped down to reduce the impact on the adjoining properties. The second block (Block B), located at the southeast corner of the site adjoining Carricáil, was also stepped to take advantage of the 3m variation in level that sloped downwards in the direction of Carricáil and the LUAS line to the South.

Upon review, this solution was considered to be too monolithic and overbearing on the adjoining properties. In addition, the in-closing of the open space cast an unacceptable degree of overshadowing on the primary amenity space. The height and location of Block A in this scheme was considered to have an unacceptable impact on the surrounding properties also.



Scheme 3: (Current Proposed Design & Response to Dún Laoighaire Rathdown County Council & An Bord Pleanála's Comments)

From the information gleaned from Scheme 2's design, it was decided to change the layout by breaking the large main block (Block A Scheme 2) into two blocks (Block A & B in the current proposal), while keeping Block A to address Glenamuck Road North, stepped at the upper levels to reduce the impact to the adjoining properties; Block B to the east of Block A also stepped to reduce the impact on the adjoining lands; and creating an internal open space area and Block C addressing Carracáil, but increasing the stepping of the levels overlooking Carracáil in order to reduce the impact on the proposed development on that adjoining site granted planning permission under ABP-304995-19.



The creation of a central open space means that the adjoining existing houses to the north (Tullybeg) and to the south (Stafford Lodge) of the site are not overshadowed or otherwise impacted by buildings directly opposite them.

The interface with the lands to the southeast and the development permitted under An Bord Pleanála Reference No. PL.06D.304995, the public realm at Glenamuck Road North and the interface with adjoining lands - as they relate to the design and layout of the proposed development is as such to ensure that the proposal provides a high quality, positive intervention at this location



Recreational and Amenity Facilities

Recreational Amenity Areas for residents has been incorporated into the ground floor level of Block B comprising workstations, meeting rooms, gymnasium and changing facilities of c. 161m.sq.

This Scheme 3 for which permission is now being sought:

- Achieves an acceptable density, bearing in mind the site is well served by public transport with high capacity, frequent services and good links to modes of public transport, including being in close proximity to the Luas line (130m).
- Achieves an economic use of zoned land.
- Creates an attractive open space for the enjoyment of the residents and the general public, contributing to sense of place within the development.
- By the placing of the blocks as now designed, it minimises the impact of a medium to high density development on a strategically located site.
- By positioning the blocks as proposed, it is clear that no impairment of the amenity of the surrounding properties has occurred
- The development has been designed to provide a high-quality living environment to meet the requirements of individuals and families.
- The location of the major open space has been localized to maintain an open environment between both Block A & Block B.



Location:

As stated previously, the site is well served by public transport with its location 130m from the Carrickmines Green LUAS Line stop – same provides a direct connection north to Dublin City Centre and beyond, and south to Brides Glen (last stop). The site is also well serviced by the M50 motorway, with the nearest junction located 400m to the southwest and by cycle lanes/bus services on North Glenamuck Road. Specifically, we note that the bus stop is located 150m from the site with a service from Kilternan to Dun Laoghaire.

Scale:

The scale of the proposed development is considered to integrate appropriately with its surroundings, whilst introducing an element of increased height, with a higher landmark element and development along the perimeter with adjoining roads to define a strong urban edge to the M50 and the other adjoining streets at this important location.

Design:

The proposal is not located within an architecturally sensitive area, nor is there a requirement to protect views across this site. Public open space has been carefully positioned and designed to a high level of quality design and implementation to enhance the public realm. Space which forms the public realm has been located so that it is overlooked by apartments, thus ensuring the security of the public realm and the users of same.

Sense of Place:

The proposal will provide for a strong sense of place and a public realm which will be more comfortable and inviting for pedestrians due to improved enclosure, as well as permeability around and through the scheme. also note that the benefits offered by the proposal to the public realm have been identified, such as new pedestrian connections, a communal area (Block B), a new play area and significantly improved frontage along Glenamuck Road.

Surroundings:

Careful consideration has been given to the proposal in relation to how it addresses the existing surrounding development and local topography. The high-quality design submitted provides an appropriate transition between the neighbouring sites, through the delivery of 4-storey heights with a transition to 6 and 7 storeys at set back higher levels. The Daylight & Sunlight Assessments prepared by Digital Dimensions confirms that there are acceptable levels of access to natural daylight and sunlight. Similarly, the detailed Wind and Microclimate Study also confirms that the proposal does not impact or give rise to negative or critical wind speed profiles at the nearby adjacent roads, or nearby buildings.

**Connections:**

It is considered that the proposed development would make a positive contribution in terms of placemaking – again through the provision of new pedestrian connections, a communal area (Block B), a new play area and significantly improved frontage along Glenamuck Road. The main open space, by virtue of its sense of enclosure and orientation, creates a strong sense of place, security and privacy for all residents of the development.

Scale & Form

The proposed scheme presents a series of new residential blocks which are focused on placemaking and a central area of open space. There is sufficient variety in scale and form of the Blocks using a variety of building layouts, sizes and heights. Care has been given at height sensitive areas (along boundaries with Tullybeg, Chignell, Stafford Lodge) to ensure there is no undue impact on established levels of residential amenity adjoining the site. The development creates visual interest at the site through a high-quality design which responds to the surrounding pattern of development. 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 strategic, prominent location.

Open Space:

The central open space will be landscaped to the highest quality to provide a semi-enclosed location of natural beauty and tranquillity while the central open space is accessible to all residents. Two further formal open spaces are provided adjoining Blocks B & C. Pedestrian paths are also provided around Block A to integrate the lesser spaces surrounding this block with the central open space.

Urban Pattern

It is considered that the proposal introduces a high-quality development at an underutilised site and within a setting which is swiftly developing and is destined for significant planned further growth. The proposed development responds appropriately to the surrounding urban pattern and scale, with higher built elements situated along the M50 and Glenamuck Road North.



The proposal constitutes the sustainable development of these underutilised lands and will enhance the appearance of the site, providing integration with the existing context and enhancing the urban public realm at this location. This will add positively to the quality and aesthetic appearance of the area, allowing for vibrancy within the public realm, and building heights that avoid any sense of monotony or monolithic design.

Legibility through the site is delivered by way of a comprehensive landscape plan and a series of permeable connections through the site, along with quality areas of open space. Open space is provided by one major centrally located open space between Blocks A & B and enclosed to the south glass rail, creating a sense of place and enclosure while still allowing the space to benefit from the southerly aspect sunlight.

The proposed development will form a landmark in views along the M50, Glenamuck Road North, positively contributing to its surrounding neighbourhood and streetscape by virtue of its context sensitive and carefully considered design. It will provide for high quality contemporary design at an appropriate location and make a significant positive contribution to the existing urban neighbourhood and streetscape at this location.

The proposal introduces a development which is compatible with its land use zoning and adjacent residential development. The additional height proposed makes optimal use of an underutilised area of land which benefits from a strategic location. The layout of the residential blocks contributes to a sense of place and benefits from passive surveillance from the residential buildings.



Variation in Elevation to Provide Visual Relief and Variety in Materials.

The variation in elevation to provide visual relief and variety in materials is addressed by the redesigning of all blocks to vary the visual plane and creating strong balcony elements along with a variety of materials consisting of brick, plaster render, stone cladding and zinc metal cladding to the top floor. This redesign is illustrated by the attached CGI's and typical site sections.





Materials

The choice of materials would be of high quality with brick combined with plaster and stone cladding finishes along with a metal cladding to the upper levels as indicated on drawings. Balcony features will be plastered and include glass screens. Windows will be aluminum or Alucad to provide a sustainable, high-quality finish and appearance.

Entrance doors and screens will be of aluminium construction. Glazing will be double, or triple glazed to meet insulation standards.

The cladding to the top floor of all blocks will be zinc finished metal cladding.

Roofs

Flat floors will be of green roof construction in accordance with the requirement of Dun Laoghaire Rathdown County Council with a total green roof area more than the required 60%.

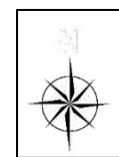
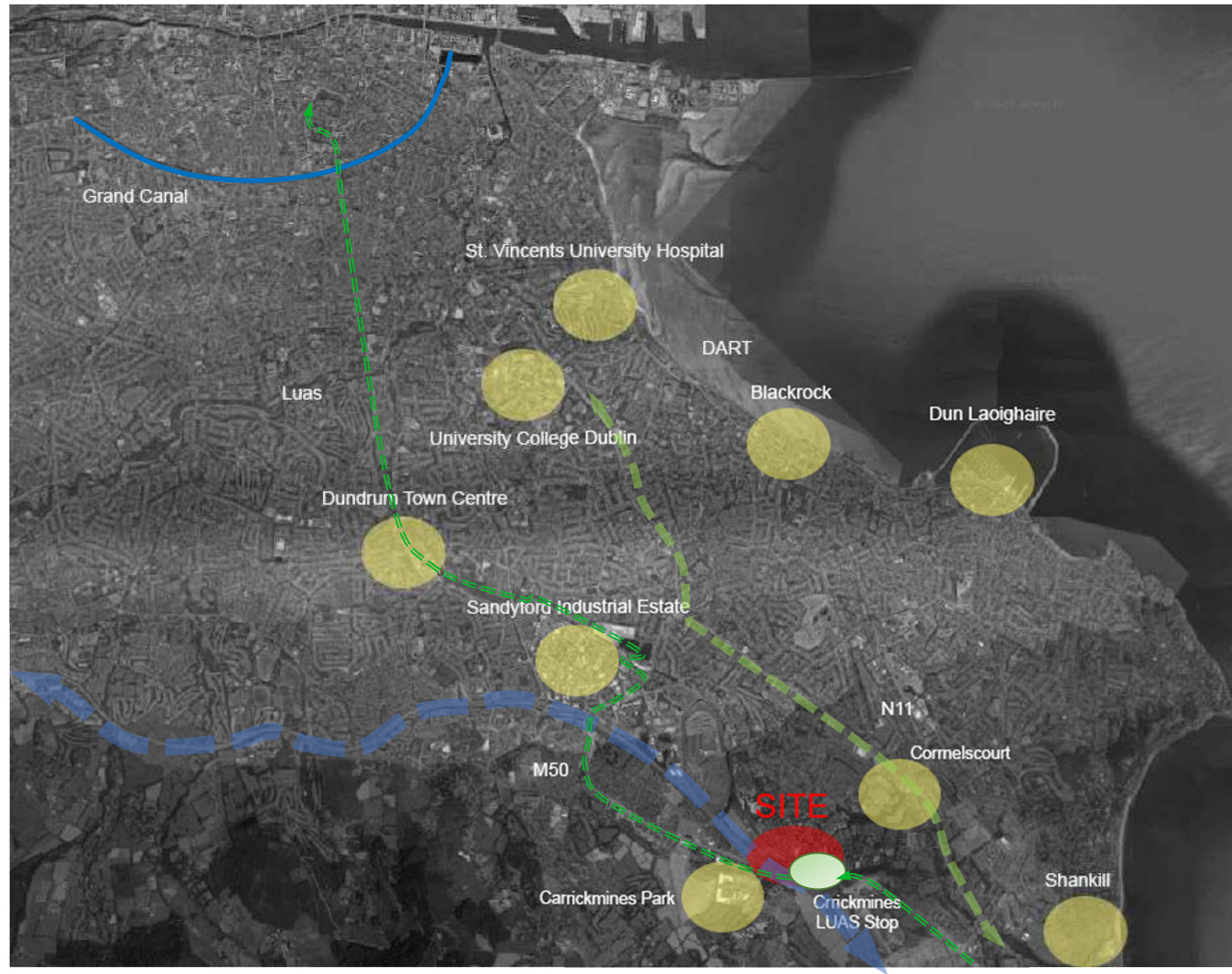
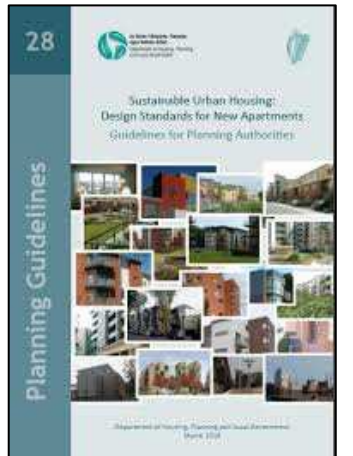


DENSITY

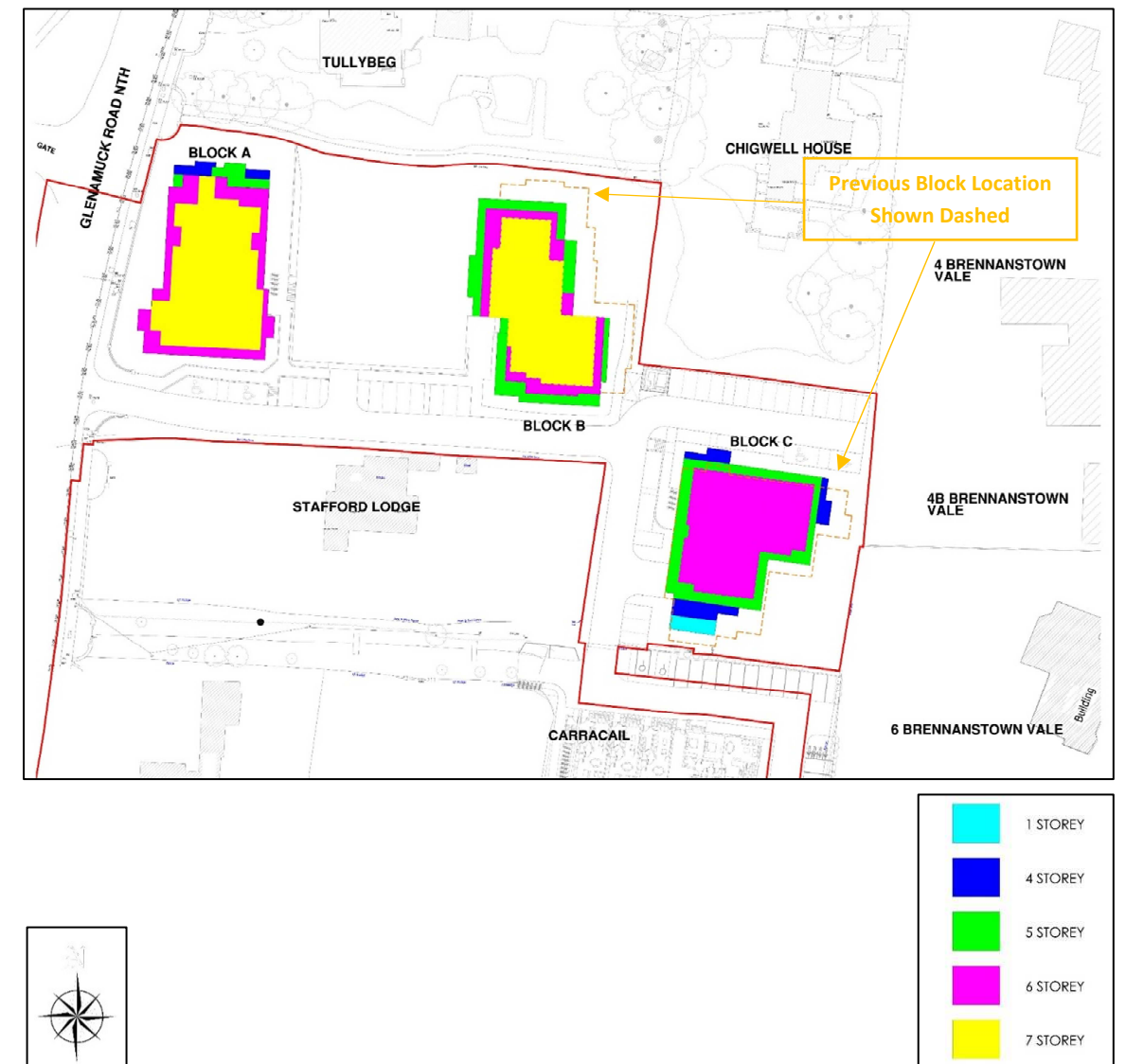
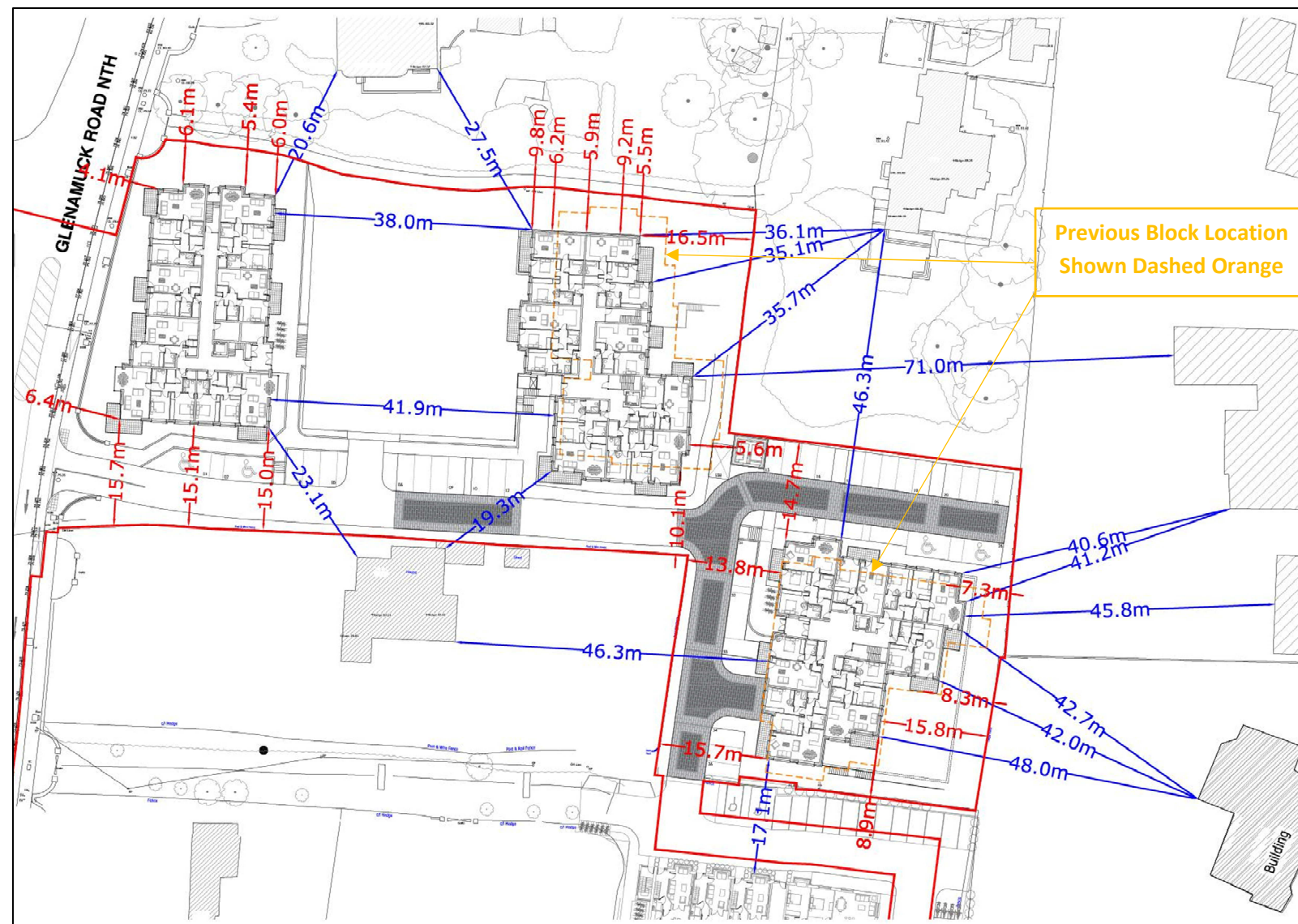
The subject site is located within 130m of LUAS Green Line stop and 150m from the No.63 and 63A bus routes serving the Quality Bus Corridor on the N11. The site is also directly serviced by the Route 63 on Glenamuck Road.

The proposed density of 118 apartments on a site of 0.74Ha represents a density of 159 units per hectare which, due to the proximity of the site to quality transport modes and leisure facilities and employment opportunities, complies with the government policy on sustainable development and efficient use of land.

It is national policy to increase housing supply in the form of a dramatic increase in the provision of apartment development. As with housing generally, the scale and extent of apartment development should increase in relation to proximity to core urban centers, frequent and high-capacity public transport nodes (LUAS Green Line), locations of employment and a range of urban amenities (including shopping and other services).



HEIGHT



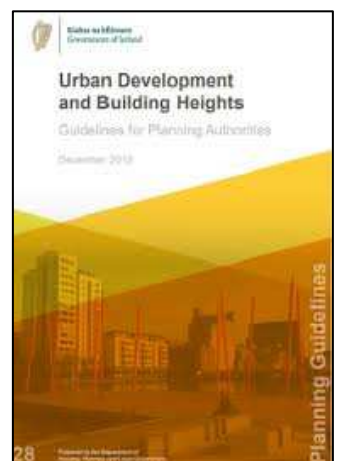
It is national policy to prioritise the location of new housing provision in existing appropriate settlements as a means of maximizing a better quality of life for people through better access to services, ensuring a more efficient use of land and allowing for greater integration with existing infrastructure. Furthermore, it is aimed at, reversing the decline of urban centers by identifying new roles, functions and enhancing local infrastructure and amenities.

We feel that 5 storeys with setbacks at storey 6 and a further setback at storey 7 maintains the existing and future resident's amenity and considers the immediate site context and future development potential of the adjoining sites. We believe that this approach is very much sympathetic to the surrounding residential patterns and it is submitted that the proposed heights and density are in accordance with the government policy, including, Urban Development and Building Height 2018 Guidelines (and the requirements specified therein), which state:-

"In accordance with government policy to support increased building height in locations with good public transport accessibility planning authorities shall explicitly identify through which statutory plans, areas where increased building heights will be actively pursued for both redevelopment and infill development to secure the objectives of the National planning framework and regional spatial and economic strategies and not provide for blanket numerical limitation on building height."

The site, due to its location in proximity to a number of quality (frequent and high-capacity) public transport nodes, local shopping facilities, quality sports venues and surrounding employment opportunities, is ideally suited to ensure a better quality of life through better access to these services and facilities. It will also ensure the more efficient use of land and allow for greater integration of existing infrastructure and amenities. The proposal responds to the natural and built environment for the reasons set out under the criteria 'At the scale of the relevant city/town' (P13 of Urban Development and Building Heights)'.

Careful consideration has been given to the proposal in relation to how it addresses the existing surrounding development and local topography. The high-quality design submitted provides an appropriate transition between the neighbouring sites through the delivery of 5 storeys with setbacks at storey 6 and a further setback at storey 7. The Daylight & Sunlight Assessments prepared by Digital Dimensions confirm that there are acceptable levels of access to natural daylight and sunlight. Similarly, the detailed Wind and Microclimate Study Prepared by BFluid Buildings Fluid Dynamics Consultants, also confirms that the proposal does not impact or give rise to negative or critical wind speed profiles at the nearby adjacent roads, or nearby buildings.



Block A

The block which relates to the public realm at Glenamuck Road is Block A. This block extends to 7 storeys which is reduced slightly by being set into the fall of the ground which extends to 3 meters from north to south. There are no residential properties on the same plane as this block. Tullybeg and Stafford Lodge to the north and south of Block A are set back 24 meters and 42 meters respectively from Glenamuck Road. Both these houses address the central open space created between Blocks A and Block B. The distance between Block A and Tullybeg at the closest point is 20.6m. This separation being further reinforced by the presence of a substantial copse of trees and an avenue giving access to Chigwell House.

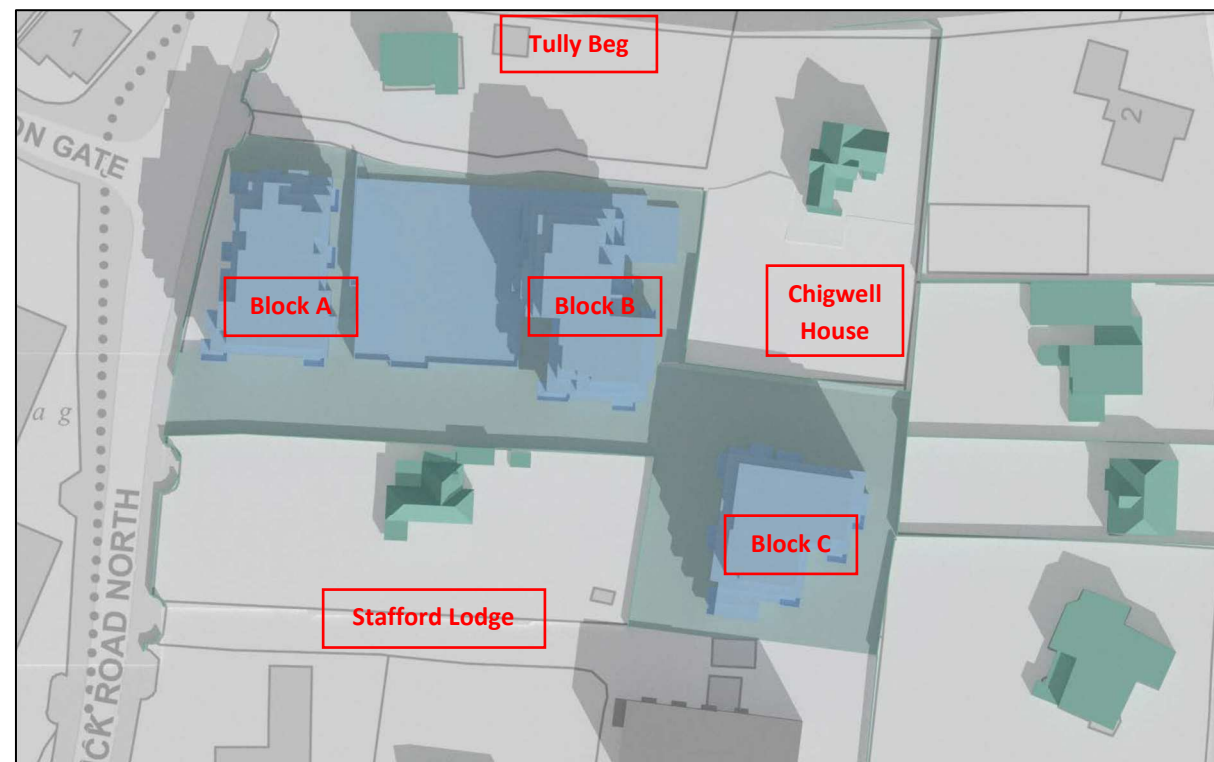
Similarly, the impact on Stafford Lodge due to its set back from Glenamuck Road of 42 meters and its distance from Block A of 23.3 meters is not considered to be significant. This fact is further supported by the sun lighting and shadow diagrams which support this argument.

Height:

The “dominant point of height impact” by which we mean the maximum height of the parapet of the building prior to any setbacks of the above floors which reduces the visual impact varies from 4 to 6 floors. The block where the greatest height of 7 floors is proposed to Block A only which we feel that this height is justified by virtue of its location on the site.

Impact:

Block A is located on the western boundary of the site fronting Glenamuck Road. By virtue of its location, it has minimal impact as the adjoining residential environment. To the west it faces the carpark and club building of Carrickmines Tennis Club while to the north it bounds the avenue providing access to Chigwell House, across this avenue is located Tullybeg which is screened by existing trees boundary the avenue to Chigwell House.



Shadow diagram 21 March 11:00 GMT

As a result of the location of the adjoining residential properties of Tullybeg, Stafford Lodge and the element of the car park of the Tennis Club, it is submitted that there is no adverse impact on the public realm at this location.

Likewise, the other residential development at Pavillion Gate is located to the northwest of the subject site and is visually separated from the proposed development by a copse of mature trees. Hence, it is submitted that there is no diminution of the public realm as it effects these properties.

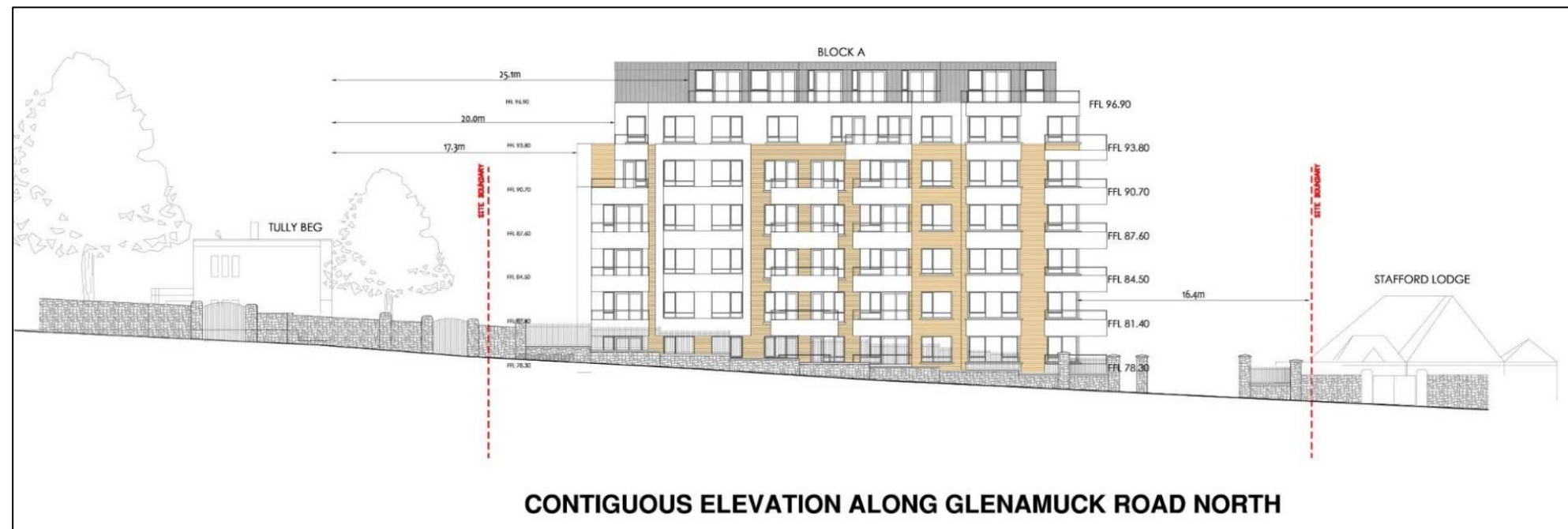
Open Space:

Careful consideration has been given to the positioning of Block A and B to create the public open space which is so positioned to provide an open vista opposite Stafford Lodge to the south and Tullybeg to the north hence enhancing the public realm at this location and providing an enhanced public realm for both the existing residential properties and for the future occupants of the proposed development.

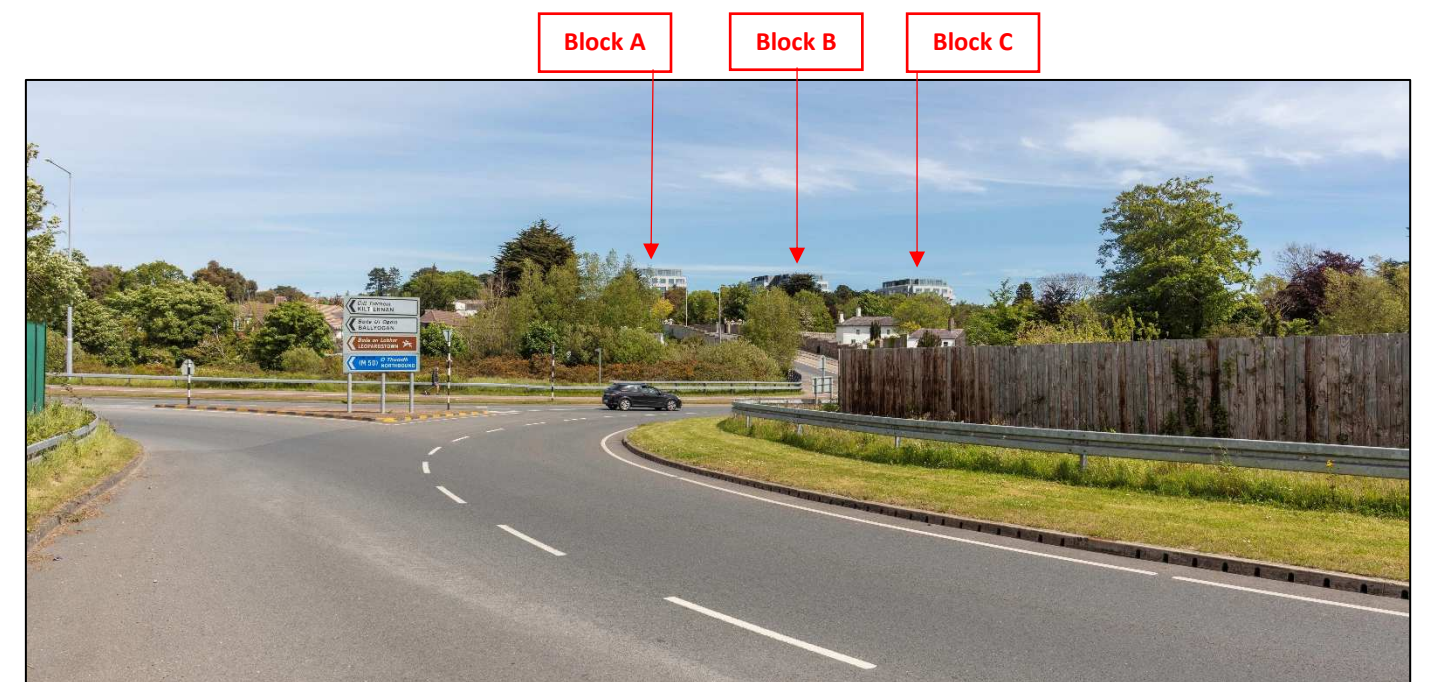
The nearest point of Block A to the northern boundary is 6.0m. While the nearest point of Block A to Tullybeg is 20.6m. There are no opposing windows between Block A and Tullybeg.

Open space is created between Blocks A & B directly to the south of Tullybeg. This provides an open vista to the south across the proposed open space with the result of enhancing its prospect and enjoyment of the proposed landscaped open space.

On the southern elevation the height of Block A increase to 7 storeys which is generated by the 3m fall across the site from north to site. The dominant point of height impact remains at 6 stories with the 7th floor being set back to reduce the visual impact.



The contiguous elevation to Glenamuck Road, illustrate the above points, while the site layout plan illustrates the relationship and distances from the proposed buildings to the existing houses. The proposed scale, massing and height of the development has been informed by the emerging built environment in the surrounding area. The development introduces a higher built environment which seeks to optimise the sites' location and position on a key thoroughfare. The scale and height of the proposed residential blocks take cognisance of the surrounding urban form, tapering in at the 6th and 7th floor. This is seen to integrate successfully with the urban environment whilst introducing an element of height which effectively responds to the site's prominent location.



Block B

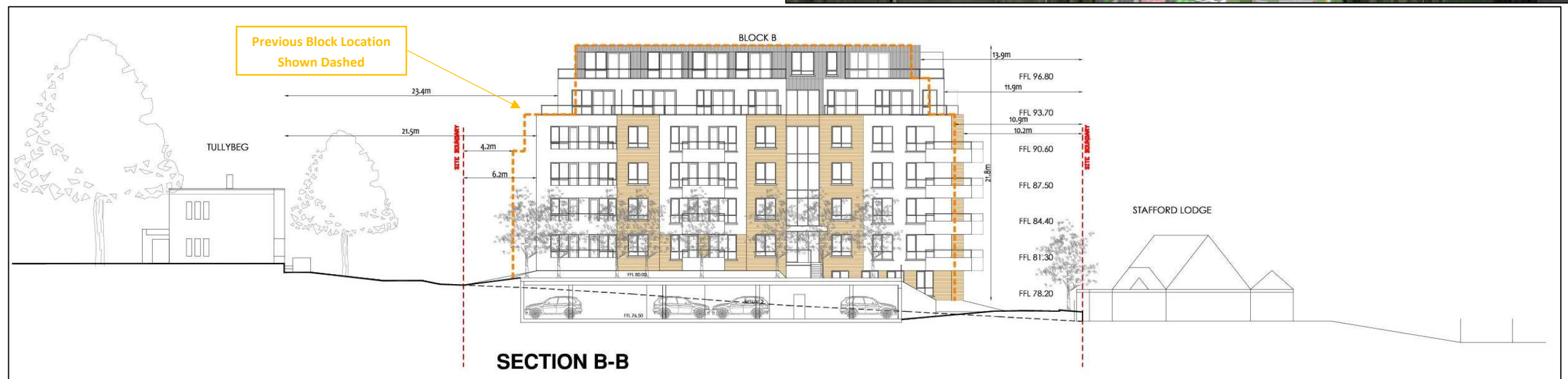
The other properties interfacing with the proposed development are Chigwell House and Brennanstown Vale. Block B is the closest block to Chigwell House. In the current layout we have considered the comments of the Bord and have redesigned Block B and positioned it further to the west hence increasing the separation distances from Chigwell House by an additional 4.5m.

The elevation to the north being 6 stories in Block B varies from 6 stories on the northern elevation to 7 stories on the southern elevation - again reflecting the 3-meter fall across the site from North to South similar to Block A. The elevation to the north being 6 stories in total, having the dominant point of height limited to 4 floors with the set back at the 5th and 6th floors. Due to the 3m slope of the site from north to south the dominant point of height impact on the southern elevation is 5 floors with the set back at 6th and 7th floors to reduce the visual impact on adjoining properties.

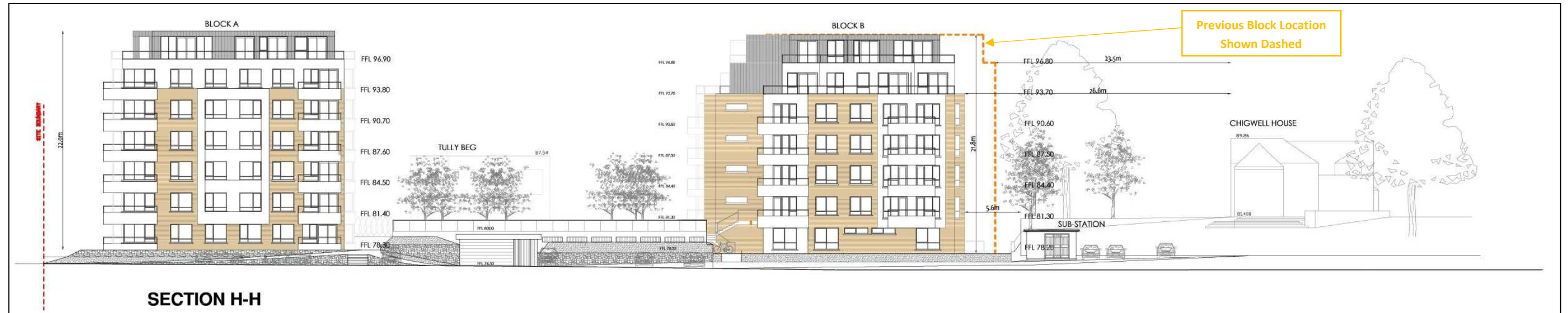
Separation Distance

The distance of Block B from the northern boundary has been increased from 2.4m to 5.5m at the closest point thus increasing the separation distance to Tully Beg to 27.5m. Block B has also been moved an additional 4m from the eastern boundary to 5.6m while at the closest point the total number of floors at the southeast corner is 5 with 2 setbacks to floor 7. This reduces to 4 and two setbacks to floor 6 at the northeast corner due to the 3m slope of land from north to south.

The separation distance between Block A & Block B is ranging from 38m to the north, to 41.9m to the south, and the separation distance between the corner of Block B & C is 17.5m.



The positioning of Blocks A and B creates open space to the north of Stafford Lodge while the orientation ensures that there is no overshadowing of the property or its amenities. The separation distances between the nearest points to adjoining properties are 35.1m to Chigwell Lodge and 71.0 meters to the nearest house in Brennanstown Vale. The distance of Block B from the Northern boundary has also been increased from 2.4m to 5.5m at the closest point, hence further reducing the visual impact on adjoining properties located to the north of the site. There is a copse of mature trees along the eastern boundary to Chigwell House which also helps to reduce the impact on the adjoining property.



Open space is created between Blocks A & B directly to the south of Tullybeg. This provides an open vista to the south across the proposed open space with the result of enhancing its prospect and enjoyment of the proposed landscaped open space along with enhancing the prospect and enjoyment of both the houses at Tully Beg and Stafford Lodge to the south.

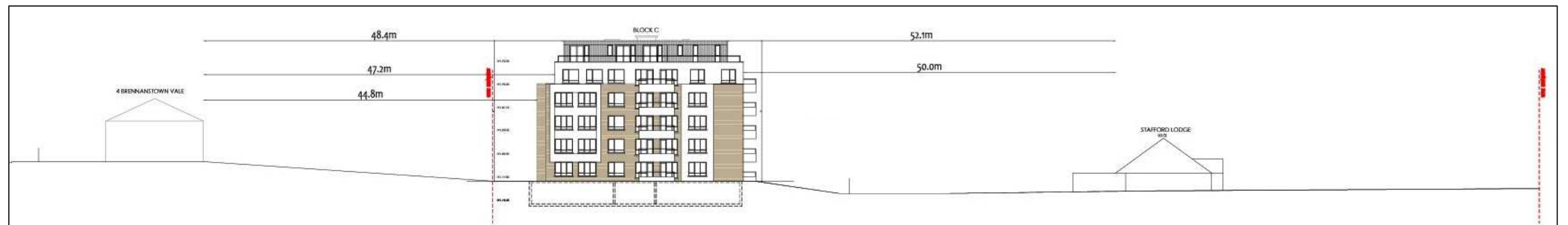
Block C

Block C varies from 6 storeys at the northern side to 7 storeys at the southern side. This is a result of the 3m natural fall of the site from north to south. The dominant point of height impact is at the parapet of the 5th floor on the northern side with the 6th floor set back, and at the parapet of the 4th floor at the southern side with significant setback at 5th, 6th and 7th floors to relate to the approved development of Carracáil, which is in the same ownership as this applicant.



Block C of this subject application is the only building which impacts the proposed development of the lands to the southeast granted under planning reference PL.06D.304995. The design of this block has been carefully considered and the visual impact reduced by extensive stepping back of the three upper floors. The height of the southeast boundary is reduced to four stories over ground with the 4th, 5th and 6th floors having substantial setbacks as illustrated below.



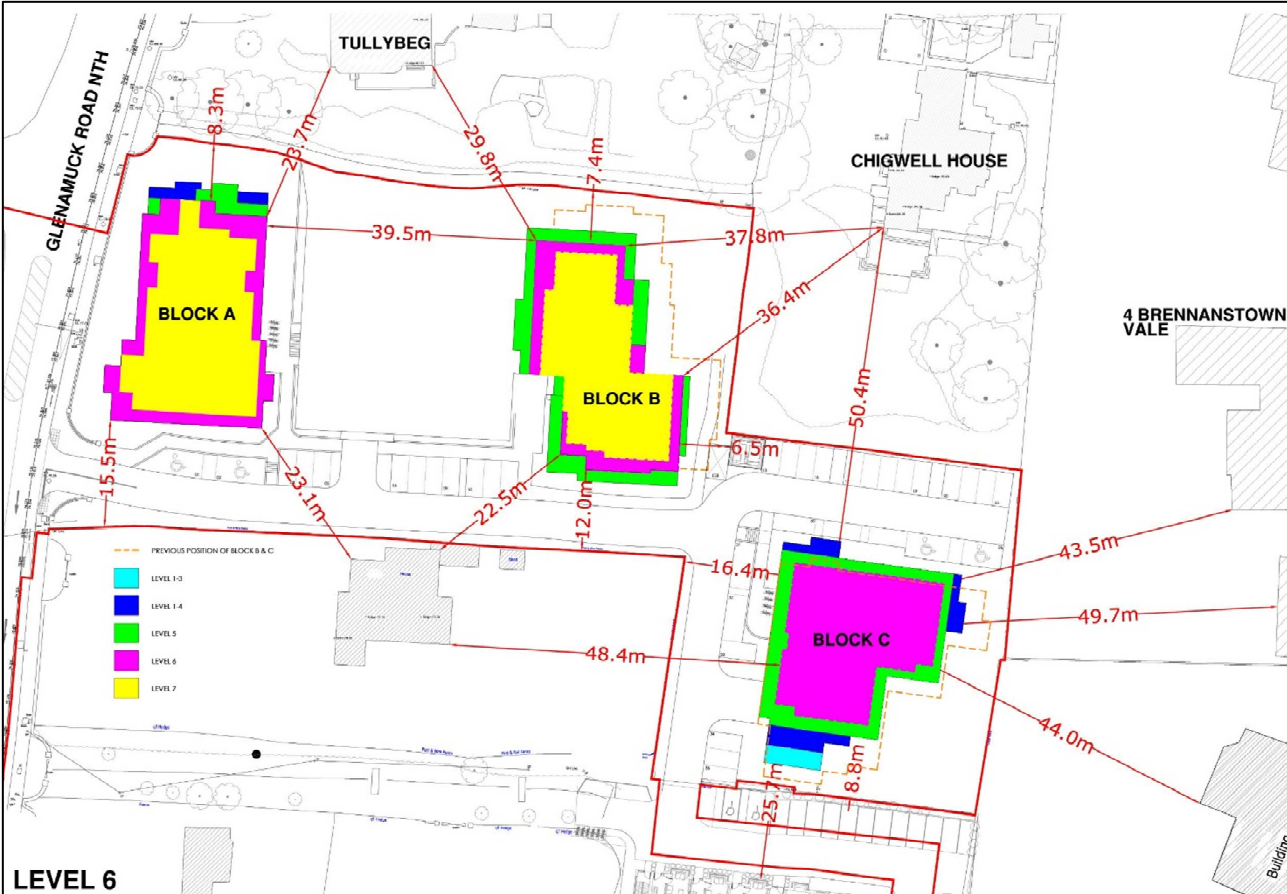
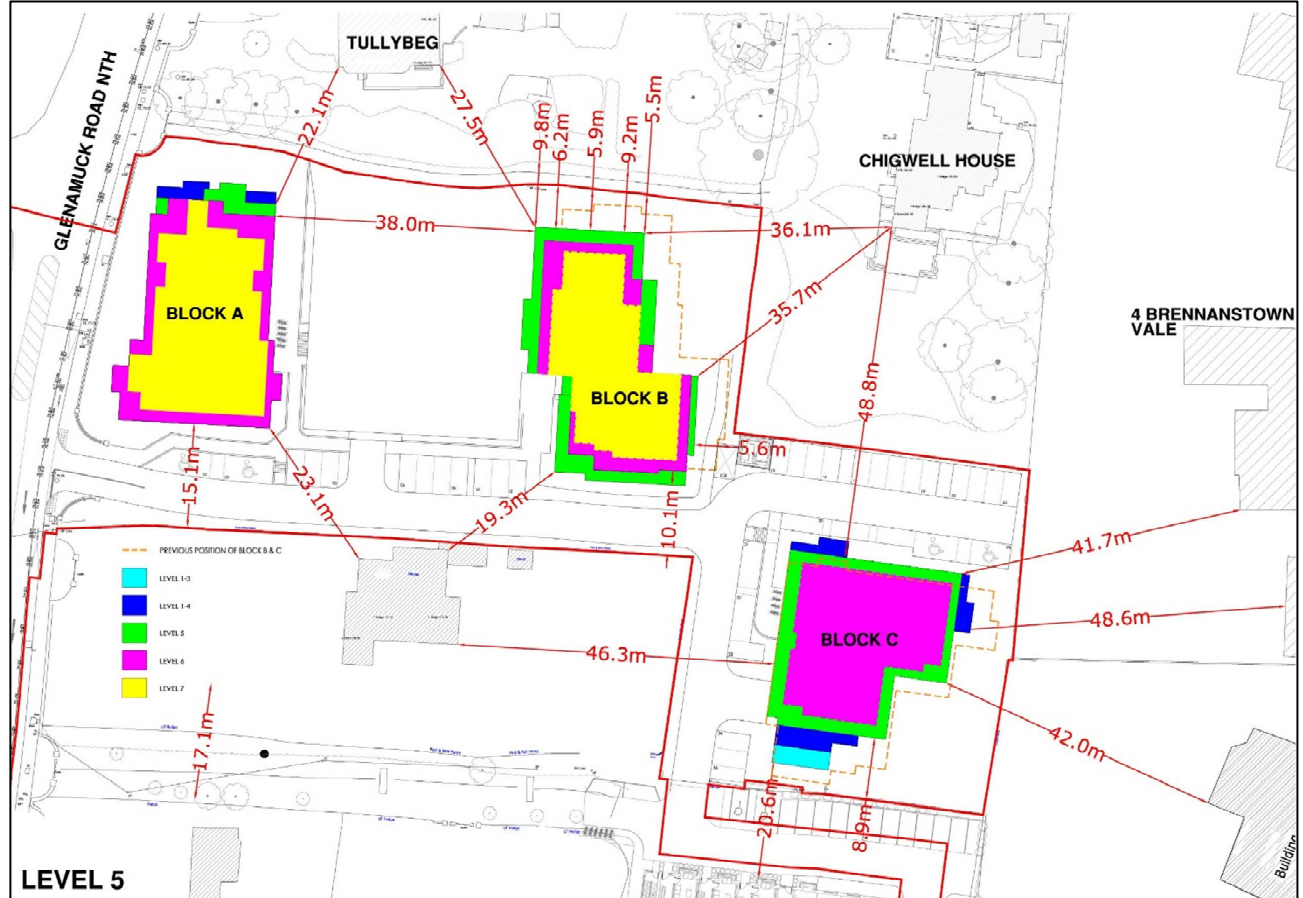
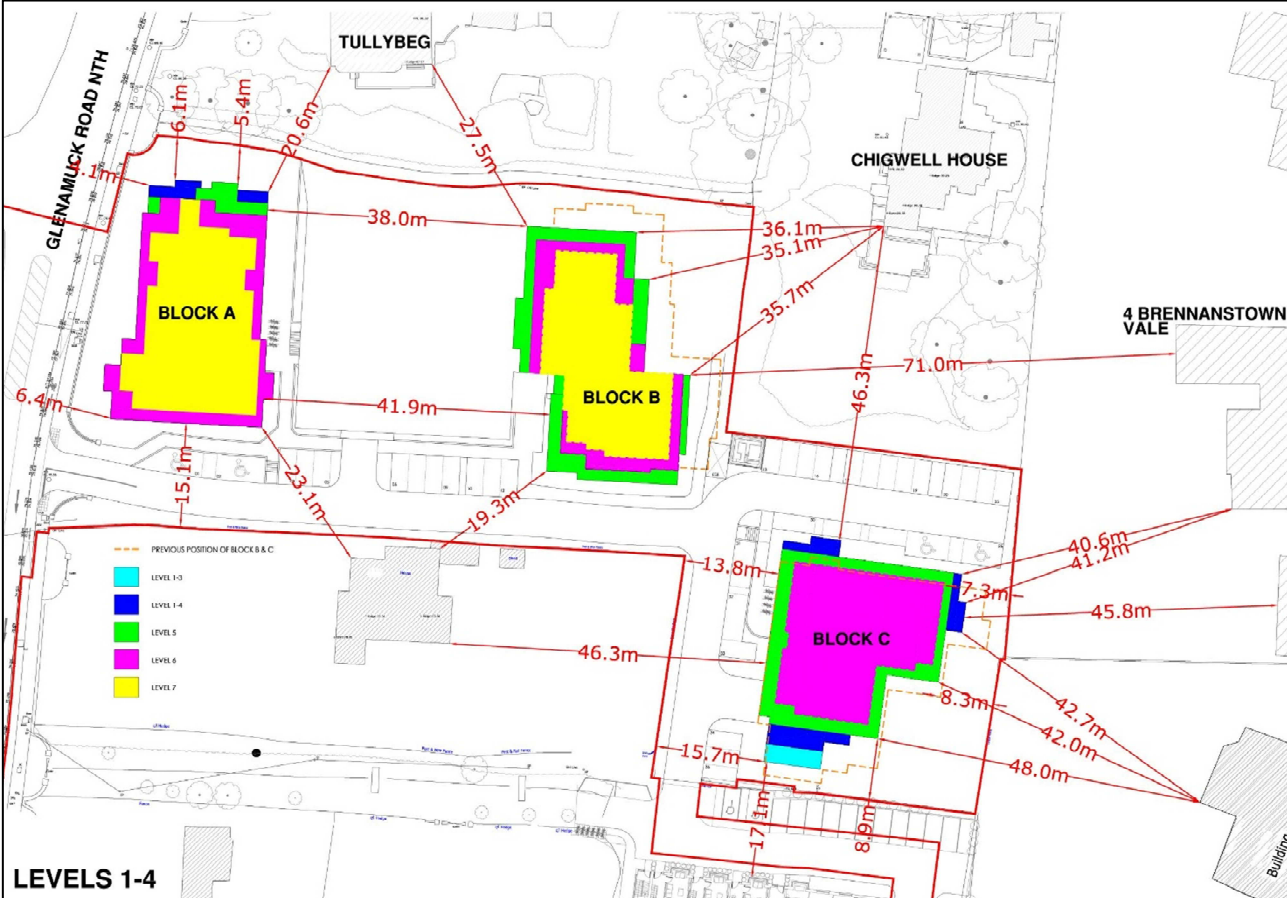


On the eastern side Block C has been moved an additional 4m from the boundary with the houses in Brennanstown Vale and on the eastern boundary the section of the block nearest to the boundary is 4 storeys at the dominant point of visual impact. At 5th & 6th floor levels the distance from the houses in Brennanstown Vale varies from 40.6m to 48.0m at the point where the building is 4 storeys with a further set back at the 5th floor level.

The site slopes from north to south at this location and this difference in levels allows for the 6th floor at the northern elevation to incorporate an additional floor with southeastern side as illustrated in the above site section.

To further reduce the impact on the adjoining properties and in response to the An Bord Pleanála's comments Block C has been redesigned and moved a further 4 meters from the eastern boundary hence increasing the separation from the houses in Brennanstown Vale to distances varying from 40.6 meters to 48 meters at the point where the building is closest to the eastern boundary. The height is restricted four stories rising to six stories with setbacks at the 5th and 6th floors.





Summary

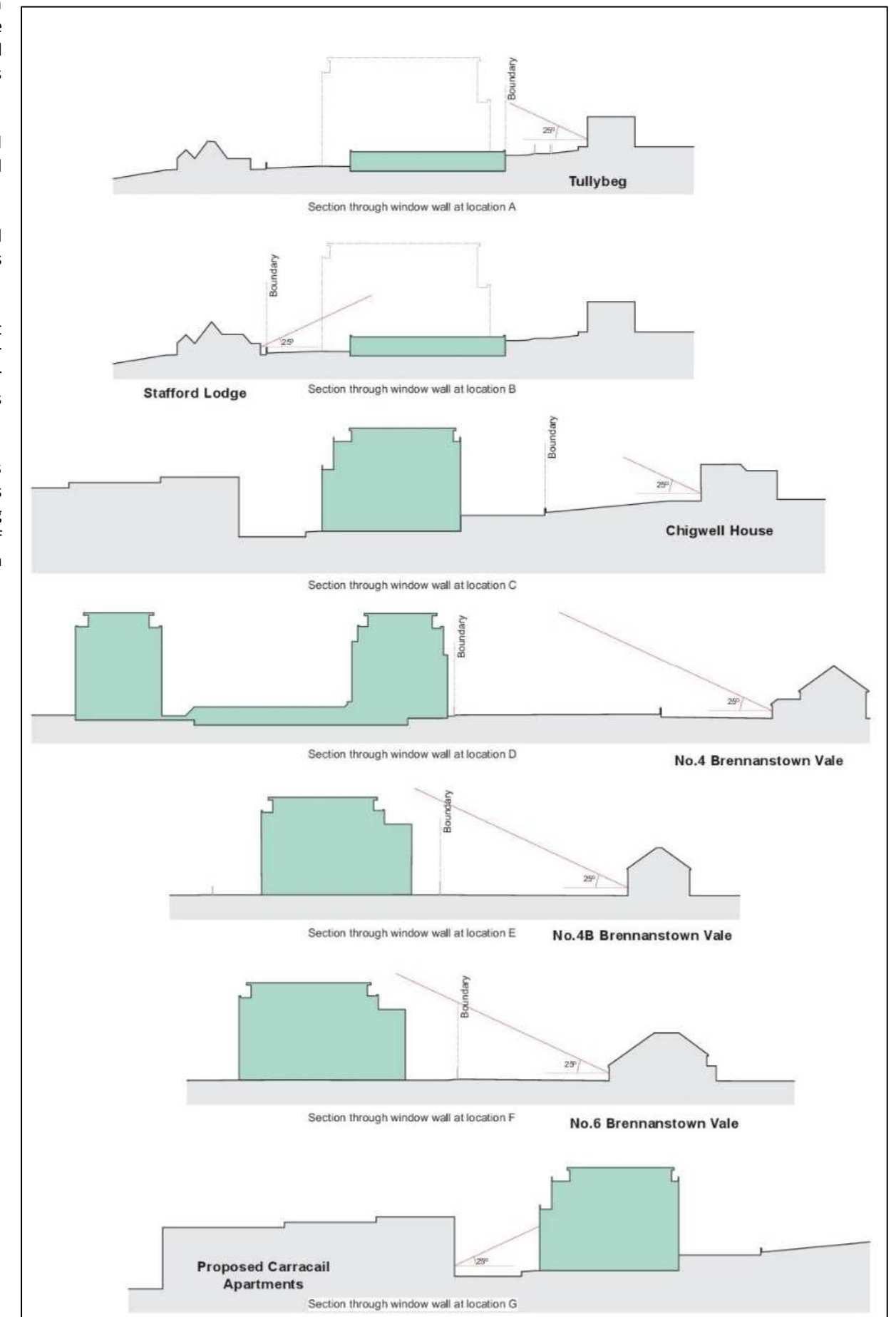
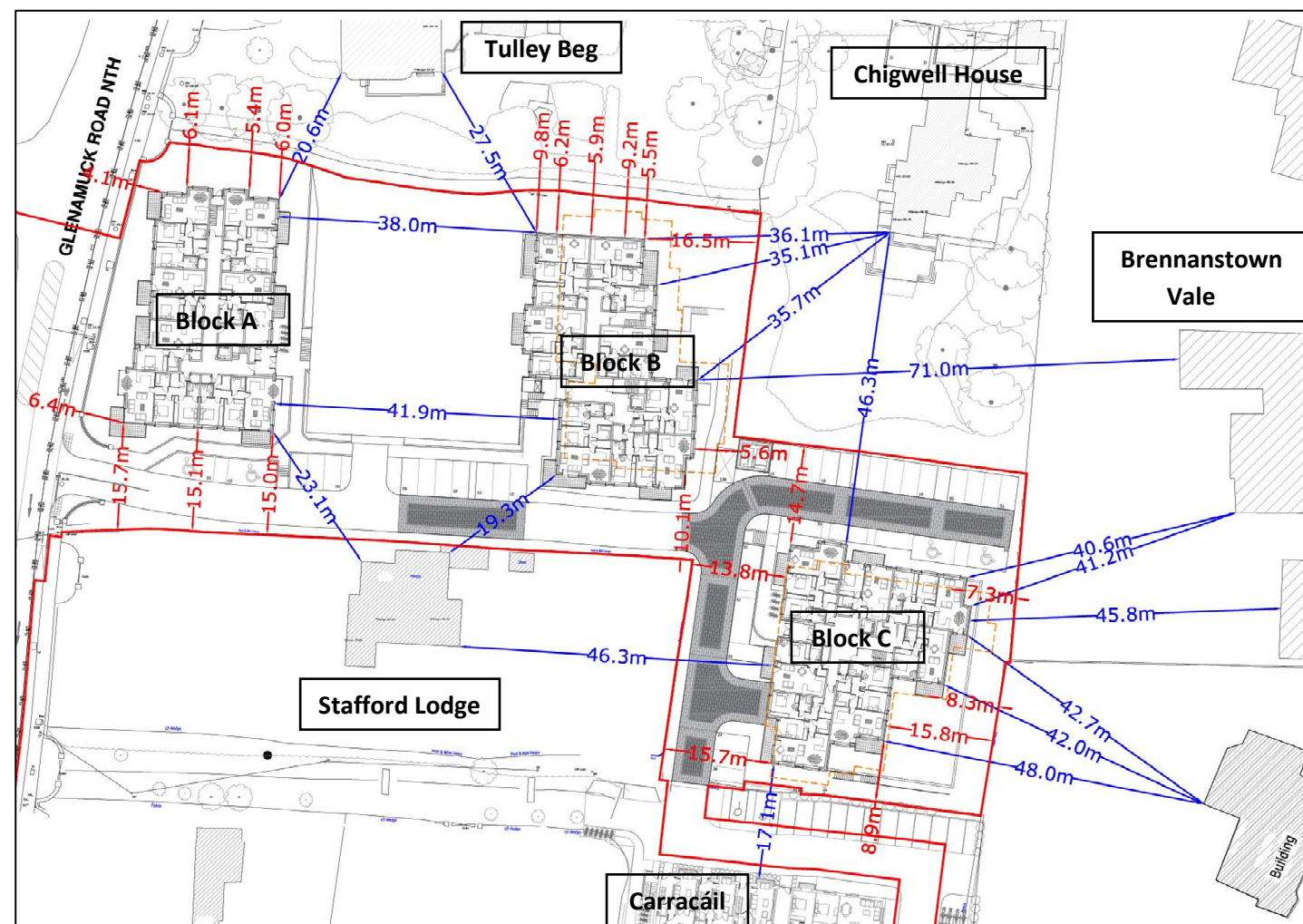
While we accept the height of the 3 blocks varies from 6 to 7 storeys, we would submit that the visual impact created by these building is much less than a building of 6 stories without the visual impact reductions of the set back of the two higher floors. We would submit that the appropriate setbacks have less visual impact than a 6 storey over ground building with no setbacks which Dun Laoghaire Rathdown County Council would accept as complying with the heights approved in the Development Plan. We therefore urge the Board to favorably consider the proposal as currently submitted.

All the amenity spaces in the neighbouring properties will retain 2 hours sunlight to an area in excess of 50% of the amenity space. The proposed development will not reduce the existing availability of sunlight below 80% of the current levels. (for further information and detail in this regard see Daylight and Sunlight Assessment herewith prepared by Digital Dimensions).

There will be a minor reduction to some of the windows to the adjacent existing houses, but all retain a VSC more than 27% or are not reduced below 80% of their former value and there will be no perceived reduction in available daylight. The proposed development meets the requirements of the BRE Guidelines, and any impact will be negligible.

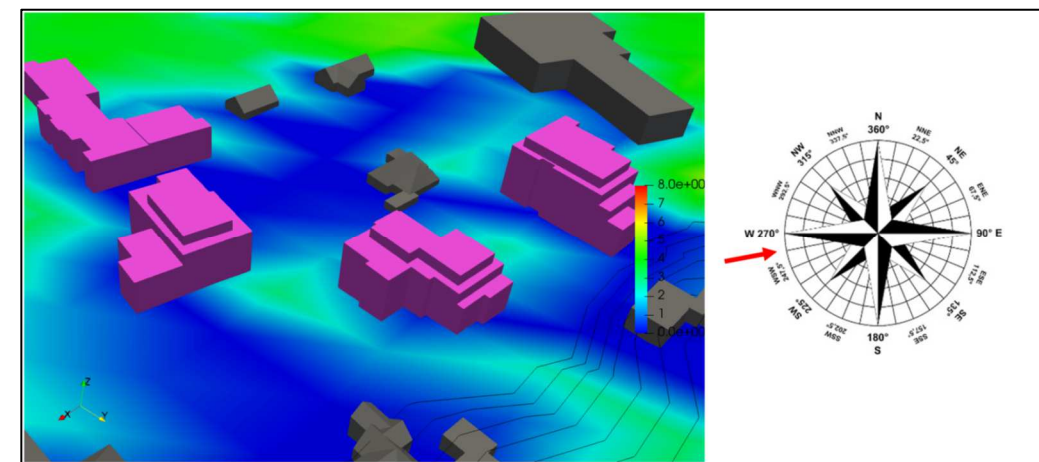
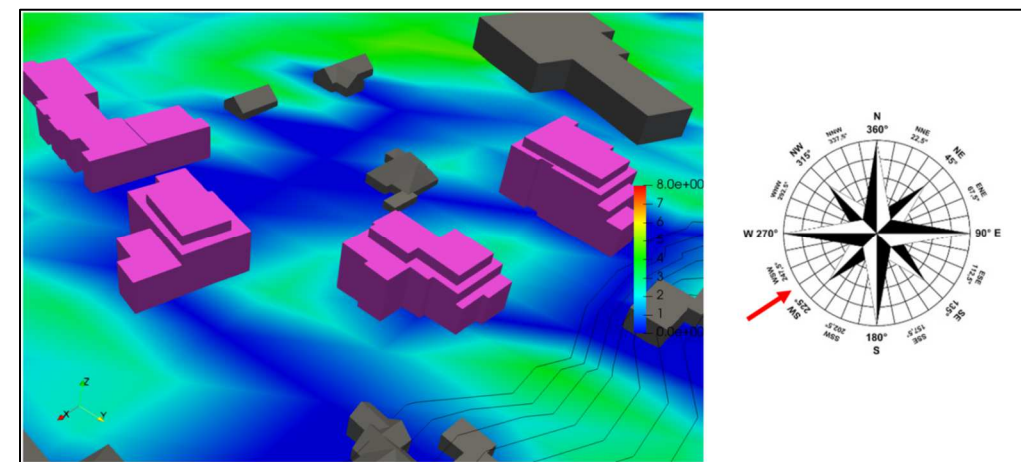
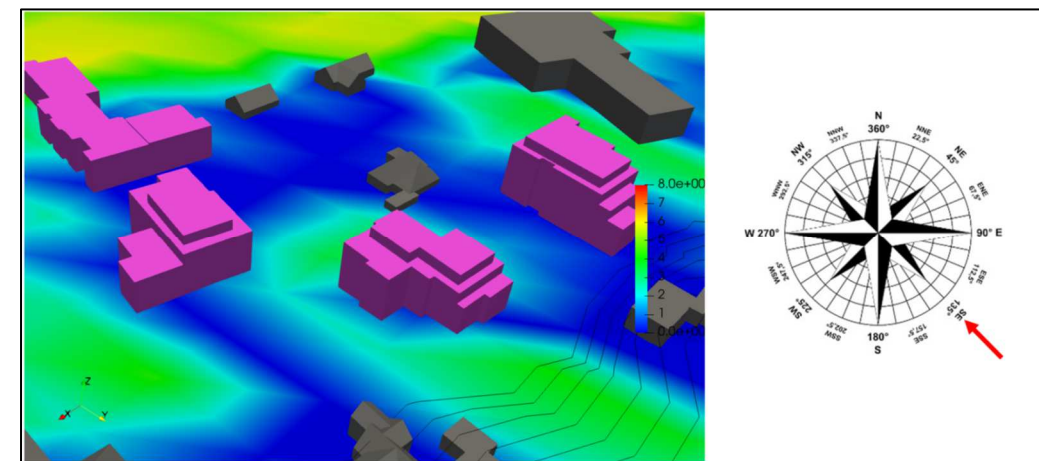
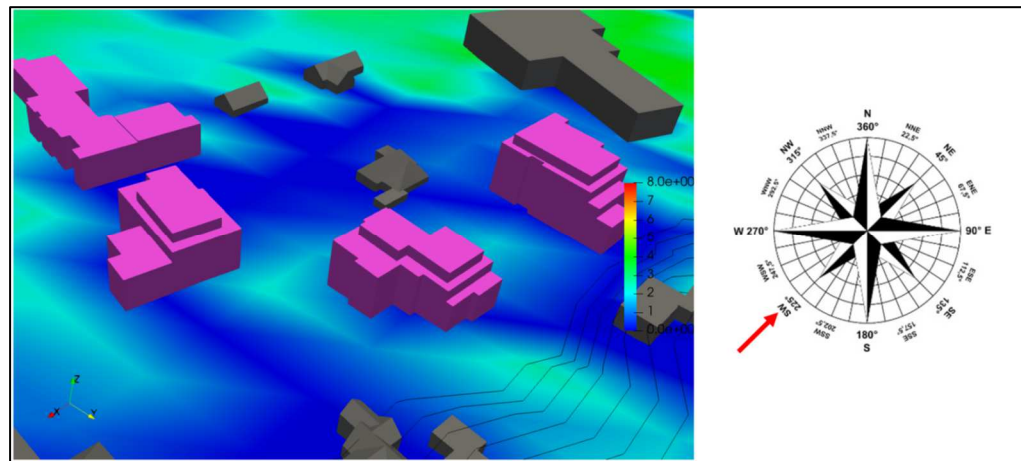
The proposed Carracáil apartments are within the same ownership of the proposed development, has not been constructed yet and will not experience any reduction in daylight. All the rooms assessed considerably exceed the minimum recommendations for the Average Daylight Factor and will be well daylight. The proposed development meets the recommendations of the BRE Guidelines and BS8206 Part 2:2008 Lighting for Buildings, Code of Practice for Daylighting. The proposed development meets and exceeds the criteria set out in the BRE guidelines for gardens and open spaces. (Report on Daylight & Sunlight Assessments by Digital Dimensions)

The proposed scheme presents in a series of new residential blocks which are focused on placemaking and a central area of open space. There is sufficient variety in scale and form of the Blocks using a variety of building layouts, sizes and heights. Care has been given at height sensitive areas (along boundaries with Tullybeg, Chigwell, Stafford Lodge) to ensure there is no undue impact on established levels of residential amenity adjoining the site. The development creates visual interest at the site through a high-quality design which responds to the surrounding pattern of development. 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 strategic, prominent location.



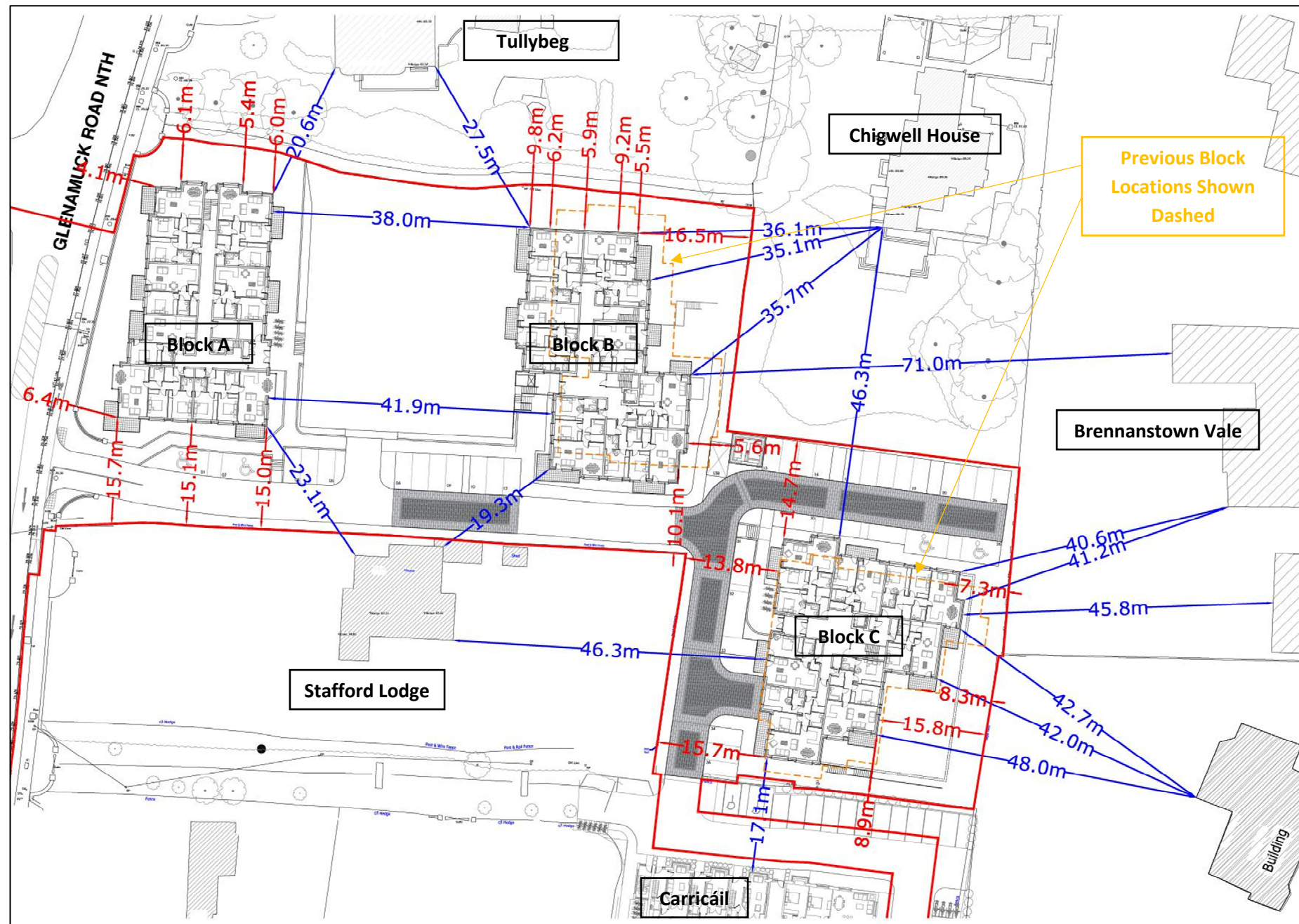
WIND AND COMPUTATIONAL FLUID DYNAMICS

We retain that mitigation measures such as the use of landscaping on ground floor will be sufficient to ensure that the proposed Residential Development will be designed to produce a high-quality environment that is attractive and comfortable for pedestrians of all categories.



- South west corners of Block A, B and C potentially experience high wind speeds. This wind speeds are not critical and can be further mitigated by the use of landscaping trees.
- High speeds are observed in the spaces between block B and C. These high speeds are due to funnelling and recirculation effects and can be mitigated with the use of landscaping in these areas.
- Given the position of the development blocks, and the recommended landscape, critical wind speeds are not expected on footpaths of the proposed development blocks.
- The proposed development does not impact or give rise to negative or critical wind speed profiles at the nearby adjacent roads, or nearby buildings.

LAYOUT



Separation Distances

Block A to Block B varies from	38.0m to 41.9m
Block B to Block C	17.5m (increasing from 4 th floor level up)
Block C to Carracail	17.0m (increasing from 4 th floor level up)

Tullybeg

This dwelling is situated 14m from the northern site boundary. At the closest point the dwelling Tullybeg would be located 20.6m from Block A and 27.5m from Block B. These separation distances increase as the blocks increase in height from the fourth floor increases. The south facing elevation of Tullybeg would directly address the proposed open space area between Block A and B.

Chigwell House

This dwelling is situated 19.0m from the closest site boundary. Block B would be located a minimum distance of 35.1m from the closest point of the dwelling. The basement would be slightly closer at 23.8m. Similarly, to Block A, these distances increase as the block steps back from the fourth floor level up. Block C is 46.3m from this dwelling.

Stafford Lodge

In relation to the property Stafford Lodge to the south, the side elevation of the dwelling would be located 23.1m from Block A, 19.3m from Block B and 46.3m from Block C

Brennanstown Vale

The dwellings on Brennanstown Vale are a minimum of 40.6m from Block C and increasing from fourth floor level. Block B is a distance of 71.0m away.

The footprint of the proposed blocks and proximity to the existing boundaries are substantially in keeping with the footprint of the planning granted under PL06D247822(D16A/0260)

The layout of apartment scheme takes the form of three separate blocks the location of which one detected by the physical shape of the site.

118 no. apartments (GFA c. 11458sq m). The development shall provide for:

- Apartment Block A (44 no. units) 7 storeys with set-back sixth floor level, comprising 13 no. 1 bed units, 28 no. 2 bed units, 3 no. 3 bed units), all with associated and balconies
- Apartment Block B (38 no. units) 6-7 storeys with set-back sixth floor level, comprising 11 no. 1 bed units, 26 no. 2 bed units, 1 no. 3 bed units), all with associated and balconies
- Apartment Block C (36 no. units) 6 storeys with set-back fifth floor level, comprising 10 no. 1 bed units, 22 no. 2 bed units, 4 no. 3 bed units), all with associated balconies
- Communal Area (c. 161.3sq m) is located at ground floor level of Block B comprising gymnasium, meeting rooms and office space.

Block A forms the edge, addressing Glenamuck Road North to the East, while also forming the enclosure of the major open pace to the East which is further enclosed by Block B. The southerly boundary of the said open space is enclosed by the laneway leading to Chigwell House and the boundary of Tullybeg which creates a sense of enclosure to the space.





Sense of Place

The main open space by virtue of its sense of enclosure and orientation creates a strong sense of place, security and privacy for all residents of the development. The sense of security is reinforced and enhanced by the surveillance and overlooking provided by blocks A and B and by accessibility afforded from the community facilities building which addresses and accesses the space.

Additional Open Space

Additional public spaces are provided to the East of Block B (471.8m.sq.) to facilitate apartments with an easterly orientation. Block C is also provided with an open space area of 440.8 square meters enjoying a southerly aspect providing an intimate sunlit space for the occupants of this block.

Car Parking

Car parking provided is 103 spaces which is 0.87 spaces per apartment. It is suggested that this number is adequate due to the number of public transport roads and routes in close proximity to the site.

To enhance the amenity value of the site the majority of the car parking spaces are located in the semi underground carpark, while those spaces located at surface level are broken into units of four to five spaces with landscape surrounding them to reduce the impact which could be created by a large volume of car parking spaces on the public realm.



Surface parking; 36 spaces. Basement Block A & B; 44 spaces; Basement Block C; 23 spaces. 5 (5%) of which will be disabled parking spaces and 17no. (16.5%) will have electric power recharging points. All car parking spaces will be constructed to be capable of accommodating future electric charging points for electrically operated vehicles.

Bicycle Parking

Bicycle parking is provided by a combination of short stay spaces externally at ground level and buy long term storage in bicycle stores located at basement level. The level of bicycle storage is provided at 2.15 spaces per apartment along with 26 number of visitors spaces at entrance level to each Block externally.

Visitor parking Block A;	10 spaces,
Basement Block A & B;	202 spaces,
Visitor parking Block B	8 spaces,
Visitor parking Block C	8 spaces,
Basement Block C;	<u>52 spaces.</u>
Total Spaces:	280 spaces



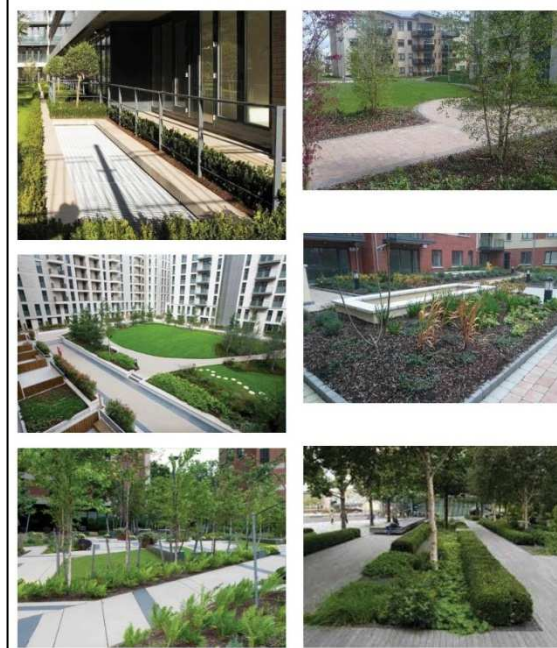
Bin Storage

Bin stores are provided for each block located at basement levels easily accessible by lift from all apartments. The location of these stores is readily accessible by refuse collection vehicles. The waste storage areas will be strategically located and sufficiently sized such that they have sufficient space to allow segregation of waste into appropriately sized receptacles with a weekly collection frequency of each waste type. These waste storage areas and access/egress to/from the waste storage areas have been agreed with the project team.

Site access

Site access is proposed from Glenamuck Road North by way of an entrance designed by our consultant traffic engineer and is located at a point already approved under planning reference D16A/0260.

AMENITY



Open Space

Open space is provided by one major centrally located space with play area and amenity space, placed between Blocks A and B (1158.4m.sq) and enclosed to the south with glass rail hence, creating a sense of place and enclosure whilst still allowing the space to benefit from the southerly aspect allowing sunlight to access the space while maintaining a sense of enclosure. Two further communal areas are provided adjoining Blocks B (471.8m.sq) & Block C (440.8m.sq).

Landscaping

The central open space will be landscaped to the highest quality to provide a location semi enclosed of natural beauty and tranquility while the central open space is accessible to all residences. Pedestrian paths are also provided around Block A to integrate the lesser spaces surrounding this block with the central open space.

Private Open Space

Each apartment has a private balcony compliant in area with Quality Housing for Sustainable Communities: Design Guidelines:

- 1 bed apartment > 5 square meters
- 2 bed apartment > 7 square meters
- 3 bed apartment > 9 square meters

Ground floor apartments have private patios with direct access to the gardens.

Communal amenities

A communal area is proposed on the ground floor of Block B for the use of residents providing a fully equipped gym, meeting rooms along with office workstations (c. 161.3sq m.)



Inclusivity

The proposed development consists of a variety of sizes of apartments to cater for a wide range of households and individuals. All apartments are generous in size and in excess of current residential design guidelines.

The design and layout will provide ease of access by lift or stairs to clearly defined public open spaces which will be privately maintained and provide an enclosed secure space for children and elders.

Variety

Activities enacted by residents of the development will contribute to the existing social and commercial life off the area.

New residents will contribute through the activity of the area by supporting existing sports and commercial establishments and by increased support for public transport thus, increasing its viability.

Residential Variety

The choice of 1, 2 and 3 bad apartments provide an opportunity for an infusion of new residences from varying economic levels into the area and will add to the choice of residential type available. It will further provide a counterbalance the current preponderance of large houses on large sites resulting in greater efficiency in land use and infrastructural facilities.

EFFICIENCY

Higher Density

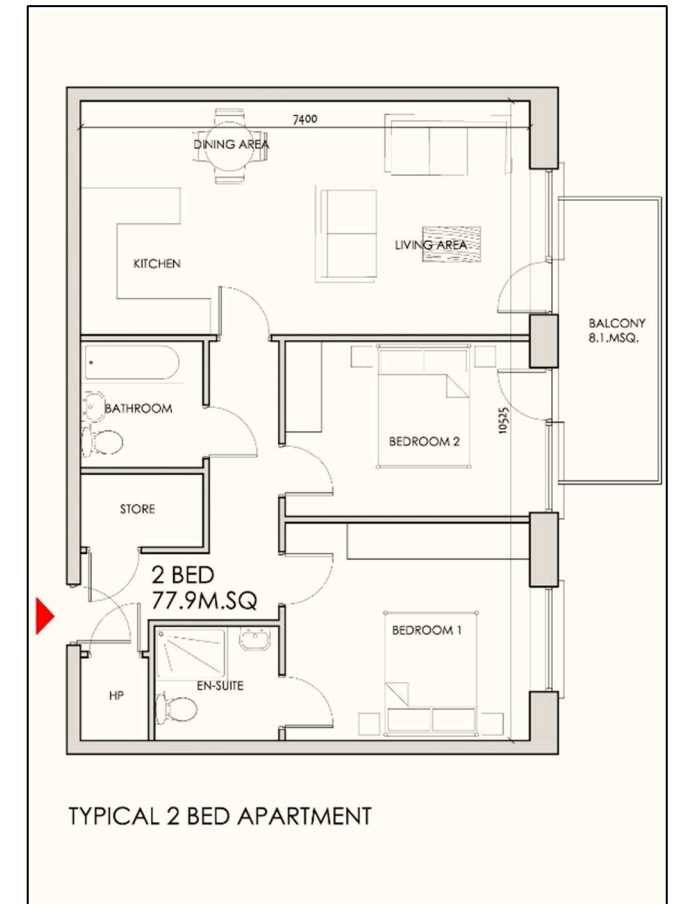
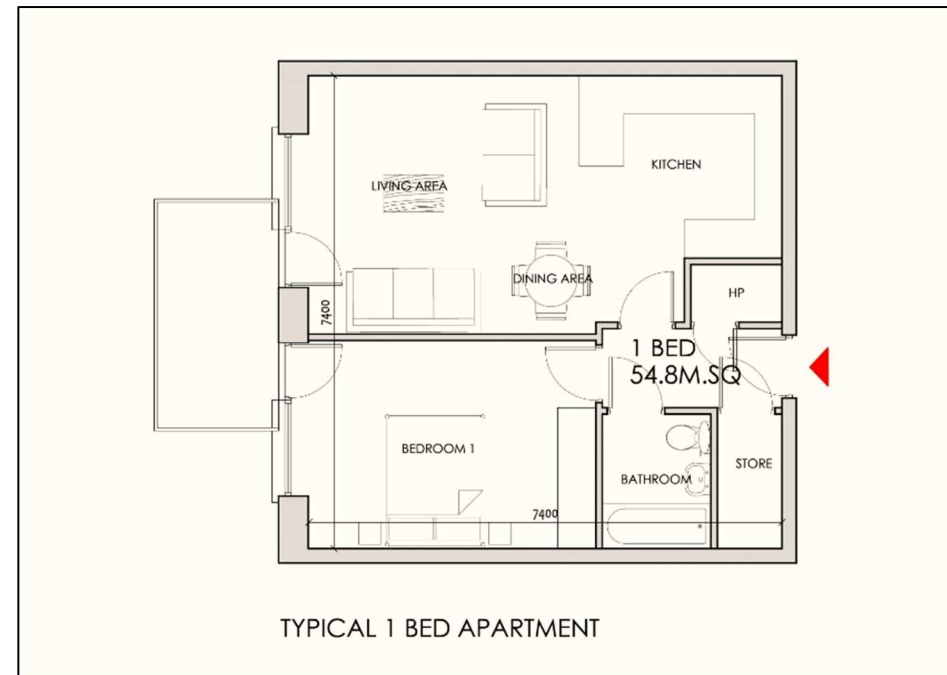
The development seeks by way of higher density development to increase the greater efficiency of land use. The intensification of residential occupants in this location prevents the further outward spread of development, concentrates the population in an area already served by quality (frequent and high-capacity) transport nodes and contributes to the efficient use of existing services and facilities.

Sustainability of Existing Facilities

The increase in the local population in an area of current low density residential units will significantly increase the population of the immediate area. This increase in population will significantly contribute to the viability of the surrounding small businesses, shops, restaurants and sporting facilities, hence contributing to their efficiency.

Efficiency by Design and Construction

Buildings and apartments are designed to exceed the minimum standards of insulation required by the current building regulations. The proposed method of heating is individual heat pumps to minimize the carbon footprint of the development. The size and quality of the apartments provide space and amenities commensurate with a quality living environment.



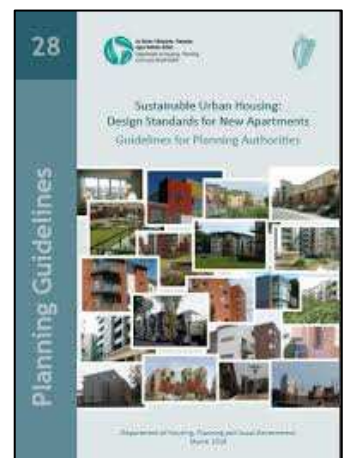
Dual Aspects

The amount of sunlight reaching an apartment significantly affects the amenity of the occupants. Dual-aspect apartments, as well as maximising the availability of sunlight, also provide for cross ventilation and should be provided where possible. Block of apartments have been designed to maximize the numbers of apartments having dual aspects. The effect of this feature is to improve the quality of the enjoyment of the property and the thermal gain offered by maximising the available sunlight hence increasing the thermal efficiency of the building.

It is a policy requirement that apartment schemes deliver at least 33% of the units as dual aspect in more central and accessible and some intermediate locations, i.e. on sites near to city or town centers, close to high quality public transport or in SDZ areas, or where it is necessary to ensure good street frontage and subject to high quality design. Where there is a greater freedom in design terms, such as in larger apartment developments on greenfield or standalone brownfield regeneration sites where requirements like street frontage are less onerous, it is an objective that there shall be a minimum of 50% dual aspect apartments.

A total of 80no. units are dual aspect apartments. This is 67.8% of the overall development.

Block A	33 units
Block B	28 units
Block C	19 units



PUBLIC REALM

Public open space has been carefully positioned and designed to a high level of quality design and implementation to enhance the public realm.

The density and number of apartments proposed demands that space forming the make-up of the public realm be designed and constructed to a very high quality. We submit that this has been achieved by the landscaping design submitted by our landscape architect.

Cars and Bicycles

Insofar as possible cars and bicycles have been accommodated out of sight in internal storage room or in enclosed parking area where this has not been possible the impact of these elements on the public realm have been minimized by careful planting and screening.

Security of Public Realm

Space which forms the public realm has been located so that they are overlooked by all apartment blocks and thus ensuring the security of the public realm and the users of same.



ADAPTABILITY

The apartments are designed as one bed, two bed and three bed units. They are generous in size suitable for family living and provide a variety of designs allowing for the opportunity to either scale up or down if circumstances demand.

Climate Change

The residential units are designed to a high level of energy efficiency and equipped for the future challenges of climate change which can be seen in more detail in the Sustainability Report/ Energy Statement prepared by RM Breen Associates outlining the importance of creating a sustainable development which interplays between good urban design, and the most efficient use of energy and natural resources. The report demonstrates how construction and future management of the proposed development will be achieved and how overall energy considerations have been addressed.

Home Working

All apartments are designed to be spacious in layout to accommodate any necessity to work from home and workspace has been identified in living rooms and bedrooms to accommodate a home workstation.

PRIVACY AND AMENITY

Each apartment has access to private open space in the form of at terrace generally in excess of the area demanded by the design guidelines, while ground floor apartments have patios opening directly onto open space. All apartments have access to the public open space and to the community building which is its further amenity.

Privacy

Apartment blocks are located at sufficient distances from each other to ensure the privacy of each apartment and the positioning of windows in apartments has been considered and located to avoid any infringement of privacy.

PART V

We intend to satisfy our Part V obligations in accordance with Section 96 (3) paragraph (b)(iva) – grant a lease of housing units to the Local Authority on the site subject to the planning application – by way of leasing up to 20% of the units to a Housing Association for nominal rent until EMV has been satisfied.

Based on 118 units with total apartment area of 8956.1m², our clients propose to rent 24no. These units are mainly ground floor apartments suitable for persons with mobility restrictions:

10 No. 1 bed Apartments

14 no. 2 bed Apartments

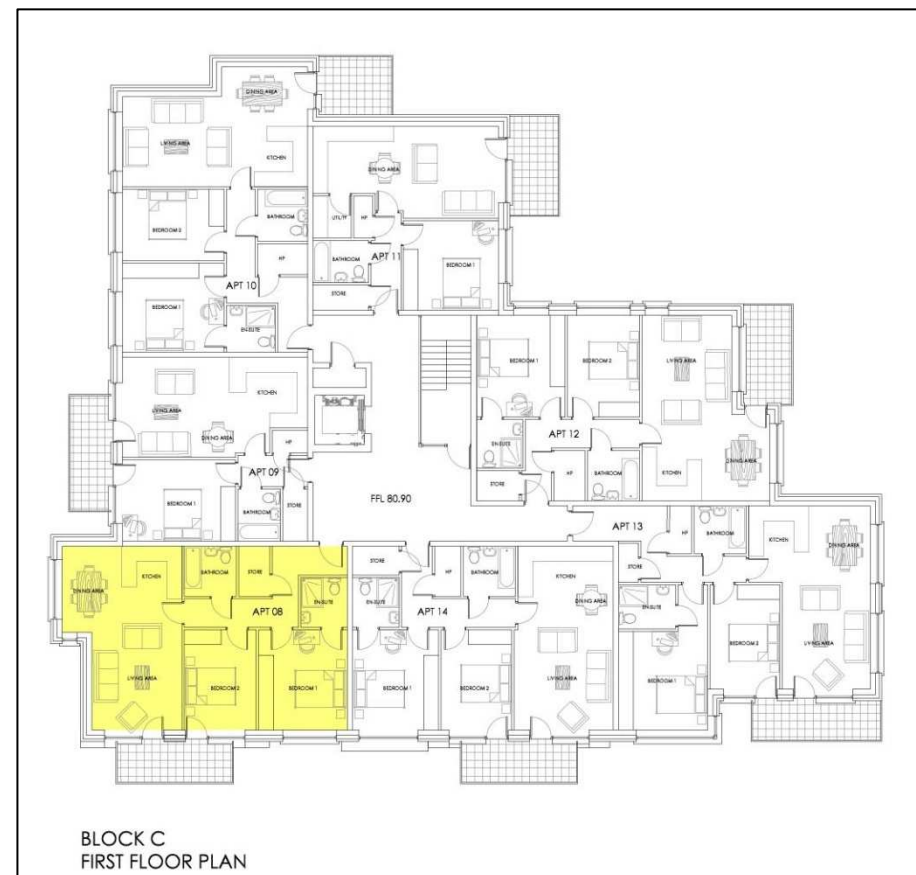
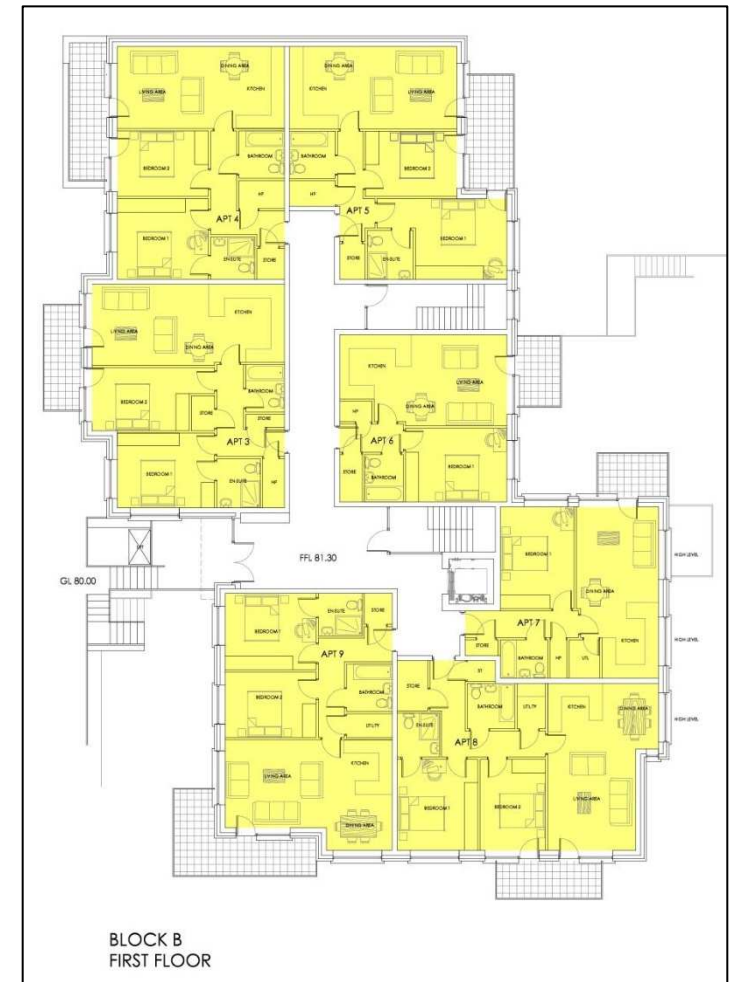
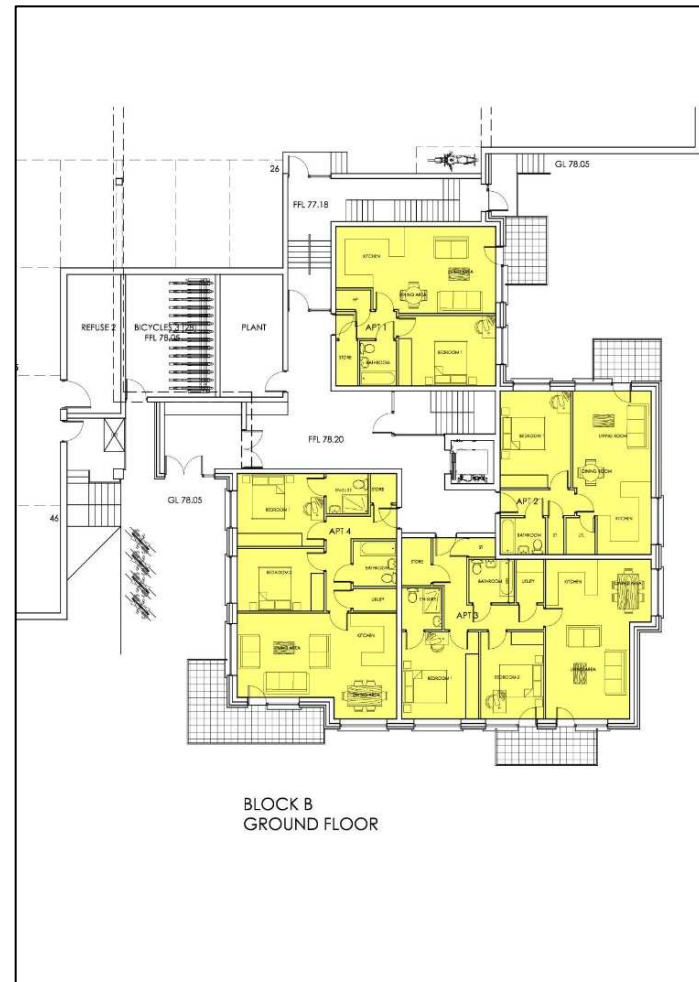
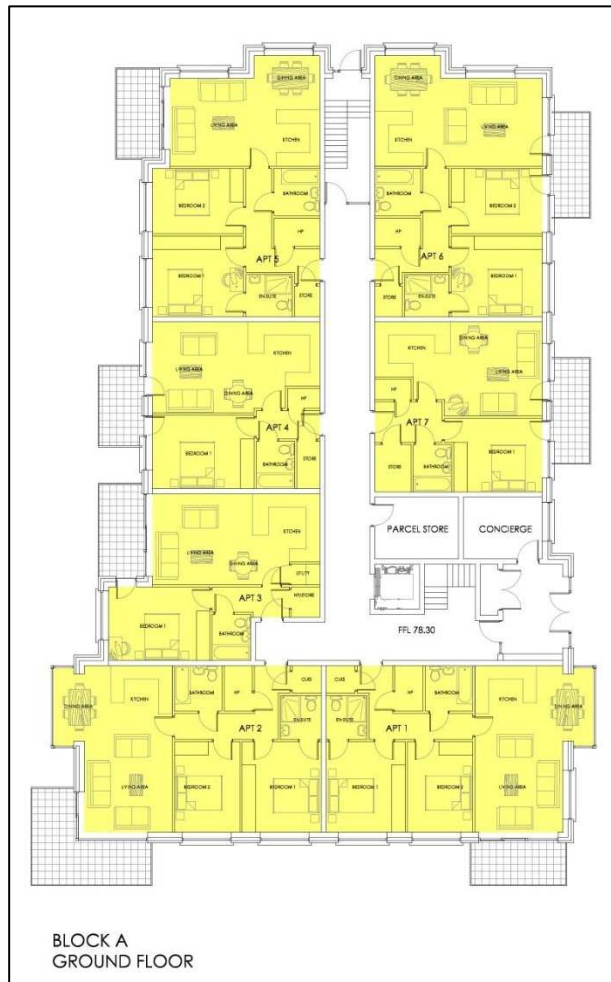
Total area of these apartments is 1685.5m²

The 24 units are:

Block A	Area (msq)	Apt	Bedrooms	Floor Area(msq)	POS Area(msq)	Storage Area	Part V	Dual	
Ground Floor	627.8	1	2	82.2	8.2	7.0		Y	
		2	2	82.2	14.9	7.0		Y	
		3	1	55.3	8.0	4.1		Y	
		4	1	54.8	7.1	4.7		N	
		5	2	78.2	8.0	7.0		Y	
		6	2	81.1	8.0	7.0		Y	
		7	1	55.9	8.0	6.1		N	489.7

Block B	Area (msq)	Apt	Bedrooms	Floor Area(msq)	POS Area(msq)	Storage Area	Part V	Dual	
Ground Floor	355.5	1	1	54.8	8.2	4.9		N	
		2	1	57.8	10.0	4.8		Y	
First Floor	632.4	3	2	80.4	8.0	7.0		Y	
		4	2	76.3	10.4	7.0		N	
		5	2	77.1	10.6	7.0		Y	
		6	1	54.8	8.2	4.7		N	
		7	1	56.2	8.2	4.8		Y	
		8	2	85.1	8.0	9.2		Y	
		9	2	79.7	8.2	7.0		Y	622.2

Block C	Area (msq)	Apt	Bedrooms	Floor Area(msq)	POS Area(msq)	Storage Area	Part V	Dual	
Ground Floor	598.5	1	2	80.5	8.1	7.0		Y	
		2	1	55.3	8.1	4.7		N	
		3	2	81.1	8.1	8.3		N	
		4	1	55.5	8.1	7.5		N	
		5	2	82.3	8.1	7.3		Y	
		6	2	83.6	10.7	7.1		Y	
		7	1	54.8	8.1	4.7		N	
First Floor	598.5	8	2	80.5	8.1	7.0		Y	573.6



MIX

BLOCK A





Fourth Floor			
	1 Bedroom		3
	2 Bedroom		4
	3 Bedroom		0
	Total		7



Fifth Floor			
	1 Bedroom		1
	2 Bedroom		5
	3 Bedroom		0
	Total		6



Sixth Floor			
	1 Bedroom		0
	2 Bedroom		0
	3 Bedroom		3
	Total		3

BLOCK B





BLOCK C



SCHEDULE OF ACCOMMODATION

Block A	Area (msq)	Apt	Bedrooms	Floor Area(msq)	POS Area(msq)	Storage Area
Ground Floor	627.8	1	2	82.2	8.2	7.0
		2	2	82.2	14.9	7.0
		3	1	55.3	8.0	4.1
		4	1	54.8	7.1	4.7
		5	2	78.2	8.0	7.0
		6	2	81.1	8.0	7.0
		7	1	55.9	8.0	6.1
First Floor	627.8	8	2	82.2	8.2	7.0
		9	2	82.2	14.9	7.0
		10	1	55.3	8.0	4.1
		11	1	54.8	7.1	4.7
		12	2	78.2	8.0	7.0
		13	2	81.1	8.0	7.0
		14	2	77.9	8.0	7.0
Second Floor	627.8	15	2	82.2	8.2	7.0
		16	2	82.2	14.9	7.0
		17	1	55.3	8.0	4.1
		18	1	54.8	7.1	4.7
		19	2	78.2	8.0	7.0
		20	2	81.1	8.0	7.0
		21	2	77.9	8.0	7.0
Third Floor	627.8	22	2	82.2	8.2	7.0
		23	2	82.2	14.9	7.0
		24	1	55.3	8.0	4.1
		25	1	54.8	7.1	4.7
		26	2	78.2	8.0	7.0
		27	2	81.1	8.0	7.0
		28	2	77.9	8.0	7.0
Fourth floor	606.1	29	2	89.0	8.2	7.0
		30	2	89.0	16.6	7.0
		31	1	55.3	8.0	4.1
		32	1	54.8	7.1	4.7
		33	1	55.3	6.4	7.0
		34	2	73.7	8.0	7.0
		35	2	77.8	8.0	7.0
Fifth Floor	577.3	36	2	89.0	8.2	7.0
		37	2	89.0	16.6	7.0
		38	2	76.5	8.0	7.0
		39	2	85.9	10.6	10.7
		40	1	53.1	8.0	5.2
		41	2	77.8	8.0	7.0
Sixth Floor	411.9	42	3	122.8	64.3	10.0
		43	3	110.7	31.3	11.4
		44	3	108.0	22.8	11.2
Total	4106.5	44		3332.5		

Block B	Area (msq)	Apt	Bedrooms	Floor Area(msq)	POS Area(msq)	Storage Area
Ground Floor	355.5	1	1	54.8	8.2	4.9
		2	1	57.8	10.0	4.8
First Floor	632.4	3	2	80.4	8.0	7.0
		4	2	76.3	10.4	7.0
		5	2	77.1	10.6	7.0
		6	1	54.8	8.2	4.7
		7	1	56.2	8.2	4.8
		8	2	85.1	8.0	9.2
		9	2	79.7	8.2	7.0
Second Floor	632.4	10	2	80.4	8.0	7.0
		11	2	76.3	10.4	7.0
		12	2	77.1	10.6	7.0
		13	1	54.8	8.2	4.7
		14	1	56.2	8.2	4.8
		15	2	85.1	8.0	9.2
		16	2	79.7	8.2	7.0
Third Floor	632.4	17	2	80.4	8.0	7.0
		18	2	76.3	10.4	7.0
		19	2	77.1	10.6	7.0
		20	1	54.8	8.2	4.7
		21	1	56.2	8.2	4.8
		22	2	85.1	8.0	9.2
		23	2	79.7	8.2	7.0
Fourth floor	632.4	24	2	80.4	8.0	7.0
		25	2	76.3	10.4	7.0
		26	2	77.1	10.6	7.0
		27	1	54.8	8.2	4.7
		28	1	56.2	8.2	4.8
		29	2	85.1	8.0	9.2
		30	2	79.7	8.2	7.0
Fifth Floor	475.6	31	2	84.7	20.3	8.0
		32	2	88.1	49.0	9.2
		33	1	50.6	9.2	7.0
		34	2	70.8	23.4	7.5
		35	2	91.3	34.8	7.0
Sixth Floor	344.8	36	2	95.6	30.7	7.8
		37	3	118.8	55.7	10.0
		38	2	81.7	36.2	8.2
Total	3705.5	38		2832.6		

Block C	Area (msq)	Apt	Bedrooms	Floor Area(msq)	POS Area(msq)	Storage Area
Ground Floor	598.5	1	2	80.5	8.1	7.0
		2	1	55.3	8.1	4.7
		3	2	81.1	8.1	8.3
		4	1	55.5	8.1	7.5
		5	2	82.3	8.1	7.3
		6	2	83.6	10.7	7.1
		7	1	54.8	8.1	4.7
First Floor	598.5	8	2	80.5	8.1	7.0
		9	1	55.3	8.1	4.7
		10	2	81.1	8.1	8.3
		11	1	55.5	8.1	7.5
		12	2	82.3	8.1	7.3
		13	2	83.6	10.7	7.1
		14	2	77.9	8.1	7.2
Second Floor	598.5	15	2	80.5	8.1	7.0
		16	1	55.3	8.1	4.7
		17	2	81.1	8.1	8.3
		18	1	55.5	8.1	7.5
		19	2	82.3	8.1	7.3
		20	2	83.6	10.7	7.1
		21	2	77.9	8.1	7.2
Third Floor	579.2	22	2	80.5	8.1	7.0
		23	1	55.3	8.1	4.7
		24	2	81.1	8.1	8.3
		25	1	55.5	8.1	7.5
		26	2	82.3	8.1	7.3
		27	1	64.3	15.7	4.6
		28	2	77.9	8.1	7.2
Fourth Floor	525.1	29	2	89.2	8.1	10.1
		30	2	76.6	10.0	7.5
		31	3	103.5	10.2	9.7
		32	2	79.1	12.5	7.4
		33	3	104.5	18.5	9.0
Fifth Floor	372.6	34	2	88.9	37.6	7.5
		35	3	119.0	52.0	11.0
		36	3	107.8	36.8	10.8
Total	3272.4	36		2791.0		

	1 Bedroom (Avg. Size 57.1m ²)	2 Bedroom (Avg. Size 81.3m ²)	3 Bedroom (Avg. Size 111.9m ²)	Total
Block A	13	28	3	44
Block B	11	26	1	38
Block C	10	22	4	36
Total	34	76	8	118
	28.8%	64.4%	6.8%	100.0%
Gross Floor Area	1941.6	6176.7	895.1	

APPENDIX A: