

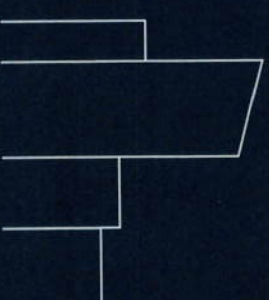
NWQ Devco Ltd.

RONAN GROUP



landfair

Henry J Lyons



177Q

ONE NORTH WALL QUAY

AN BORD PLEANÁLA

13 MAY 2024

DATE DATED FROM

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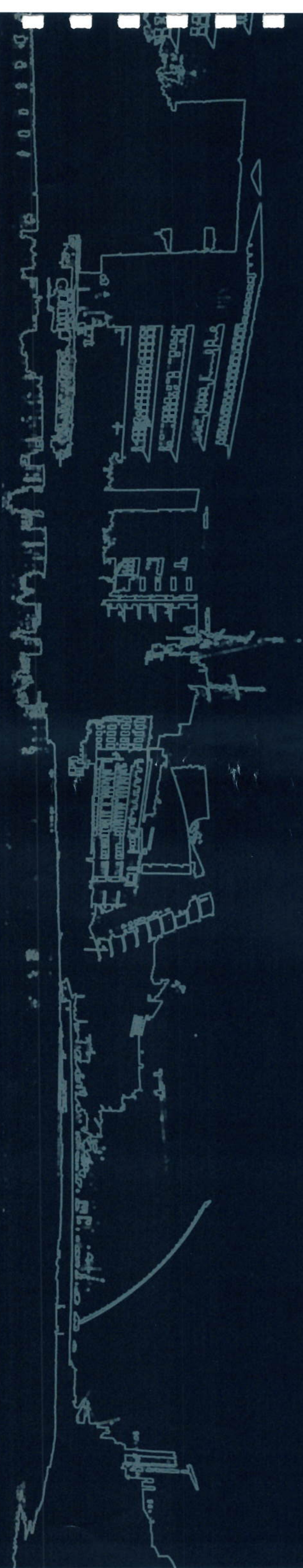
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An Bord Pleanála - 1<sup>st</sup> Party Appeal Submission

Dublin City Council Reg. Ref: 3274/24

10.05.2024





ONE NORTH WALL QUAY



# 1 NORTH WALL QUAY

An Bord Pleanála - 1<sup>st</sup> Party Appeal Submission

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#### Proposed Design Modifications

- Proposed reductions in building size and incorporation of facade set-backs.

### 02

#### Impact on neighbouring properties

- Further detail provided on the measures taken to mitigate perceived overbearing upon adjoining residential property.





# 1.1

## Proposed Design Modifications

In the first instance it is submitted that the scheme as submitted is appropriate for the context of the application site. The justification for the proposal has been set out in the application documents and further set out in the appeal documents.

The appealant proposes that, should the board share the concerns of Dublin City Council, design modifications can be implemented to the refused design, by condition, to address the concerns raised in the decision in respect of:

- 1. Building Height & Massing
- 2. Sunlight & Daylight impact upon neighbouring properties
- 3. Overbearing impact upon neighbouring properties

### Proposed design modifications to refused design:

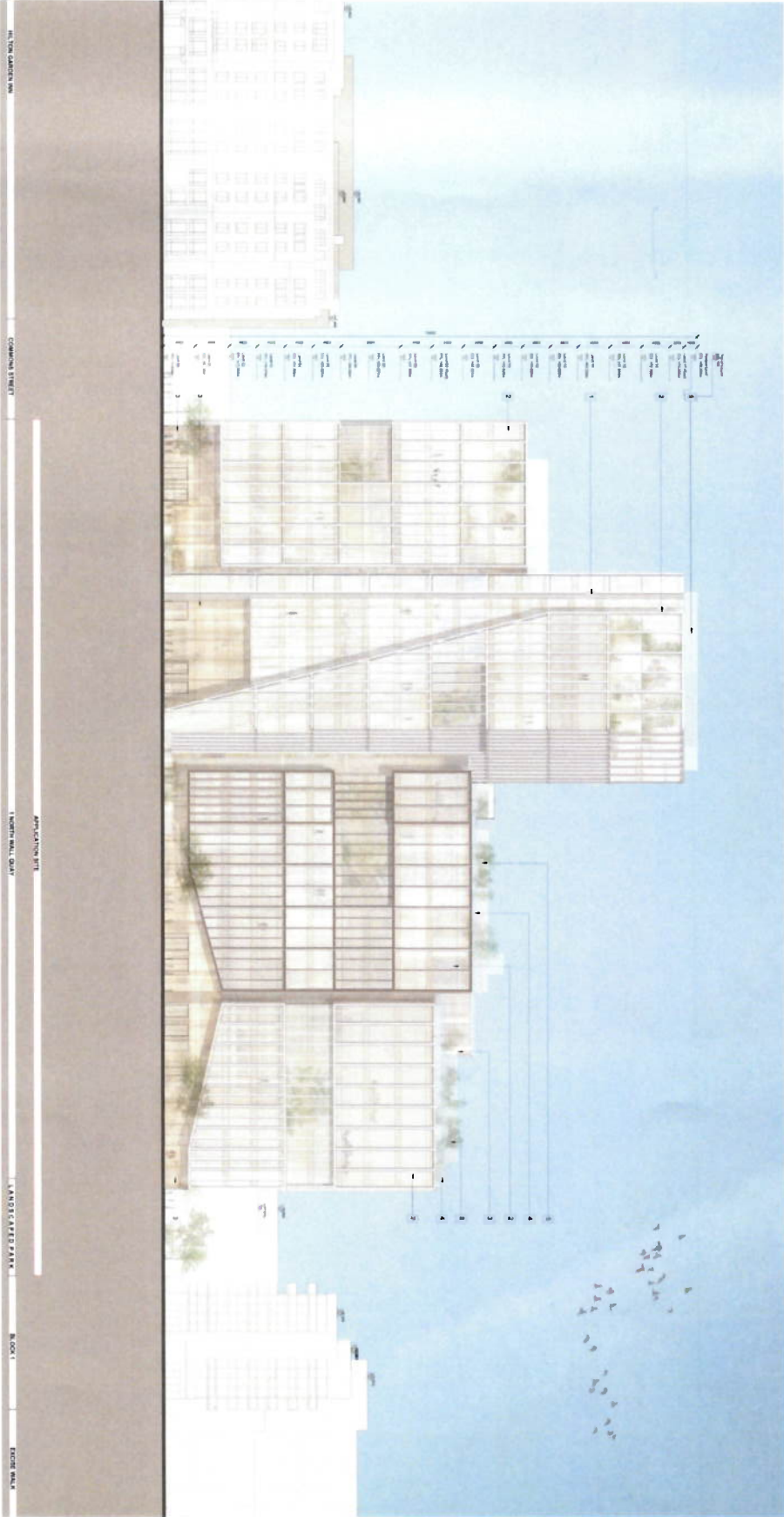
Building footprint reduced on levels 06, 07 & 08 to allow increased facade setbacks and reduced parapet height at the building's eastern end to provide a stepped height transition to the neighbouring buildings.

*(note: outline of original application design shown in dashed red line)*

### Positive impact of design modifications:

- 1. Reduced building height & massing at the eastern end of the application site.
- 2. Reduced sunlighy/daylight impact upon neighbouring properties
- 3. Reduced overbearing impact upon neighbouring properties

South Elevation: Original Application\_Refused by DCC.



South Elevation: With proposed design modifications





# 1.1

## Proposed Design Modifications

### Proposed design modifications to refused design:

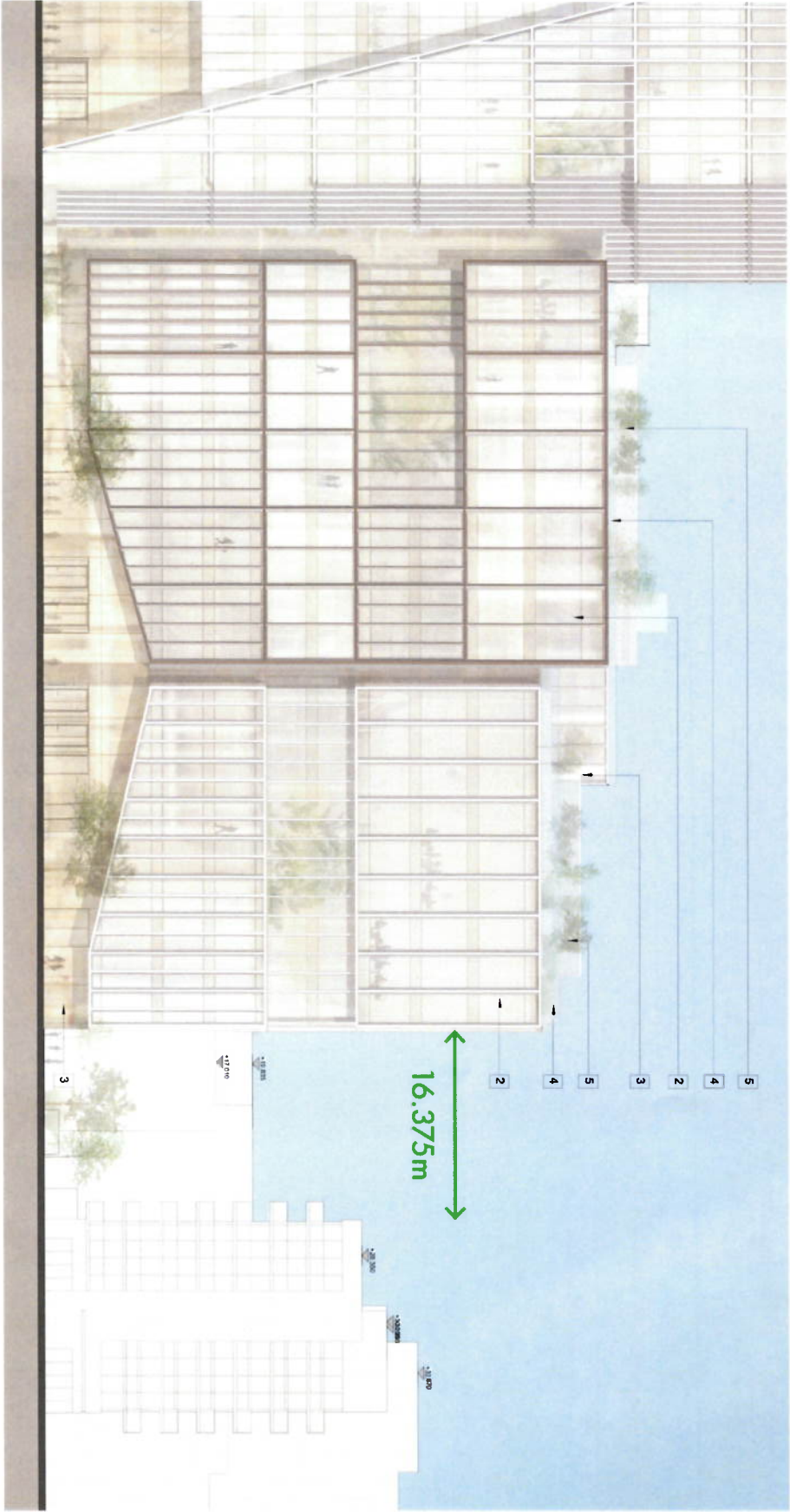
Building footprint reduced on levels 06, 07 & 08 to allow increased facade setbacks and reduced parapet height at the building's eastern end to provide a stepped height transition to the neighbouring buildings.

*(note: outline of original application design shown in dashed red line)*

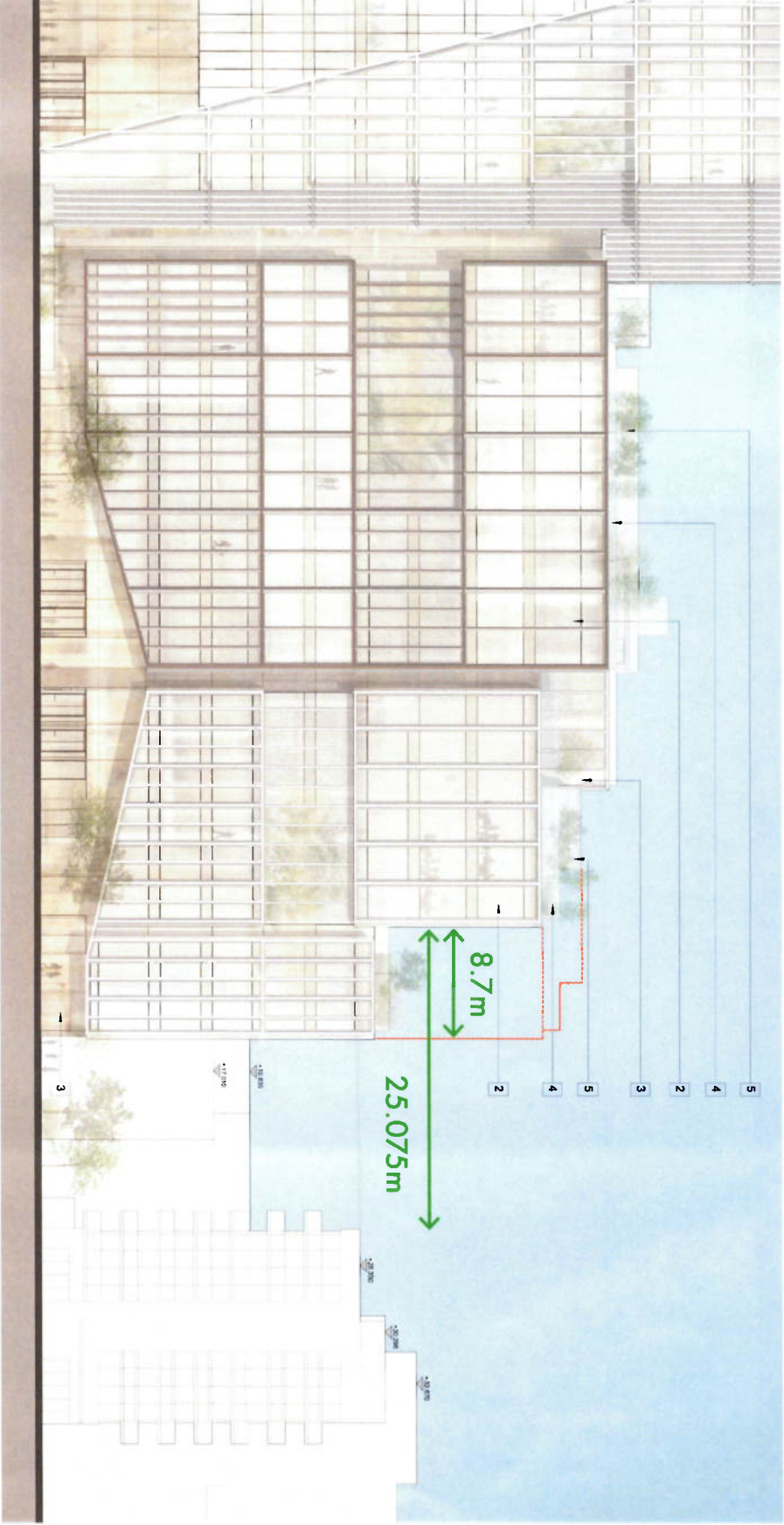
### Positive impact of design modifications:

- 1. Reduced building height & massing at the eastern end of the application site.
- 2. Reduced sunligny/daylight impact upon neighbouring properties
- 3. Reduced overbearing impact upon neighbouring properties

South Elevation (Partial): **Original Application\_Refused by DCC.**



South Elevation (Partial): **With proposed design modifications**





# 1.3

## Proposed Design Modifications

**Proposed design modifications to refused design:**

Building footprint reduced on Levels 06, 07 & 08 to allow increased facade setbacks and reduced parapet height at the building's eastern end to provide a stepped height transition to the neighbouring buildings.

*(note: outline of original application design shown in dashed red line)*

**Positive impact of design modifications:**

- 1. Reduced building height & massing at the eastern end of the application site.
- 2. Reduced sunligny/daylight impact upon neighbouring properties
- 3. Reduced overbearing impact upon neighbouring properties

3D View (South-East): **Original Application\_Refused by DCC.**



3D View (South-East): **With proposed design modifications**





## 2.1 Impact on neighbouring properties

The appellant has prepared and is submitting an additional section drawing (O302) to An Bord Pleanála in response to the below commentary from the Dublin City Council's Planners Report:

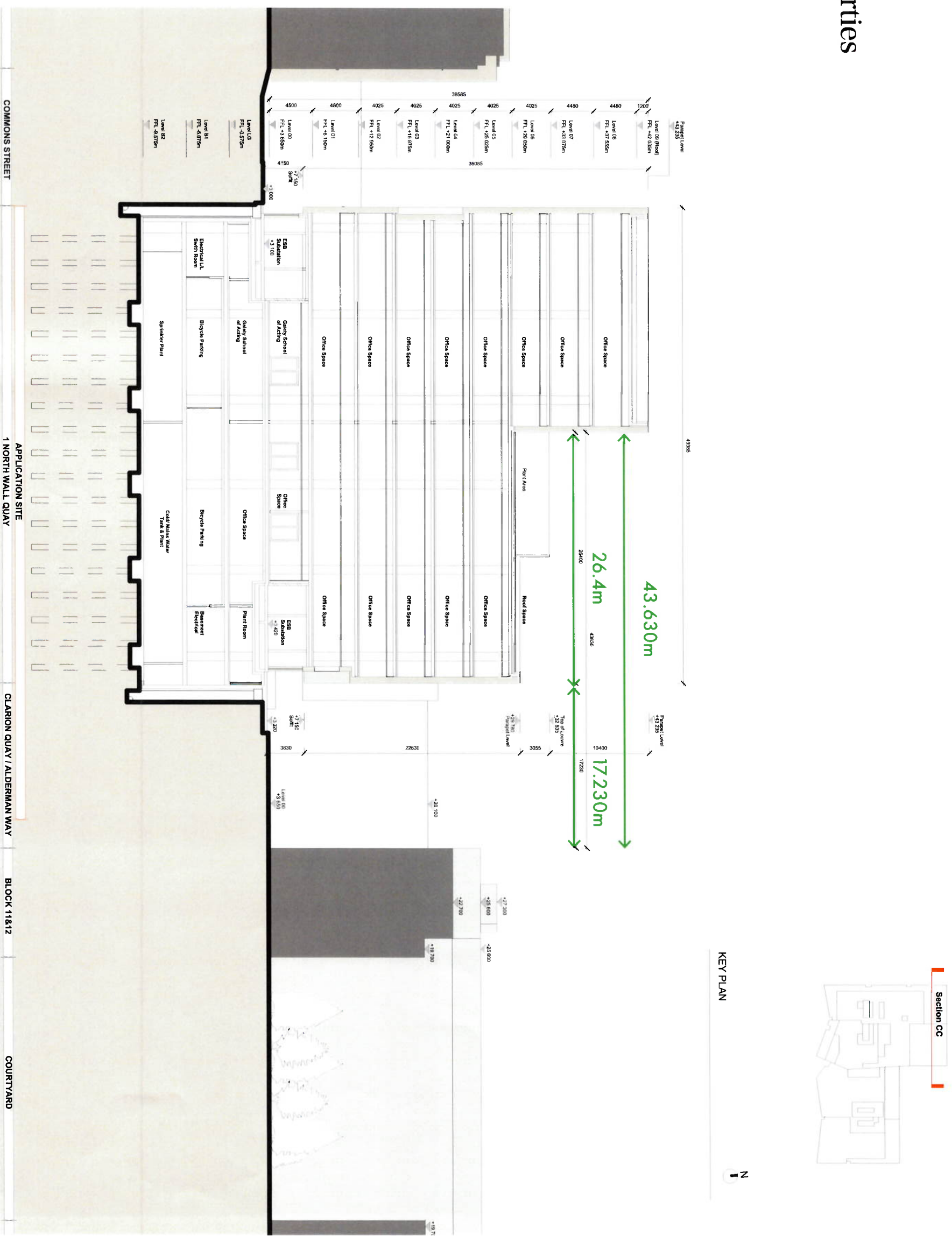
*"Similarly, the proposal is also likely to have an overbearing impact on the residential blocks to the rear given their proximity to the boundary of the site separated only by a laneway. In particular, the Clarion Quay Apartments are likely to be significantly negatively impacted due to the fact that the proposed build elements B and C to a certain extent wrap around the western block (Block 12) affecting both sides of the block.*

It is noted that the Section drawings submitted are limited and do not clearly show the impact of the missing of the proposal on the Clarion Quay Apartments.

Due to the proximity of the new building to the residential blocks, and limited separation distance provided only by a laneway, the overbearing impacts are likely to be considerable."

The appellant submits that the scheme as submitted is appropriate for the context of the application site. The additional section drawing demonstrates that the original design has responded sensitively to its proximity to neighbouring properties by significantly reducing the massing of the building along the Clarion Quay boundary interface.

A large facade set-back is incorporated into the design to create an appropriate parapet height along Clarion Quay and mitigate the perceived overbearing impact along with sunlight & daylight impact upon the neighbouring residential properties.



**Partial Section CC (Drawing 0302): Drawing not submitted as part of original planning application, however design remains unchanged.**



3D View (South-East):     **With proposed design modifications**





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**HJL**  
Architecture + Interiors  
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**Compliance with Appendix 3 of the Dublin City Development  
Plan 2022-2028**

In respect of

**PROPOSED MIXED USE DEVELOPMENT AT 1 NORTH WALL  
QUAY, DUBLIN 1**

Prepared for

**NWQ Devco Limited**

Prepared by

**John Spain Associates**

AN BORD PLEANÁLA	
13 MAY 2024 1 <sup>st</sup> Party App.	
LTR DATED	_____
LDG	_____
ABP	24 312719



1.2 INTRODUCTION

The purpose of this document is to accompany the 1<sup>st</sup> party appeal to An Bord Pleanála regarding a decision to refuse permission made by Dublin City Council in relation to the proposed development at 1 North Wall Quay, Dublin 1. Specifically, this document addresses Tables 3 & 4 of Appendix 3 of the Dublin City Development Plan 2022-2028. Appendix 3 of the City Development Plan contains the *Height Strategy*. This document has been prepared in collaboration with Henry J Lyons Architects, the project architects. It incorporates key elements of assessments previously undertaken in respect of the relevant criteria and set out in the documentation submitted with the application to DCC. It is prepared for ease of reference in this respect and to respond to specific points raised in the City Council's assessment of the application.

A series of criteria are responded to in this document, primarily Table 3 Criteria, Table 4 Criteria and the Exceptional Circumstances Criteria.

It is noted that the response to these criteria had been set out in the documentation as part of the application. A response to the performance criteria was included in the Planning Report prepared by John Spain Associates Heritage, Townscape, Landscape and Visual Impact Assessment (EIAR Volume III) prepared by City Designer. This document is therefore supplementary to the documents prepared by JSA and City Designer and other supporting reports and assessments referenced herein. This document supplements the documents previously submitted, having regard to the adopted Dublin City Development Plan 2022-2028, and identifies where each criterion is addressed in detail within the documentation submitted with the application and the appeal and should be read in conjunction with these detailed reports.

As is demonstrated, the site is appropriate for a landmark building and the proposed development satisfies the criteria. A summary of compliance is provided below:

Table 3 Checklist: ‘Performance Criteria in Assessing Proposals For Enhanced Height, Density and Scale’

Section	Objective	Page No. (Appendix 3 Response document)
1	To promote development with a sense of place and character	10
2	To provide appropriate legibility	14
3	To provide appropriate continuity and enclosure of streets and spaces	15
4	To provide well connected, high quality and active public and communal spaces	15
5	To provide high quality, attractive and useable private spaces	16
6	To promote mix of use and diversity of activities	17
7	To ensure high quality and environmentally sustainable buildings	18
8	To secure sustainable density, intensity at locations of high accessibility	20
9	To protect historic environments from insensitive development	23
10	To ensure appropriate management and maintenance	24

Table 4 Checklist: ‘Performance Criteria In Assessing Proposals For Landmark Tall Building/s’

Section	Objective	Page No. (Appendix 3 Response document)
1	Exemplary Architecture	25
2	Sustainable Design and Green Credentials	27
3	Public Realm	28
4	Environmental Impacts	31
5	Public Safety and Functional Impacts	32
6	Visual Impact and Cityscape Analysis	33
7	Tall Building Clusters	34

The definitions of ‘locally higher buildings and ‘landmark/tall buildings’ in the City Development Plan are set out below:

“*Locally Higher Buildings: These are buildings that are significantly higher than their surroundings and are typically up to 50 metres in height. Higher buildings can act as local or District landmarks.*”

“*Landmark/Tall Buildings: A landmark or tall building is one that is a significant intervention in the cityscape and skyline. They are typically located in an area that denotes a specific function such as a public transport interchange or a key urban quarter/ regeneration site. Landmark/tall buildings are typically in excess of 50 metres in height, of exceptional architectural quality, can help people navigate through the City and form memorable reference points.*”

The subject site is not identified as a site for a ‘Locally Higher Building’ or ‘Tall/Landmark Building’ in the DCC Development Plan. The proposed development would be considered a landmark/tall building under the above definitions.

Section 5 Landmark/Tall Buildings of Appendix 3 includes the *Identification of Areas for Landmark/Tall Buildings*. It states:

“*In terms of suitable locations, it is considered that landmark/tall building proposals are most appropriate in locations that are identified as a significant public transport interchange and/or areas for large scale regeneration and redevelopment; that are well connected centres of employment, which have the capacity to create their own character and identity and where the existing character of the area would not be adversely affected by the scale, mass and height of a landmark/tall building.*”

The subject site is located within the north Docklands area of the city and within the International Financial Services Centre (IFSC). The IFSC is one of the key employment location in the city and is Dublin’s primary financial district and home to a range of international and domestic companies.

The subject lands are centrally located within Dublin and are highly accessible with the Connolly Station and Red Line Luas interchange within walking distance of the site. Tara Street Station is also within walking distance of the subject site which will provides links via the proposed MetroLink. It is demonstrated in this document that the proposal is an area with capacity to create its own character and identity and will not adversely affect the existing character of the area due to scale mass or height.

It is submitted that the subject site, by virtue of its location is supported as a site potentially suitable for a landmark building in the City Plan in principle, subject to assessment against the Appendix 3 provisions, notwithstanding that the site is not explicitly designated to accommodate a ‘Landmark/Tall Building’ within the Development Plan.

Notwithstanding, provision is made in the City Development Plan for a case to be made for exceptional circumstances for a landmark building on a site not expressly identified for such. Certain criteria are set out to be satisfied, which are addressed below in Section 2.0, and therefore it is submitted that there would be no material contravention of the City Development Plan if these criteria are satisfied. These criteria are set out and addressed in detail in this submission.



Table 1

Table 1 of Appendix 3 sets out density ranges for residential development.

The subject development does not include any residential component and therefore Table 1 is not directly relevant. It is notable however that the highest density ranges are specified for the ‘City centre and canal belt’, which would apply to the subject location.

Table 2

Table 2 of Appendix 3 sets out ‘Indicative’ plot ratio and site coverage’ for different areas of the city:

Indicative Plot Ratio and Site Coverage		
Area	Indicative Plot Ratio	Indicative Site Coverage
Central Area	2.5-3.0	60-90%
Regeneration Area	1.5-3.0	50-60%
Conservation Area	1.5-2.0	45-50%
Outer Employment and Residential Area	1.0-2.5	45-60%

The subject site is located in the ‘Central Area’ of the City.

The plot ratio of the proposed development is 7.45 and the site coverage is 73.4%. The site coverage complies with the indicative range provided in Table 2 for the ‘Central Area’. The plot ratio exceeds the indicative range for the ‘Central Area’; however, we note Appendix 3 allows for both higher plot ratio and site coverage in certain circumstances:

“Higher plot ratio and site coverage may be permitted in certain circumstances such as:

- *Adjoining major public transport corridors, where an appropriate mix of residential and commercial uses is proposed.*
- *To facilitate comprehensive re-development in areas in need of urban renewal.*
- *To maintain existing streetscape profiles.*
- *Where a site already has the benefit of a higher plot ratio.*
- *To facilitate the strategic role of significant institution/employers such as hospitals.*

*Any development with a plot ratio over 3.0 must be accompanied by a compelling case.”*

Response

The proposed development satisfies the above criteria for increased plot ratio as set out below there is clear evidence of a compelling case to support a higher plot ratio and site coverage in respect of this scheme in light of its approximate location to adjacent to major public transport corridors. It is noted not all of the circumstances must be satisfied.

The proposed development is located within walking distances of two of the busiest transportation hubs in the county, Connolly Station and Tara Street Station. Additionally, the Luas Red Line is located c. 300m from the site to the north. The Tara Street Station will also be serviced by the proposed Metrolink which will be an interchange between the Dart and Metro in the city centre, thereby very significantly increasing passenger numbers passing through this area of the city in the future. Further details are set out within this document and in particular within the Public Transport Capacity Assessment prepared by Derry O’Leary and Transport and Traffic and Transport Plan prepared by CS Consulting Engineers.

The existing building has been in place since the early 2000s. The surrounding area has undergone extensive urban renewal over the past few decades from the late 1980s on, and given the location of the subject site, within the IFSC and

within walking distance of two significant public transport hubs and change in national and local planning policy with an emphasis on achieving more compact and sustainable urban form, it is considered that the site is in a strategic location in the city that is now appropriate for redevelopment at higher densities, to help deliver on the new policy framework and objectives in order to create a more sustainable city form.

The proposal will facilitate a strategic employer by providing for an increased choice of high-quality commercial floorspace within the city centre with a notable landmark building in an appropriate location. It will be key to attracting multinational companies setting up their headquarters here as numerous companies have done so already. The proposed development will provide for a large quantum of office floorspace and will encourage the further regeneration of this area of the city centre.

The existing plot ratio on site is 3.08 which is slightly above the indicative range outlined in the Development Plan. The proposed plot ratio is considered to be appropriate given the recently constructed developments in the surrounding area and given the site’s location within the IFSC and within walking distance of the Connolly Station and Tara Street Station. HLL Architects and City Designer have inputted directly to this document to accompany the 1<sup>st</sup> party appeal to ABP. The proposed development is supported by extensive spatial analysis.

Masterplan

As the proposed development comprises a single development on the entirety of the development lands, the Architectural Design Statement Concept Design and submitted proposal form the masterplan for the site. The proposal has been informed by various studies, including contextual analysis, Sunlight and Daylight, Wind, Pedestrian Flow and Visual Impact. A Surface Water Management Strategy accompanies the application.

Section 6.0 of Appendix 3

Section 6 of Appendix 3 of the Dublin City Development Plan 2022-2028 states the following:

“The Urban Development and Building Heights Guidelines for Planning Authorities Guidelines state that appropriate identification and siting of areas suitable for increased densities and height will need to consider the environmental sensitives of the receiving environment as appropriate throughout the planning hierarchy.

*There are a number of environmental sensitivities in the city which contribute to its overall quality, uniqueness and identity. Developments of significant height and scale are generally not considered appropriate in historic settings including conservation areas, architectural conservation areas, the historic city centre, the River Liffey and quays, Trinity College, the Cathedrals, Dublin Castle and medieval quarter, the Georgian core and historic squares and the canals or where the setting of a protected structure would be seriously harmed by the inappropriate locating of such a proposal.”*

With respect to Architectural Conservation Areas, the Development Plan states the following:

“There are 24 designated Architectural Conservation Areas in the city. While the purpose of a designation is to protect and enhance the special character of an area, it does not preclude any appropriate forms of new development. Potential impact on ACAs is included in the performance criteria in Tables 3 and 4 above.”

Regarding Protected Structures and National Monuments, the Development Plan states:

“The city has a wealth of built heritage including over 8,000 protected structures and a number of significant national monuments (see Volume 4, Appendix 6 and Map L). A balance must be struck between protection and enhancement of our protected structures/national monuments whilst ensuring appropriate and sustainable development. New development must respond to local character and protect and enhance the built heritage. New development should not have an adverse impact on a protected structure or its curtilage or on a national monument in terms of scale, height, massing, alignment and materials. Impact on protected structures/national monuments are included in the performance based criteria set out in Tables 3 and 4.”



## Response

In addition to the below response to Table 3 and Table 4 of Appendix 3, we note the above provisions of Section 6.0 of Appendix 3 ‘*Guidelines for Higher Buildings in Areas of Historic Sensitivity*’. CRDS – Stephen Mandal prepared Chapter 11 ‘Archaeology and Cultural Heritage’ of the EIAR to assess the effect, if any, on the archaeological and cultural heritage resources of the proposed development. The impact, if any, on architectural heritage is assessed as part of Volume 3 of the EIAR: Heritage, Townscape, Landscape and Visual Impact Assessment (HTLVIA). This chapter includes assessment of the potential impacts on Protected Structures, key views, National Monuments and Conservation Areas.

Chapter 9.0 of the HTLVIA assess the potential impact on built heritage and protected structures. The report states the following:

*“The proposed development is located partly within the Development Plan’s Conservation Area. The improvements to the public realm and high quality of the architecture would enhance the significance of the Conservation Area at this point of the quays by providing a more appropriate scale and larger public spaces. The proposed development would form part of the wider setting of O’Connell Street Architectural Conservation Area (ACA), from where the ACA meets the River Liffey at the O’Connell Bridge, without dominating it. It would not adversely affect views from O’Connell Street ACA.*

*The proposed development would not give rise to any harm to the significance of nearby protected structures. It would enhance the immediate setting of protected structures along North Wall Quay and introduce a contemporary development of high architectural quality. The proposed development, when visible from heritage assets, would form part of their wider setting and create positive effects. It would not diminish their significance.”*

Section 6.0 is further addressed in the appeal document by Citydesigner.



2.0 EXCEPTIONAL CIRCUMSTANCES CRITERIA

Exceptional Circumstances Criteria for a Landmark Building	Response
That the landmark/tall building complies with all of the performance criteria set out in Table 4.	The Table 4 criteria are addressed separately below.
The landmark/tall building/s will emphasise a point of particular civic of visual significance and that such a proposal will contribute in a meaningful way to the legibility of the city and contribute positively to the skyline. Any such proposal for a landmark/tall building must be supported by a detailed spatial analysis demonstrating that the design and location of the landmark/tall building is appropriate and optimal.	<p>The positive contribution of the proposed development to the skyline of Dublin is addressed in detail in the HTLVIA submitted as Volume 3 of the EIA/R at application stage. The HTLVIA states the following in response to the above:</p> <p><i>“The point of particular significance and exceptional circumstances is the site’s broad river frontage at the transition of the Liffey from a relatively narrow, meandering river to a consistently broad and straight river, leading to docklands and the sea. The site is also at a strategic position in regard to the South Dublin Georgian Quarter, by being virtually on axis with Merrion Street as well as having a ‘diagonal’ relationship to Trinity College quadrangles. The proposed development’s height specifically relates to the legibility of the city in providing a civic use for the public at the upper level. The varied heights of the development’s four parts ensure a beneficial addition to the skyline in the form of a cluster of varied elements. The spatial analysis has been studied first by using VU.CITY software and second by using accurate verified views by a specialist in order to optimise the opportunity.”</i></p>
The landmark/tall building will act as a strategic intervention, a catalyst for regeneration and make a significant economic or cultural contribution. The landmark/ tall building proposal must also demonstrate that it is economically viable and implementable in the lifetime of the plan	<p>An Economic Report has been prepared by Knight Frank and was included at application stage. The report outlines the economic viability of the proposed development. The report states the following:</p> <p><i>“1NWQ represents a unique proposition to bring Dublin’s office market to the next level in terms of the evolution of the Irish economy as an attractive location for global occupiers. Its development is essential in terms of planning ahead to meet the requirements of large future global occupiers.</i></p> <p><i>This proposed scheme is without doubt economically viable and implementable.</i></p> <p><i>The case in favour of this development is strategically important for the future of not only Dublin’s office market, but Dublin’s city’s overall economic re-generation and position on the global stage.”</i></p> <p>The proposed development will also be of significant cultural importance with the provision of the ‘Liffey Experience’. The third internal arts/community/cultural space consists of an interactive public gallery and viewing deck located at 16<sup>th</sup> floor level (17<sup>th</sup> storey). The interactive public gallery and viewing deck will include an external landscaped terrace which will provide panoramic views over the River Liffey and South Dublin City towards the Wicklow Mountains. This floor of the ‘Liffey Experience’ will be accessed by the stair and lift core located within Block B.</p> <p>The proposed use of the internal space is an interactive gallery housing a permanent exhibition entitled ‘Liffey Experience’ featuring educational and informative content on the history and evolution of the city’s primary watercourse, the River Liffey. The external space will be a landscaped viewing terrace providing 180 degree uninterrupted views across the east, south and west of Dublin.</p>



Figure 1: Views from 16<sup>th</sup> floors 'Liffey Experience'



Source: HTLVIA (City Designer)

It is considered that the 'Liffey Experience' at 16<sup>th</sup> floor level will form a significant public gain to the city as part of the arts/community/cultural uses proposed within this development. This space will provide unrivalled views across the city and is believed to become one of the city's most important visitor and popular tourist destinations, similar to other European cities including London, Paris and Berlin. The HTLVIA states that this space could be "an exceptional public facility."

Figure 2: 'Liffey Experience' at 16<sup>th</sup> Floor Level





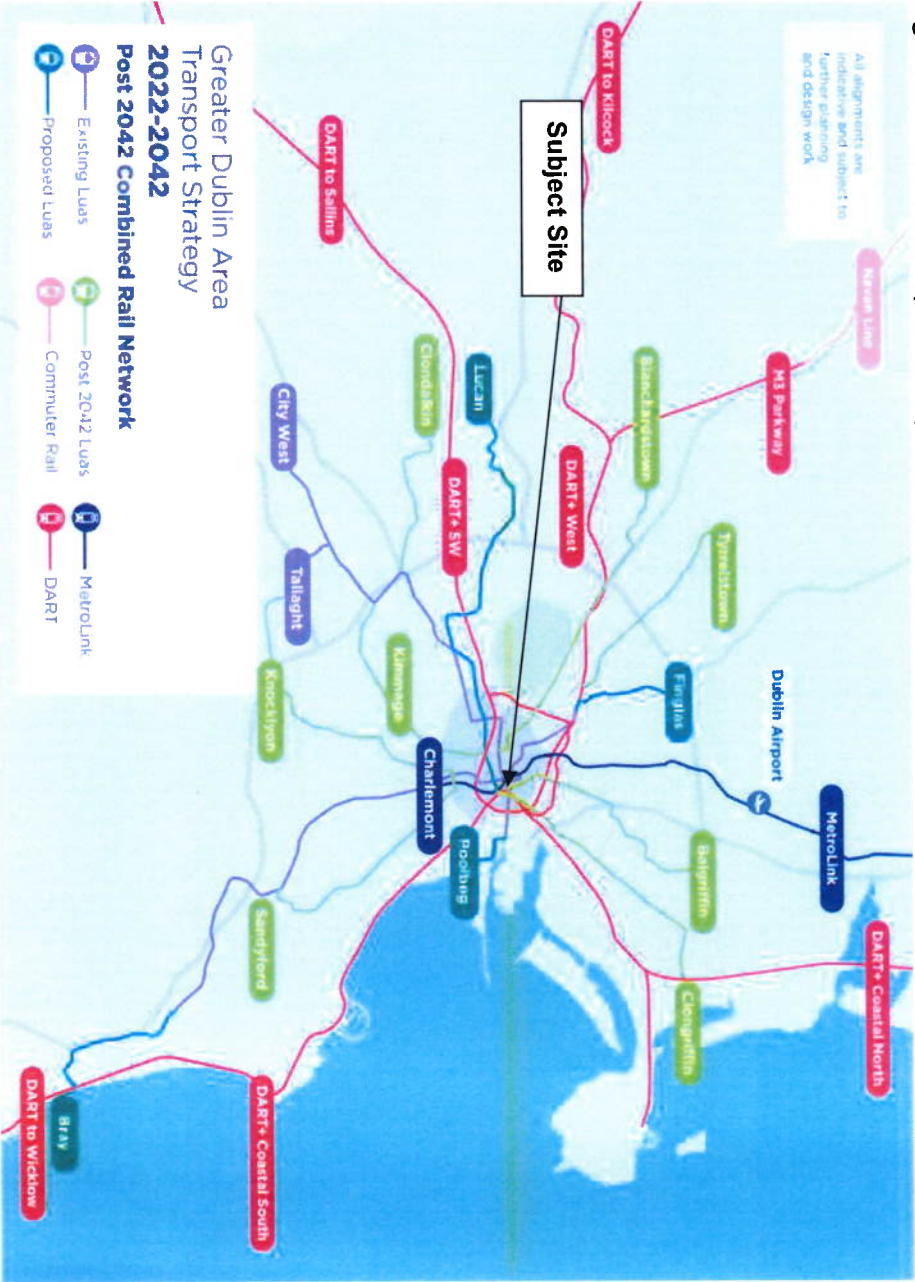
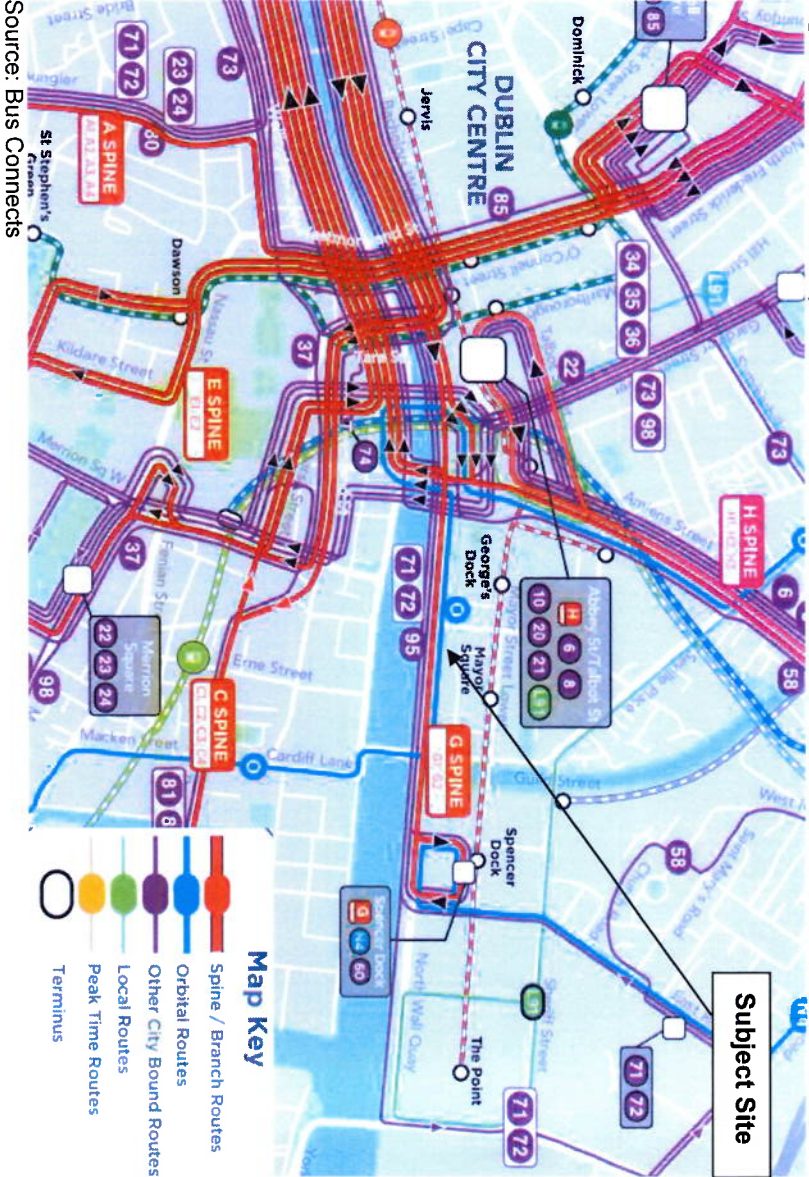
<p>That the landmark/tall building is located in an area with excellent high frequency, high capacity public transport accessibility and excellent pedestrian and cyclist infrastructure. The onus will be on the applicant to demonstrate the capacity of public transport and the quality of existing links between public transport and walking and cycling infrastructure and the site.</p>	<p>Source: Henry J Lyons Architects</p> <p>The subject lands are centrally located within Dublin and are highly accessible. Connolly Station and the Red Line Luas interchange are located c. 600 metres from the property. The site is located c. 650m from the Tara Street Station which will be the only <u>city centre</u> interchange between Dart and Metrolink. The Mayor Street Luas stop is 300 metres from the site on Mayor Street Lower which interconnects with the Green Line Luas at Marlborough Street/O'Connell Street offering connectivity throughout the City Centre. The site is also served by a range of city bus routes including Spine Bus Corridor on North Wall Quay (facilitating the G Spine as shown in Figure 2.3 below), and is located c. 600m from Busáras bus station. A Dublin Bikes station is located immediately to the front of the site on North Wall Quay.</p> <p><b>Figure Error! No text of specified style in document..1: Post 2042 Rail Connections surrounding the Subject Site</b></p>  <p>Source: National Transport Authority</p>
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Figure Error! No text of specified style in document.:2: Proposed Bus Connections surrounding the Subject Site



Source: Bus Connects

A Public Transport Capacity Assessment has been prepared by Derry O'leary and is included with this application. The assessment concludes that "the proposed development at North Wall Quay can be easily accommodated by the sheer scale of the public transport offering open to future commuters to and from the subject site."

Additionally, a Traffic and Transport Assessment has been prepared by CS Consulting and concludes the following:

*"In summary, the assessment indicates that the proposed development can be supported by the existing road infrastructure, that existing public transport service capacity can cater for development demand, that the development includes appropriate levels of car and bicycle parking provision, and that the development access design and internal layout are fit for purpose."*

The landmark/tall building will bring significant planning gain to the community including measures such as:

- substantial upgrades to the public realm;
- environmental enhancements including open space and green infrastructure to be enjoyed by residents and the wider community;
- significant new social and community infrastructure for the benefit of the wider area;
- where the landmark/tall building is for residential use, the provision of a

A new landscaped community park is proposed to the east of the site. This section of the site currently provides ramped access to the basement car park and hedges. The new landscaped park will provide access from North Wall Quay to Clarion Quay and will include public benches, pocket play areas and landscaping. Public realm upgrades are also proposed along North Wall Quay including lowered courtyards, landscaping and bike stands. The public realm within the site is considered to be significantly upgraded as a result of the proposed scheme.

In addition to the public realm upgrades and a landscaped community park outlined above, 6 no. outdoor landscaped terraces are provided across various levels in the proposed development. These will provide outdoor spaces for occupiers of the proposed building above the busy street below. The top floor of the development will provide for a gallery/exhibition space which will be open to the public, with the concept being a 'Liffey Experience'. This space will provide panoramic views over the city and will be a significant gain for the local area and the city as a whole. The development also incorporates green and blue roofs across the scheme.

It is proposed to provide a new arts/cultural space to the rear of the building located at ground and lower-ground floor. It is proposed that this space will potentially be occupied by the Gaiety School of Acting. This space will be accessed from a dedicated doorway from the existing laneway to the north of the building which provides a pedestrian connection between Commons Street and Alderman Way. A lightwell is provided to the west of the unit fronting Commons Street which will allow light access into the lower-ground floor area of the space.

There is an additional arts/community/cultural space located at 1<sup>st</sup> floor level. This space will be used as part the 'Liffey Experience' which includes the viewing deck detailed below. The section of the 'Liffey Experience' at 1<sup>st</sup> floor level will consist of an exhibition area and foyer to the 16<sup>th</sup> floor. Lifts leading to the 16<sup>th</sup> floor interactive gallery and viewing deck are also accessed from this floor. This space is accessed via a ground floor entrance from North Wall Quay with stairs and a lift leading to the 1<sup>st</sup> floor space. A double height space is provided above the entrance to the space with light accessing the space at 1<sup>st</sup> floor level through the shared atrium.

As outlined above, the third internal arts/community/cultural space consists of a viewing deck located at 16<sup>th</sup> floor level (17<sup>th</sup> storey). The viewing deck will include an external landscaped terrace which will provide panoramic views over the River Liffey and South Dublin City towards the Wicklow Mountains. The viewing deck will be accessed by the stair and lift core located within Block B.

The proposed use of the internal space is an interactive gallery housing a permanent exhibition entitled 'Liffey Experience' featuring educational and informative content on the history and evolution of the city's primary watercourse, the River Liffey. The external space will be a landscaped viewing terrace providing 180 degree uninterrupted views across the east, south and west of Dublin.



broad range of accommodation for people living in different household sizes and throughout various life cycle stages.

The aforementioned landscaped street and community park to the east of the development will provide for an element of external community spaces also. The breakdown is as follows:

Figure 3: Community, Arts and Cultural Provision

Community, Arts and Cultural Spaces being delivered	
Level 16 Penthouse Floor - 'Liffey Experience' Interactive Public Gallery	630m²
Level 01 First Floor - 'Liffey Experience' Foyer & Exhibition Area	244m²
Level 00 Ground Floor - 'Liffey Experience' Entrance Area	188m²
Level 00 Ground Floor - Gaiety Acting School space	369m²
Level 00 Ground Floor - External Landscaped Community Park	556m²
Level LG Lower Ground Floor - Gaiety Acting School space	384m²
Total	2,371m²

Source: Henry J Lyons


The final criterion is not applicable as the proposed development is not for residential use.



### 3.0 RESPONSE TO TABLE 3: PERFORMANCE CRITERIA IN ASSESSING PROPOSALS FOR ENHANCED HEIGHT, DENSITY AND SCALE

Table 3 Criteria – Objective 1: To promote development with a sense of place and character	Response
<p><i>Enhanced density and scale should:</i></p> <ul style="list-style-type: none"> <li><i>respect and/or complement existing and established surrounding urban structure, character and local context, scale and built and natural heritage and have regard to any development constraints,</i></li> </ul>	<p>Proposed development has been designed with the purpose of enhancing its urban environment and mitigating its potential effects on the townscape and the landscape. It has been the conscious intention of the design team to produce a scheme that demonstrates design excellence while having an awareness of and responsibility towards people, communities, and ecosystems. A design that integrates a denser urban environment into an established city fabric, seeks to embrace an elegant landmark complementing the surrounding urban heritage and respecting the local context.</p> <p>The positive contribution of the proposed scheme on the surrounding urban structure is addressed in detail in the reports submitted with the application including:</p> <ul style="list-style-type: none"> <li>- Architectural Design Statement</li> <li>- Heritage Significance and Adaptive Capacity Assessment</li> <li>- Heritage, Townscape, Landscape and Visual Impact Assessment (HTLVIA)</li> <li>- Environmental Impact Assessment Report (EiAR)</li> </ul> <p>The HTLVIA states the following in response to the above:</p> <p><i>“As a tall building complex, the proposed development will be seen from certain parts of the city, and will, in those cases, provide visual delight, urban legibility and public enjoyment. The provision of community space at lower ground, ground and first floor in addition to the viewing platform with a landscaped terrace at the sixteenth floor will make this building an asset to the community. The uniqueness of this viewing terrace provides opportunity for leisure and education about the city.”</i></p> <p><i>“The new building will provide a stronger, more coherent context for the protected structures that stand within the vicinity of the site along North Wall Quay and will become part of the emerging townscape of larger scale buildings both inside and outside the Conservation Area. The proposed development would enhance the character of the Conservation Area and, therefore, its significance at this point of the quays.”</i></p> <p><i>“The proposals would also enhance the pedestrian urban experience by offering a high-quality public realm. The design of the lower levels and the proposed landscaping has taken into consideration the need for an increased public realm, to accommodate an intensification of pedestrian activity with the multiple users proposed. The landscaping and paving treatments would contribute to the improved pedestrian connectivity around the development site.”</i></p>
<ul style="list-style-type: none"> <li><i>have a positive impact on the local community and environment and contribute to ‘healthy placemaking’,</i></li> </ul>	<p>The proposal aims to make the best use of the City’s limited land supply for new buildings, jobs, infrastructure and recreation required by the City’s growing population. The site is located at a highly accessible and sustainable site in close proximity to Connolly Station and Tara Street Station which provide Dart, Luas and InterCity services, as well as the Luas Red Line located to the north on Mayor Street Lower. The mix of uses proposed which includes office, arts/cultural/community uses, retail and outdoor recreational space contribute positively to an area’s character and identity, creating and reinforcing local distinctiveness. The provision of a high-density mixed-use development in close proximity to high-capacity public transport connections encourages sustainable, environment friendly modes of transport.</p> <p>By providing well maintained, friendly ‘green’ public spaces and pedestrian-friendly streets the proposed scheme contributes towards creating a unique, vibrant neighbourhood while delivering a comfortable micro-climate for its occupants, neighbours and passers-by. The positive impacts on the local community are provided through the arts/cultural/community uses which are provided across varying floors within the development. Additionally, the landscaped park located to the east of the building will provide an area for socialising and relaxing in a busy area of the city which is not currently available to the local community. This is therefore considered to be a significant addition to the local community and healthy placemaking.</p> <p>The contribution of the proposed scheme on the local community is addressed in detail in the reports submitted with the application including:</p> <ul style="list-style-type: none"> <li>- Architectural Design Statement</li> <li>- Heritage Significance and Adaptive Capacity Assessment</li> <li>- Heritage, Townscape, Landscape and Visual Impact Assessment (HTLVIA)</li> <li>- Environmental Impact Assessment Report (EiAR)</li> </ul> <p>The effect of the proposed development would be one of regeneration in a soon-to-be vacant building. Its high-quality architecture, thoughtful landscape design, and community uses including the rooftop public space would re-activate and improve the quality of the urban experience to this stretch of the River Liffey.</p>

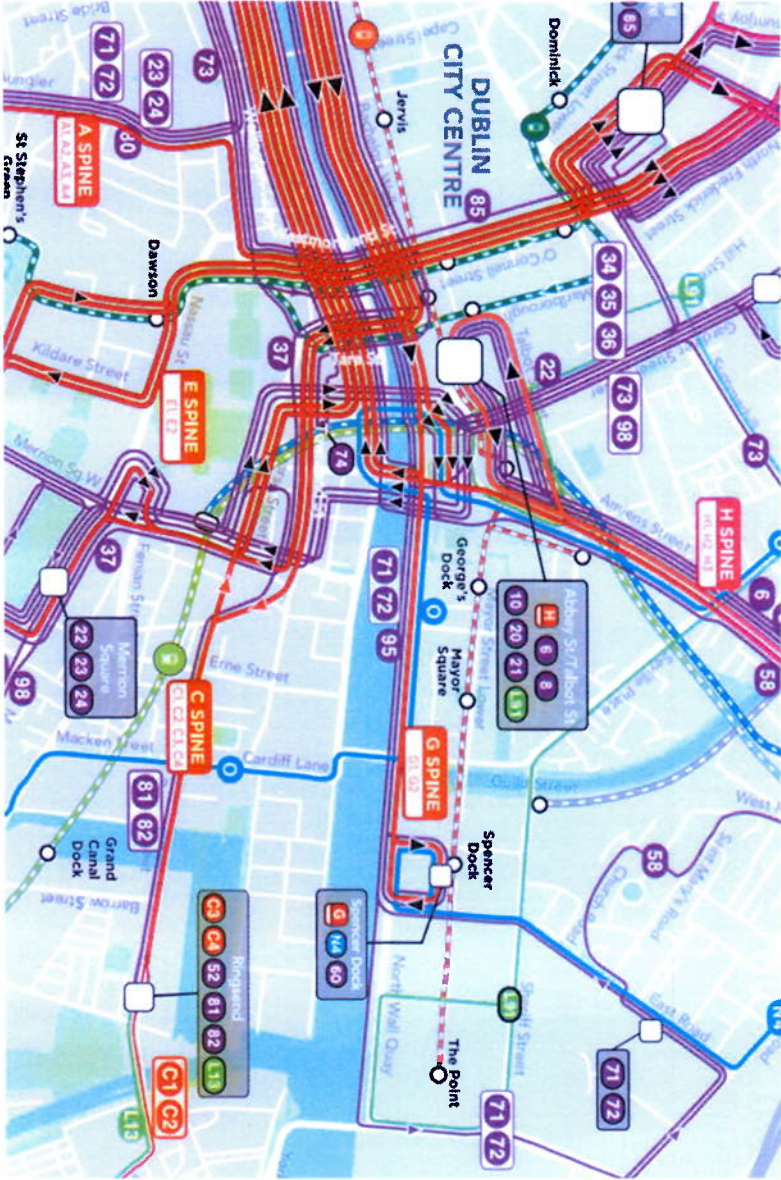


<ul style="list-style-type: none"> <li>• <i>create a distinctive design and add to and enhance the quality design of the area,</i></li> </ul>	<p>The proposed aims to create a distinctive and identifiable object of landmark quality, with the sky garden at the top of the tallest element being most prominent.</p> <p>A carefully considered building form responds to its docklands riverfront setting - recognising and contributing positively to the local streetscape character and public realm, whilst on a wider scale the proposed design aims to make a valuable contribution to the Dublin cityscape - marking a strategic location on the Liffey where the river widens towards it's estuary with the Irish Sea.</p> <p>The design of the proposed development is addressed in detail in the reports submitted with the application including:</p> <ul style="list-style-type: none"> <li>- Architectural Design Statement</li> <li>- Heritage Significance and Adaptive Capacity Assessment</li> <li>- Heritage, Townscape, Landscape and Visual Impact Assessment (HTLVIA)</li> </ul> <p>The assessments undertaken in the above documents indicate that the proposed development would provide townscape, landscape and visual benefits. It would not harm views, nor heritage receptors and their settings. It would contribute a high level of architectural design to the City's built fabric.</p> <p>The HTLVIA states the following in response to the above:</p> <p><i>"The proposed development is a complex, yet harmonious, group of volumes. The overall envelope is perceived as a light crystalline aesthetic due to the angular articulation of the different planes, mainly in the south, east and west elevations. The angular breaks in the facades allow for the design to express 'visual movement' harmonious with the moving water of the Liffey. The stepping of the volumes creates an interesting skyline which results in a landmark-worthy public facility at the top.</i></p> <p><i>The building form has evolved through numerous iterations, where the emphasis towards creating a building of elegance, design purity and timeless quality was prioritised."</i></p> <p>The landscaped park to the east of the building will also provide for improved permeability through the site, connecting Clarion Quay with North Wall Quay which is not currently possible currently as this space is used as a ramp to access the existing basement. The retail unit with outdoor seating in addition to the landscaped park will provide for greater activity at ground floor level along the eastern and southern elevations which will add to the quality design of the area.</p>
<ul style="list-style-type: none"> <li>• <i>be appropriately located in highly accessible places of greater activity and land use intensity,</i></li> </ul>	<p>The subject lands are centrally located within Dublin and are highly accessible. Connolly Station and the Red Line Luas interchange are located c. 600 metres from the property. The site is located c. 650m from the Tara Street Station which will be the only interchange between Dart and MetroLink within the city centre. The Mayor Street Luas stop is c. 300 metres from the site on Mayor Street Lower which interconnects with the Green Line Luas at Marlborough Street/O'Connell Street offering connectivity throughout the City Centre. The site is also served by a range of city bus routes including Spine Bus Corridor on North Wall Quay (facilitating the G Spine as shown in Figure 5 below) and is located c. 600m from Busáras bus station. A Dublin Bikes station is located immediately to the front of the site on North Wall Quay.</p> <p><b>Figure 4: Post 2042 Rail Connections surrounding the Subject Site</b></p>  <p>Greater Dublin Area Transport Strategy 2022-2042</p> <p>Post 2042 Combined Rail Network</p> <p>Legend:</p> <ul style="list-style-type: none"> <li>Existing Luas</li> <li>Post 2042 Luas</li> <li>Commuter Rail</li> <li>DART</li> </ul>



Source: National Transport Authority

Figure 5: Proposed Bus Connects surrounding the Subject Site



The subject site is located in a highly accessible area of the city centre within the Docklands, with a variety of high-frequency, high-quality and high-capacity public transport options. The location and accessibility of the site supports higher density development and the intensification of the utilisation of the site.

The proposed development will regenerate and rejuvenate the subject which currently provides for a mono-use of solely office. The proposed development is a more intensive use of the site in a city centre and highly accessible location while also providing for a greater number of uses which will diversify the building are provide uses during the weekend and into the evening. The development will increase employment activity in an area with significant public transport connections. The public realm upgrades, including a new landscaped park, will significantly enhance the levels of amenity around the site currently.

The accessibility of the site is addressed in detail in the reports submitted with the application including:

- Architectural Design Statement
- Heritage Significance and Adaptive Capacity Assessment
- Heritage, Townscape, Landscape and Visual Impact Assessment (HTLVIA)
- Environmental Impact Assessment Report (EiAR)

The building form has evolved through numerous iterations, where the emphasis is towards creating a building of elegance, design purity and timeless quality was prioritised.

The spatial analysis has been studied first by using VU.CITY software and second using accurate verified views by a specialist in order to optimise the opportunity.

The progressive evolution of the building form is illustrated in detail in in the reports submitted with the application including:

- Architectural Design Statement
- Heritage Significance and Adaptive Capacity Assessment
- Heritage, Townscape, Landscape and Visual Impact Assessment (HTLVIA)

The proposed development is a complex, yet harmonious, group of volumes. The overall envelope is perceived as a light crystalline aesthetic due to the angular articulation of the different planes, mainly in the south, east and west elevations. The angular breaks in the facades allow for the design to express 'visual movement' harmonious with the moving water of the Liffey. The stepping of the volumes creates an interesting skyline which results in a landmark-worthy public facility at the top.

- have sufficient variety in scale and form and have an appropriate transition in scale to the boundaries of a site/adjacent development in an established area,



	<p>The varied heights of the development's four parts ensure a beneficial addition to the skyline in the form of a cluster of varied elements.</p> <p>The HTLVIA states the following in response to the above:</p> <p><i>“The river frontage of the four elements is set at a slight angle in plan, differing in each case. This generous articulation, which is particularly apparent between elements 2 and 3, also enhances and enlarges the public realm, being set well back from the property line. A ‘banded’ double floor is further set back within the height of each element. This steps up and down according to the overall height of the element. It modifies and calms the verticality of each element while also relating to the scale and height of neighbouring buildings. In this way it is sensitively contextual. However, the highest element regains its status of verticality by also incorporating a dramatically raked portion of facade, effectively leading to the upper two planted floors, the upper one being available for public use. Elements 3 and 4 also have planted roofs to aid biodiversity while also providing a visual enhancement. Element 1 has mostly plant equipment and PVs but is given similar interest by the extension of the facade with sky views through it.”</i></p> <p><i>“A rooftop viewing platform could provide panoramic views of the river and the south quarter of Georgian Dublin. This could be an exceptional public facility with free access and a space with a rich and diverse landscape of its own, as part of the ‘Liffey Experience’”</i></p>
<ul style="list-style-type: none"> <li>not be monolithic and should have a well-considered design response that avoids long slab blocks,</li> </ul>	<p>The building form has evolved through numerous iterations, where the emphasis towards creating a building of elegance, design purity and timeless quality was prioritised.</p> <p>The spatial analysis has been studied first by using VU CITY software and second using accurate verified views by a specialist in order to optimise the opportunity.</p> <p>Computer and physical models were used during the design process to illustrate how different iterations of the design would affect views. This information was used to make early assessments on the townscape, landscape, heritage, and visual effects and thereby inform modifications to the design. The resulting high-quality design to be optimised, in terms of its design quality and associated heritage, townscape, landscape, and visual effect.</p> <p>The progressive evolution of the building form is illustrated in detail in the reports submitted with the application including:</p> <ul style="list-style-type: none"> <li>- Architectural Design Statement</li> <li>- Heritage Significance and Adaptive Capacity Assessment</li> <li>- Heritage, Townscape, Landscape and Visual Impact Assessment (HTLVIA)</li> </ul> <p>The design seeks to be a modern, elegant development, that provides a much-needed commodity and provides handsome frontages along North Wall Quay, Commons Street, Alderman Way and Clarion Quay. The qualities of the design would be such that its visibility and high quality of design would add to the townscape, making it more legible and creating a more characterful frontage along North Wall Quay. Beneficial townscape, landscape, and visual effects would be experienced from within the River Liffey corridor and surrounding areas.</p> <p>The HTLVIA states the following in response to the above:</p> <p><i>“The proposed development’s form seeks to embrace an elegant landmark formed by the interconnection of four non-orthogonal volumes of different heights, the highest providing views in different directions of the city centre. The visual impact in Chapter 10.0 of this THLVIA demonstrates that the proposed development does not have a detrimental effect on strategic views and important visual corridors in central Dublin, owing to its high-quality design, landmark role, limited height, public accessibility, and urban legibility.”</i></p>
<ul style="list-style-type: none"> <li>ensure that set back floors are appropriately scaled and designed.</li> </ul>	<p>As the building form has evolved through numerous iterations, each of the proposed four elements of the proposed building is designed to have set back floor at the top.</p> <p>Computer and physical models were used during the design process to ensure that the setback floors are well designed and appropriately scaled.</p> <p>The design of the proposed building is addressed in detail in the reports submitted with the application including:</p> <ul style="list-style-type: none"> <li>- Architectural Design Statement</li> <li>- Heritage Significance and Adaptive Capacity Assessment</li> <li>- Heritage, Townscape, Landscape and Visual Impact Assessment (HTLVIA)</li> </ul> <p>The HTLVIA states the following in response to the above:</p> <p><i>“The four elements of the proposed development are different interpretations of a glass and aluminium framed architectural language. Elements 1, 2 and 4 are anodised off-white while element 3 is a bronze colour. Each expresses a double floor vertical grid while element 4 has also a triple floor reading. The river frontage of the four elements is set at a slight angle in plan, differing in each case. This generous articulation, which is particularly apparent between elements 2 and 3, also enhances and enlarges the public realm, being set well back from the property line.</i></p> <p><i>A ‘banded’ double floor is further set back within the height of each element. This steps up and down according to the overall height of the element. It modifies and calms the verticality of each element while also relating to the scale and height of neighbouring buildings. In this way it is sensitively contextual. However, the highest element regains its status of verticality by also incorporating a dramatically raked portion of facade, effectively leading to the upper two planted floors, the upper one being available for public use. Elements 3 and 4 also have planted roofs to aid biodiversity while also providing a visual enhancement. Element 1 has mostly plant equipment and PVs but is given similar interest by the extension of the facade with sky views through it.”</i></p>



Table 3 Criteria - Objective 2: To provide appropriate legibility	Response
<p><i>Enhanced density and scale should:</i></p> <ul style="list-style-type: none"> <li><i>make a positive contribution to legibility in an area in a cohesive manner,</i></li> </ul>	<p>The proposal aims to adds positively to urban legibility in the area by providing a high quality, interesting design with added public/art uses as well as introducing new public spaces at ground level. The new landscaped park is proposed to the east of the building which will connect North Wall Quay with Clarion Quay. The link through the park will be for pedestrians/cyclists only and will include outdoor seating in addition to those available for the proposed retail/café/restaurant unit. There will also be a number of bike stands along the footpath to the south. The key route flows through the space, connecting the north to the south of the development. This major axis through the space links the scheme with the wider site area and provides the public with a high quality pedestrian route. The new route will significantly improve permeability through the site as the existing space at the eastern side of the site is used as a ramp to the existing basement. Design that is easy to navigate, where the spaces intended uses are clear and obvious and with a strong sense of local identity.</p> <p>The design of the proposed scheme is outlined in detail in the reports submitted with the application including:</p> <ul style="list-style-type: none"> <li>- Architectural Design Statement</li> <li>- Heritage Significance and Adaptive Capacity Assessment</li> <li>- Heritage, Townscape, Landscape and Visual Impact Assessment (HTLVIA)</li> <li>- Landscaping Design Statement</li> </ul> <p>The HTLVIA states the following in response to the above:</p> <p><i>"One of the key purposes of the proposal is to achieve a landmark quality which the public can fully engage with. As a tall building complex, the proposed development will be seen from certain parts of the city, and will, in those cases, provide visual delight, urban legibility and public enjoyment. The provision of community space at lower ground, ground and first floor in addition to the viewing platform with a landscaped terrace at the sixteenth floor will make this building an asset to the community. The uniqueness of this viewing terrace provides opportunity for leisure and education about the city."</i></p>
<ul style="list-style-type: none"> <li><i>reflect and reinforce the role and function of streets and places and enhance permeability.</i></li> </ul>	<p>The proposal enhances neighbourhood permeability by redeveloping the curtilage of the site and promoting accessible interconnected urban spaces.</p> <p>The new landscaped park is proposed to the east of the building which will connect North Wall Quay with Clarion Quay. The link through the park will be for pedestrians/cyclists only and will include outdoor seating in addition to those available for the proposed retail/café/restaurant unit. There will also be a number of bike stands along the footpath to the south. The key route flows through the space, connecting the north to the south of the development. This major axis through the space links the scheme with the wider site area and provides the public with a high quality pedestrian route. The new route will significantly improve permeability through the site as the existing space at the eastern side of the site is used as a ramp to the existing basement.</p> <p>By improving public realm, proposing works to existing footpaths to provide safe and comfortable pedestrian experience, creating a new well-landscaped linear community park linking North Wall Quay and Clarion Quay, as well as adding active uses at the ground level and a viewing platform at the top.</p> <p>Design considerations in creating functional and attractive urban environments are addressed in detail in the reports submitted with the application including:</p> <ul style="list-style-type: none"> <li>- Architectural Design Statement</li> <li>- Heritage Significance and Adaptive Capacity Assessment</li> <li>- Heritage, Townscape, Landscape and Visual Impact Assessment (HTLVIA)</li> <li>- Landscaping Design Statement</li> </ul> <p>The HTLVIA states the following in response to the above:</p> <p><i>"The proposed development would respond to the River Liffey and the relationship with its Docklands context. It would improve the quality of the public space on this site, enhance the legibility of the area and contribute to the establishment of an activated frontage along North Wall Quay.</i></p> <p><i>The proposals would also enhance the pedestrian urban experience by offering a high-quality public realm. The design of the lower levels and the proposed landscaping has taken into consideration the need for an increased public realm, to accommodate an intensification of pedestrian activity with the multiple users proposed. The landscaping and paving treatments would contribute to the improved pedestrian connectivity around the development site."</i></p>



Table 3 Criteria - Objective 3: To provide appropriate continuity and enclosure of streets and spaces	Response
<p><i>Enhanced density and scale should:</i></p> <ul style="list-style-type: none"> <li>• <i>enhance the urban design context for public spaces and key thoroughfares,</i></li> <li>• <i>provide appropriate level of enclosure to streets and spaces,</i></li> <li>• <i>not produce canyons of excessive scale and overbearing of streets and spaces,</i></li> </ul>	<p>Computer and physical models were used during the design process to illustrate how different iterations of the design would affect public spaces. This information was used to make early assessments and thereby inform modifications to the design. The resulting high-quality design was optimised, in terms of its design quality and associated heritage, townscape, landscape, and visual effect.</p> <p>The proposed scheme, by providing high quality architecture with the public uses would enhance the character of adjacent buildings and spaces, the local area, and the setting of the Liffey. The architectural composition, detail and use of materials in different ways gives rise to a rich visual representation of four elements and the building as a whole.</p> <p>Design considerations in creating appropriate continuity urban environments are addressed in detail in the reports submitted with the application including:</p> <ul style="list-style-type: none"> <li>- Architectural Design Statement</li> <li>- Heritage Significance and Adaptive Capacity Assessment</li> <li>- Heritage, Townscape, Landscape and Visual Impact Assessment (HTLVIA)</li> <li>- Landscaping Design Statement</li> </ul> <p>The HTLVIA states the following in response to the above:</p> <p><i>“In Chapter 6.0, the quality of the design is assessed to be very high. In summary, it is likely to complement and enhance the character, legibility and connectivity of the North Wall Quay area. It would do no harm to the settings of nearby heritage receptors likely to be affected, or to formal or incidental views. It is well proportioned and sensitively designed. The mix of uses, with community spaces combined with offices at the lower levels, the publicly accessible space at the top floor, and the proposed landscaping ensure an active and improved public realm. The proposed development would add interest to North Wall Quay’s regenerated waterfront.”</i></p>
<ul style="list-style-type: none"> <li>• <i>generally be within a human scale and provide an appropriate street width to building height ratio of 1:1.5 – 1:3,</i></li> <li>• <i>provide adequate passive surveillance and sufficient doors, entrances and active uses to generate street-level activity, animation and visual interest.</i></li> </ul>	<p>The proposed development is located at the widest point along the River Liffey which enables the height and massing to be accommodated. The River Liffey is c. 116m fronting the subject site and the existing building is c. 170m from the nearest building on the south side of the quays. The HTLVIA states that <i>“the scale of the building builds up to the high part such that the scale is appropriate in addressing the River Liffey valley.”</i> The building height ratio of the proposed development is 1:0.4 fronting onto the River Liffey. Building height ratio is 1:2.8 on the eastern side of the development.</p> <p>The reception areas to the 4 no. office blocks will all front onto North Wall Quay which will provide passive surveillance throughout the day. ‘The Liffey Experience’ will also be accessed from North Wall Quay will provide activity and surveillance at this frontage over the weekend as well as on weekdays. The retail/café unit at the southeast corner of the site as well as the community park to the east will ensure there is street activation and animation throughout the day and on weekends. The entrances to the arts/cultural uses at ground and lower ground floor are located to the rear of the development which will ensure street activity along this frontage also.</p>
<p><b>Table 3 Criteria - Objective 4: To provide well connected, high quality and active public and communal spaces</b></p> <p><i>Enhanced density and scale should:</i></p> <ul style="list-style-type: none"> <li>• <i>integrate into and enhance the public realm and prioritises pedestrians, cyclists and public transport,</i></li> </ul>	<p><b>Response</b></p> <p>A new landscaped park is proposed to the east of the building which will connect North Wall Quay with Clarion Quay. The link through the park will be for pedestrians/cyclists only and will include outdoor seating in addition to those available for the proposed retail/café/restaurant unit. There will also be a number of bike stands along the footpath to the south.</p> <p>The key route flows through the space, connecting the north to the south of the development. This major axis through the space links the scheme with the wider site area and provides the public with a high quality pedestrian route.</p> <p>The new route will significantly improve permeability through the site as the existing space at the eastern side of the site is used as a ramp to the existing basement.</p> <p>In addition to the new landscaped park to the east of the building, the following public realm upgrades are proposed at ground floor level surrounding the building. Proposals to the public realm which front onto North Wall Quay include 2 no. lowered courtyards which will be accessed from within the building at lower ground floor level, recessed tree planting, bicycle stands and additional seating for the retail/café/restaurant unit.</p> <p>A stated previously, the proposed development is located centrally within Dublin city centre and the Docklands and is therefore highly accessible by various public transport connections. The limited number of car parking spaces provided will encourage the use of sustainable modes of transport. Significant bicycle parking and shower/changing facilities are proposed within the basement of the development also to further prioritise pedestrians and cyclists within the development.</p>



<ul style="list-style-type: none"> <li>• <i>be appropriately scaled and distanced to provide appropriate enclosure/exposure to public and communal spaces, particularly to residential courtyards,</i></li> </ul>	<p>It is considered that the scale of the building relative to the new landscaped park to the east of the building is appropriate, given the location of the proposed building within the city centre and the IFSC. The proposal allows for a new landscaped park to the east which provides for a new pedestrian connection between Clarion Quay and North Wall Quay as well as social areas for the surrounding community.</p> <p>The building is similarly appropriately scaled fronting onto the River Liffey given the significant distance to the south between the proposal and the nearest building on the south quays. There currently exists a c. 27m distance between the existing building and the River Liffey providing an extensive area of public realm.</p>
<ul style="list-style-type: none"> <li>• <i>ensure adequate sunlight and daylight penetration to public spaces and communal areas is received throughout the year to ensure that they are useable and can support outdoor recreation, amenity and other activities – see Appendix 16,</i></li> </ul>	<p>A Daylight, Sunlight and Overshadowing Assessment was prepared by BPC Engineers and assesses the nearby existing residential amenity space. The report concludes the following:</p> <p><i>“The existing neighbouring amenity space tested confirms that 50% of the area should receive at least two hours of sunlight on 21 March. Therefore, the existing neighbouring amenity space achieves the BRE’s recommendation for sunlight and should appear adequately sunlit throughout the year.”</i></p> <p>An updated Sunlight, Daylight and Overshadowing Assessment has been prepared by BPC Engineers and submitted with this 1<sup>st</sup> party appeal which states that <i>“as the analysis shows 50% of the amenity area receives at least 2hrs of sunlight on March 21st after the proposed development, it can be said it therefore achieves the recommendations within the BRE Guide.”</i></p> <p>The new landscaped park is open at the south end connecting to North Wall Quay and will therefore receive unimpeded access to the sunlight from the south. The updated Sunlight, Daylight and Overshadowing Assessment prepared by BPC Engineers states the following: <i>“The BRE guide recommends that amenity spaces should receive at least 2 hours of sunlight on March 21<sup>st</sup> to at least 50% of their amenity space. The proposed park achieves 64.07% and therefore it can be said it therefore achieves the recommendations within the BRE Guide.”</i></p>
<ul style="list-style-type: none"> <li>• <i>ensure the use of the perimeter block is not compromised and that it utilised as an important typology that can include courtyards for residential development,</i></li> </ul>	<p>Not applicable to the subject development as the proposed building is not a perimeter block concept and residential use is not proposed.</p>
<ul style="list-style-type: none"> <li>• <i>ensure that potential negative microclimatic effects (particularly wind impacts) are avoided and or mitigated,</i></li> </ul>	<p>A Pedestrian Wind Comfort Analysis was prepared by BPC Engineers and was submitted with the application. The purpose of the report is to assess the wind conditions around the proposed development to determine if acceptable levels of wind comfort are achieved throughout the site and to design mitigation measures if required. The assessment concluded the following:</p> <p><i>“The pedestrian wind comfort level near the facades of the building mainly consists of a “standing” grade. At some locations the wind climate has a “strolling” or “business walking” grade. On the north west corner of the building is a small area where the “business walking” criterion is exceeded. All entrances of the building meet the required grade for standing.</i></p> <p><i>The majority of the areas on the roof terraces achieve the Lawson standing criteria or better. The roof terraces on the west side of the building have areas where wind conditions for strolling and business walking are observed. Because of their location on the west side of the building, the wind climate is more affected by the predominant wind directions.”</i></p>
<ul style="list-style-type: none"> <li>• <i>provide for people friendly streets and spaces and prioritise street accessibility for persons with a disability.</i></li> </ul>	<p>The proposal includes for a new landscaped park along the east of the site. This link through the park will be for pedestrians/cyclists only and will therefore prioritise street accessibility for persons with disabilities.</p>
<p><b>Table 3 Criteria - Objective 5: To provide high quality, attractive and useable private spaces</b></p> <p><i>Enhanced density and scale should:</i></p> <ul style="list-style-type: none"> <li>• <i>not compromise the provision of high quality private outdoor space,</i></li> </ul>	<p><b>Response</b></p> <p>The proposed development provides for outdoor landscaped terraces at 8<sup>th</sup>, 9<sup>th</sup>, 10<sup>th</sup>, 11<sup>th</sup>, 15<sup>th</sup> and 16<sup>th</sup> floor level. The LDS prepared by Cameo + Partners states the following:</p> <p><i>“The general approach creates garden-esque spaces which are both inviting and stimulating for residents. These provide visual amenity from adjacent apartments and above, and physical amenity to be enjoyed by all within lush, landscaped gardens.”</i></p> <p>Additionally, there are winter terraces provided at 4<sup>th</sup>, 6<sup>th</sup> and 9<sup>th</sup> floor levels. The winter terraces will provide for outdoor sofa seating as well as ornamental planting. Both the landscaped terraces and the winter terraces will provide safe and accessible outdoor spaces for the occupants of the proposed building that are above the busy and noisy street below. While all of the outdoor open spaces are communal or public, it is considered that the proposed development has integrated high-quality outdoor spaces into the overall design.</p>
<ul style="list-style-type: none"> <li>• <i>ensure that private space is usable, safe, accessible and inviting,</i></li> </ul>	<p>No residential private open space is proposed as part of this development.</p>
<ul style="list-style-type: none"> <li>• <i>ensure windows of residential units receive reasonable levels of natural light,</i></li> </ul>	<p>There are no residential units proposed as part of the development and therefore this criteria does not apply.</p>



<p><i>particularly to the windows of residential units within courtyards – see Appendix 16,</i></p> <ul style="list-style-type: none"> <li><i>assess the microclimatic effects to mitigate and avoid negative impacts,</i></li> </ul>	<p>There are no private balconies provided as part of the proposed development.</p> <p>The outdoor landscaped terraces provided within the development are assessed as part of the Pedestrian Comfort Analysis that was prepared by BPC Engineers and included with the application. The assessments states the following:</p> <p><i>“Almost the all roof terraces achieve an “All safe” condition. Some small areas, predominantly on the west side of building, exceed the safety criteria for frail users.</i></p> <p><i>Some exceedance of the ‘Frail Users’ (S15) criteria is to be expected for a location such as Dublin which experiences relatively high wind speeds for a small proportion of the year. To exceed the ‘Frail Users’ safety criteria winds speeds only have to exceed 15m/s for 2hrs in the entire year. Meeting this criterion in all areas of a development in Dublin is therefore extremely difficult. The general (non-localised) wind speed would need to be relatively high to result in wind speeds of 15m/s in the development. In weather conditions that result in these wind speeds it not expected that frail users would be out in these conditions.”</i></p>
<ul style="list-style-type: none"> <li><i>retain reasonable levels of overlooking and privacy in residential and mixed use development.</i></li> </ul>	<p>An alternative proposal has been presented with this 1<sup>st</sup> party appeal which setbacks the eastern block by 8.7m at 6<sup>th</sup> floor and above. It is considered that the setbacks appropriately addresses any concerns regarding overlooking onto surrounding residential developments. The building is appropriately set back on the northern elevation to avoid overlooking onto residential properties.</p>
<p><b>Table 3 Criteria – Objective 6: To Promote mix of use and diversity of activities</b></p> <p><i>Enhanced density and scale should:</i></p> <ul style="list-style-type: none"> <li><i>promote the delivery of mixed use development including housing, commercial and employment development as well as social and community infrastructure,</i></li> <li><i>contribute positively to the formation of a ‘sustainable urban neighbourhood’,</i></li> </ul>	<p><b>Response</b></p> <p>The proposed mixed-use development provides for a building which comprises primarily office use with arts/cultural/community uses at lower ground floor, ground floor, 1<sup>st</sup> floor and 16<sup>th</sup> floor level, as well as a retail/café/restaurant unit located at ground floor level on the southeast elevation.</p> <p>The mix of uses proposed are considered appropriate given the location of the site within the IFSC and the existing mix of uses in the surrounding area such as the residential units to the immediate north and east. The site was previously developed for solely commercial in the context of the previous planning scheme for the IFSC which in turn provided for a balanced mix of land uses in the area.</p> <p>The aim of the proposal is to contribute positively to the formation of a ‘sustainable urban neighbourhood’ by creating high quality public realm where people can work and play. Taking an advantage of the location with good access to walking and cycling linkages and public transport the proposed scheme is:</p> <ul style="list-style-type: none"> <li>Promoting vibrant street life by enabling a variety of activities/uses at the ground floor level</li> <li>Promoting walkability by improving public realm features</li> <li>Providing ample bicycle parking</li> <li>Promoting public engagement by adding an upper viewing platform and top floor accessible by public</li> </ul> <p>Design considerations in promoting diversity of activities are addressed in detail in the reports submitted with the application including:</p> <ul style="list-style-type: none"> <li>- Architectural Design Statement</li> <li>- Heritage Significance and Adaptive Capacity Assessment</li> <li>- Environmental Impact Assessment Report (EiAR)</li> <li>- Landscaping Design Statement</li> </ul> <p>The proposed development will include the provision of a new landscaped park to the east of the building which will significantly increase the amenity on site which currently does not comprise any social areas for the surrounding community. The park will provide areas for people to socialise which does not currently exist on the site. The park will also improve permeability through the site by providing anew pedestrian connection between Clarion Quay and North Wall Quay, making the area more coherent and navigable. The development includes for significant improvements to the surrounding public realm and creating a sustainable urban neighbourhood.</p> <p>The proposed use of the internal space at 16<sup>th</sup> floor level is an interactive gallery housing a permanent exhibition entitled ‘Liffey Experience’ featuring educational and informative content on the history and evolution of the city’s primary watercourse, the River Liffey. The external space will be a landscaped viewing terrace providing 180 degree uninterrupted views across the east, south and west of Dublin.</p>
<ul style="list-style-type: none"> <li><i>include a mix of building and dwelling typologies in the neighbourhood,</i></li> </ul>	<p>Residential use is not proposed in the subject application; however, a mix of uses is proposed with office and community/cultural/arts/retail uses.</p>



<ul style="list-style-type: none"> <li>provide for residential development, with a range of housing typologies suited to different stages of the life cycle.</li> </ul>	The mix of uses proposed are considered appropriate given the location of the site within the IFSC and the existing mix of uses in the surrounding area such as the residential units to the immediate north and east.
<b>Table 3 Criteria - Objective 7: To ensure high quality and environmentally sustainable buildings</b>	<b>Response</b>
<p><i>Enhanced density and scale should:</i></p> <ul style="list-style-type: none"> <li>be carefully modulated and orientated so as to maximise access to natural daylight, ventilation, privacy, noise and views to minimise overshadowing and loss of light – see Appendix 16,</li> </ul>	<p>A Daylight, Sunlight and Overshadowing Assessment has been prepared by BPC Engineers and was included at application stage. The report assessed the impacts of the proposed development on the nearest windows of the adjacent residential developments and amenity spaces. Please refer to this document for further details.</p> <p>An updated Sunlight, Daylight and Overshadowing Assessment has been prepared by BPC Engineers to accompany this appeal which assesses the windows not assessed previously. This is included as Appendix 8 of this appeal. Please refer to this assessment for further details.</p>
<ul style="list-style-type: none"> <li>not compromise the ability of existing or proposed buildings and nearby buildings to achieve passive solar gain,</li> </ul>	<p>A Sunlight, Daylight and Overshadowing Assessment was prepared by BPC Engineers and submitted with the application. The assessment tested the windows of the adjacent residential buildings. The assessment stated that “The results show that the proposed development effect has predominantly being limited to a small number of bedrooms which will have a minor adverse impact with respect to access to skylight and access to sunlight.</p> <p><i>The effect of the proposed development has been limited to bedrooms of four apartments within Block 12 and Block 2 which will have a noticeable reduction in daylight.</i></p> <p><i>However, given the current daylight levels in the apartments affected are currently low one could assume artificial lighting would likely to be predominantly used which will continue to be the case after the proposed development.”</i></p>
	An updated Sunlight, Daylight and Overshadowing Assessment has been prepared by BPC Engineers and submitted with this 1 <sup>st</sup> party appeal to assess the windows not assessed at application stage. Please refer to this document for further details.
<ul style="list-style-type: none"> <li>ensure a degree of physical building adaptability as well as internal flexibility in design and layout,</li> </ul>	<p>The proposed building designed with flexibility and adaptive attitude in mind. It can easily “multitask” and accommodate various tenancy requirements, designs and layouts while promoting long term sustainability, resource efficiency and human well-being in built environments.</p> <p>Floorplates can be combined or sub-divided into 4 individual tenancies - with the flexibility for combining adjacent spaces with shared circulation cores and ability to sublet all elements of office space.</p> <p>Proposed scheme adaptability is addressed in detail in the reports submitted with the application including:</p> <ul style="list-style-type: none"> <li>- Architectural Design Statement</li> <li>- Heritage Significance and Adaptive Capacity Assessment</li> </ul> <p>The Heritage Significance and Adaptive Capacity Assessment states the following in response to the above:</p> <p><i>“Development of a new building will allow to conform with current regulations and building standards. Typical new office buildings include for flexibility and connectivity, multiple tenancy splits and separate building entrances, central atrium, improved internal circulation via new lifts and stairs, servicing via designated goods lifts, occupant visual comfort with optimized daylight and river views, nature presence with lush wintergardens and outdoor terraces as well as ground floor activation by new pedestrian street and abundant street landscaping.”</i></p>
<ul style="list-style-type: none"> <li>ensure that the scale of plant at roof level is minimised and have suitable finish or screening so that it is discreet and unobtrusive,</li> </ul>	<p>As per the proposed building drawings and relevant Consultant Reports submitted with the application, plant at roof level is minimized with only necessary plant located on the Roof level.</p> <p>Plant locations are split between Basement –2, Basement-1 and Roof level.</p> <p>Proposed plant located at Roof level is set back and screened hind louvered screens, discreet and unobtrusive.</p> <p>It is worth noting that most of the existing building plant is located at the roof levels due to the limited space at the existing Basement level.</p>
<ul style="list-style-type: none"> <li>maximise the number of homes enjoying dual aspect, to optimise passive solar gain, achieve cross ventilation and</li> </ul>	<p>This criterion is not applicable to the subject development as there is no residential units proposed.</p>



for reasons of good street frontage,	
<ul style="list-style-type: none"> <li>be constructed of the highest quality materials and robust construction methodologies,</li> </ul>	<p>The focus of the proposal is on quality, sustainability, robust methodologies, advanced materials and smart technologies to create future proofed sustainable 'smart building' suitable for climate changes. In designing this sustainable building design team considered materials, construction, performance, provenance, maintenance and afterlife.</p> <p>Proposed scheme quality is addressed in detail in the reports submitted with the application including:</p> <ul style="list-style-type: none"> <li>- Architectural Design Statement</li> <li>- Heritage Significance and Adaptive Capacity Assessment</li> <li>- Heritage, Townscape, Landscape and Visual Impact Assessment (HTLVIA)</li> <li>- Environmental Impact Assessment Report (EiAR)</li> </ul>
<ul style="list-style-type: none"> <li>incorporate appropriate sustainable technologies, be energy efficient and climate resilient,</li> </ul>	<p>A new build opens a possibility for a truly integrated building, designed comprehensively using the best materials and solutions for building location and function. Methods and materials can be freely selected with an emphasis on quality, sustainability, recycling, and reduced environmental impact, climate action and flood protection</p> <p>To create a state-of-the-art sustainable office building that would stand the test of time, the proposed will have future proofed 'smart building' capabilities with Integrated systems, devices and software including geothermal foundations.</p> <p>The shell and core at 1 North Wall Quay will be energy and resource saving and achieve the following:</p> <ul style="list-style-type: none"> <li>• Net Zero Carbon (targeted)</li> <li>• LEED Platinum v4 – Core and Shell</li> <li>• BER A3</li> <li>• NZEB Compliance</li> <li>• WELL Gold – Shell &amp; Core enabled</li> <li>• Active Score Platinum</li> <li>• Smart Score Gold</li> <li>• Wired Score Platinum</li> </ul> <p>The integrated approach to design of all building life stages is addressed in detail in the reports submitted with the application including:</p> <ul style="list-style-type: none"> <li>- Architectural Design Statement</li> <li>- Heritage Significance and Adaptive Capacity Assessment</li> <li>- Environmental Impact Assessment Report (EiAR)</li> <li>- Relevant Consultants reports</li> </ul>
<ul style="list-style-type: none"> <li>apply appropriate quantitative approaches to assessing daylighting and sun lighting proposals. In exceptional circumstances compensatory design solutions may be allowed for where the meeting of sun lighting and daylighting requirements is not possible in the context of a particular site (See Appendix 16),</li> </ul>	<p>This criterion is not considered applicable to the proposed office development.</p> <p>The proposed landscaped park acts as a compensatory measure for the reduction in daylight and sunlight to the affected residential properties.</p>
<ul style="list-style-type: none"> <li>incorporate an Integrated Surface Water Management Strategy to ensure necessary public surface water infrastructure and nature based SUDS solutions are in place – see Appendix 13,</li> </ul>	<p>The following SuDS measures were included in the Engineering Services Report prepared by CS Consulting submitted at application stage:</p> <p><i>“The proposed development shall include a number of Sustainable Drainage Systems (SuDS) measures, in accordance with the requirements of Dublin City Council and the DCC Development Plan policies. SuDS principles entail a two-fold approach to stormwater management:</i></p> <p><i>1) limiting post-development surface water run-off.</i></p> <p><i>2) providing on-site first stage interception of surface water run-off, improving its overall quality prior to ultimate discharge.”</i></p>




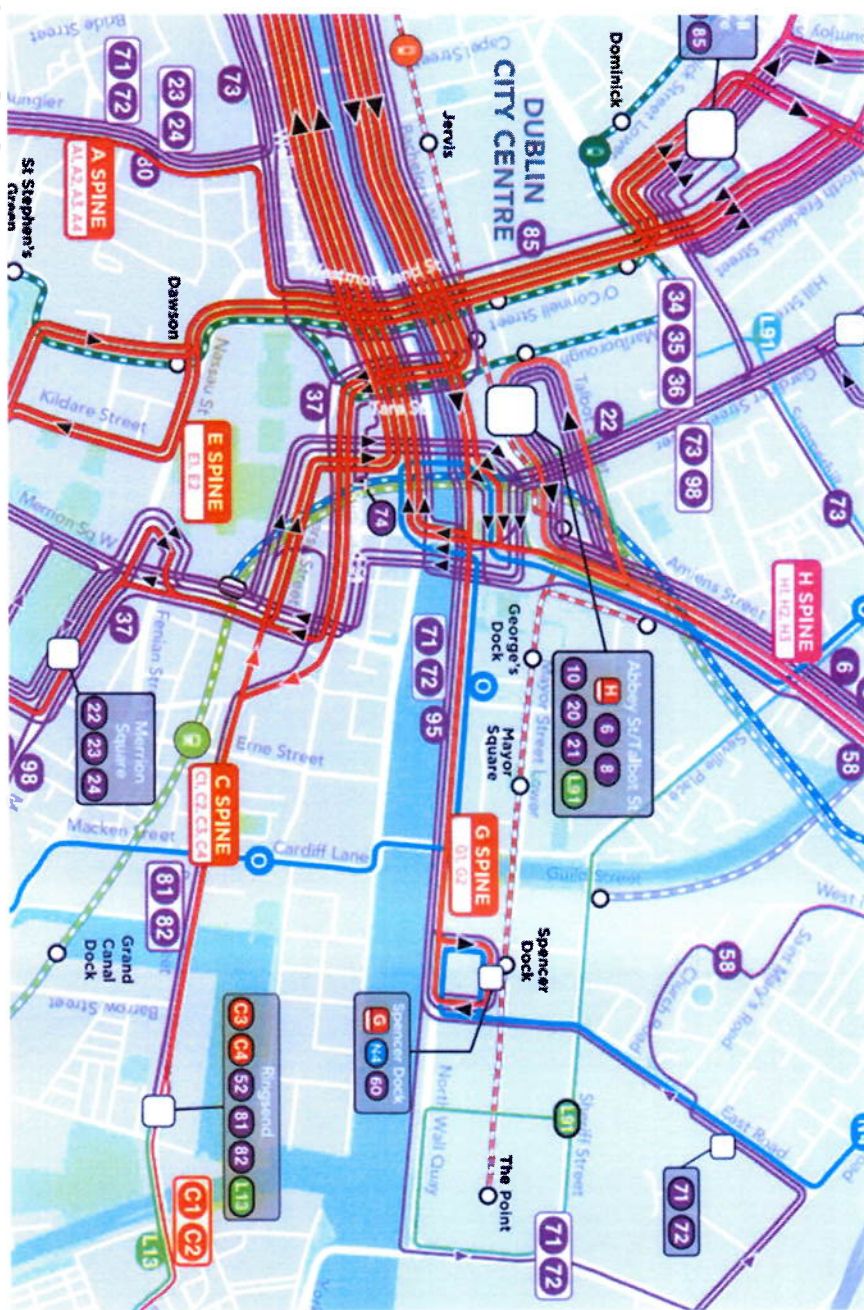
	Surface water attenuation and green/blue roofs have been included as part of the proposed development.
<ul style="list-style-type: none"> <li>include a flood risk assessment – see SFRA Volume 7.</li> </ul>	A Site Specific Flood Risk Assessment was prepared by CS Consulting at application and concluded the following:  “The proposed development is deemed to be suitable for the site location, as historical and potential flood routes have been reviewed and the likelihood of the development being subject to flooding is low, given the implementation of the mitigation measures described.”
<ul style="list-style-type: none"> <li>include an assessment of embodied energy impacts – see Section 15.7.1.</li> </ul>	A Climate Action Energy Statement was prepared by BPC Engineers and submitted at application stage. The statement included a preliminary embodied carbon and whole life carbon assessment for both the proposed new build and the refurbish and extend options. The assessment states the following:  “There is not a significant difference in whole life carbon emissions between the new build and the ‘R&E’ option. This is largely due to the fact that the R&E option still requires a significant amount of new structure to create the same floor area. Also, elements like the raised access flooring systems and the building facade still need to be replaced in the R&E option and these make up a significant portion of the overall embodied carbon. The results show that depending on the operational energy, the new building is only likely to have 3-8% additional carbon associated with it compared to the R&E option. It’s also worth noting that The R&E option did not consider the additional structural columns, etc. that will be required at the lower floors to support the additional upper floors, because this information was not available at the time of the assessment. If these additional structural elements were considered in the R&E option, the difference in carbon between the new build and R&E options would reduce further.”
<b>Table 3 Criteria - Objective 8: To secure sustainable density, intensity at locations of high accessibility</b>  Enhanced density and scale should: <ul style="list-style-type: none"> <li>be at locations of higher accessibility well served by public transport with high capacity frequent service with good links to other modes of public transport,</li> </ul>	<b>Response</b>  The subject lands are centrally located within Dublin and are highly accessible. Connolly Station and the Red Line Luas interchange are located c. 600 metres from the property. The site is located c. 650m from the Tara Street Station which will be the only interchange between Dart and MetroLink. The Mayor Street Luas stop is 300 metres from the site on Mayor Street Lower which interconnects with the Green Line Luas at Marlborough Street/O’Connell Street offering connectivity throughout the City Centre. The site is also served by a range of city bus routes including Spine Bus Corridor on North Wall Quay (facilitating the G Spine as shown in Figure 6.3 below), and is located c. 600m from Busáras bus station. A Dublin Bikes station is located immediately to the front of the site on North Wall Quay.  <b>Figure 6: Post 2042 Rail Connections surrounding the Subject Site</b>   <p>Greater Dublin Area Transport Strategy 2022-2042</p> <p>Post 2042 Combined Rail Network</p> <p>Legend:</p> <ul style="list-style-type: none"> <li>Existing Luas</li> <li>Post 2042 Luas</li> <li>Commuter Rail</li> <li>DART</li> </ul> <p>Source: National Transport Authority</p>



Figure 7: Proposed Bus Connections surrounding the Subject Site



Source: Bus Connects

A Public Transport Capacity Assessment was prepared and submitted with the application. The assessment examined the capacity of public transport services in the surrounding area. Please refer to this document for further details.



<ul style="list-style-type: none"> <li>look to optimise their development footprint; accommodating access, servicing and parking in the most efficient ways possible integrated into the design.</li> </ul>	<p>The proposed development provides for a site coverage of 73.4% which is within the indicative range outlined in the Development Plan for central areas. A Service Delivery and Access Strategy Report was prepared by CS Consulting and was included at application stage. Please refer to this report for details regarding access and servicing of the proposed development. A Traffic and Transport Assessment was also prepared by CS Consulting which details the proposed parking arrangements.</p> <p>Located at an accessible and sustainable setting, the proposed building seeks to increase site density to accommodate growth in a responsible way by optimizing the development footprint, accommodating access, servicing and parking in an efficient way while making contributions to improving the public realm and connectivity through and across the area.</p> <p>As addressed in detail in the reports submitted with the application including:</p> <ul style="list-style-type: none"> <li>- Architectural Design Statement</li> <li>- Heritage Significance and Adaptive Capacity Assessment</li> <li>- Heritage, Townscape, Landscape and Visual Impact Assessment (HTLVIA)</li> <li>- Environmental Impact Assessment Report (EiAR)</li> </ul> <p>The proposal aims to make the best use of the city's limited land supply for buildings, jobs, infrastructure and recreational spaces while ensure the scheme's future servicing, maintenance and management.</p>
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Table 3 Criteria - Objective 9: To protect historic environments from insensitive development	Response
<ul style="list-style-type: none"> <li>Enhanced density and scale should: not have an adverse impact on the character and setting of existing historic environments including Architectural Conservation Areas, Protected Structures and their curtilage and National Monuments – see section 6 below.</li> </ul>	<p>This criterion is addressed in detail in the HTLVIA prepared by City Designer and submitted as Volume III of the EIAR. The subject site is located in an area of Dublin that was comprehensively redeveloped in the 1990s and early years of this century. It is not located in an ACA. There are a number of protected structures in the immediate vicinity including:</p> <ul style="list-style-type: none"> <li>CHQ Building (RPS No.: 2094)</li> <li>Custom House Quay Bridge (RPS No.: 896)</li> <li>Former Excise Building (RPS No.: 5070)</li> <li>North Wall Quay (RPS No.: 5835)</li> </ul> <p>These four protected structures within the immediate vicinity of the site have been assessed as part of the HTLVIA. As above, North Wall Quay is a protected structure immediately opposite the site, however no works are proposed to the protected structure and the River Liffey Conservation Area including the quays has been assess in the HTLVIA. Additional protected structures in the city are assessed as part of the HTLVIA.</p> <p>As part of the HTLVIA, impacts of the proposed development on the surrounding built heritage has been assessed. The report concludes the following:</p> <p><i>“The proposed development would not have an adverse effect on the significance of nearby conservation areas, architectural conservation areas, and protected structures and is, therefore, in line with policies BHA2, BHA7 and BHA9 of the DCC Development Plan 2022-2028. It would be appropriately designed in relation to its surroundings, in accordance with policies SC18, SC19, SC20, SC21 and SC22, and relevant objectives of the Development Plan. The proposed development would become part of the existing group of larger scale buildings in this part of central Dublin much of which falls within the Development Plan’s Conservation Area which covers central Dublin. It would replace the Citibank building that previously neither enhanced nor detracted from its character and would improve the public realm without causing harm to the special interest of the Conservation Area. It would indeed enhance the significance of the Conservation Area at this point of the quays by providing a more appropriate scale and larger public spaces. It would form part of the wider setting of O’Connell Street ACA, from where the ACA meets the River Liffey at the O’Connell Bridge, without dominating it.</i></p> <p><i>There would be no adverse effects on the settings and significance of nearby protected structures. The setting of the Inner Dock, CHQ Building, Merrion Square North and, Merrion Square West would be enhanced by the visibility of the proposed upper floors of the proposed development which is of high design-quality, and which would accommodate the publicly accessible sky garden. The proposal would adhere to design principles set out in Chapter 11 ‘Built Heritage and Archaeology’ of the Development Plan, which relate to the special character of protected structures, as well as advice provided in the 2011 ‘Architectural Heritage Protection, Guidelines for Planning Authorities’ prepared by the Department of Arts, Heritage and the Gaeltacht. The special interest of each heritage receptor, the contribution of its setting to its significance, and the effect of the proposed development on this significance has been described by the consultancy in this chapter, in accordance with the guidelines.”</i></p> <p>As illustrated in the above assessment, the proposed development would not give rise to any harm to the significance of nearby protected structures but rather it would enhance the immediate setting of protected structures. The proposed development, when visible from heritage assets, would form part of their wider setting and create positive effects. The design quality aims, therefore, are to ensure that, in whatever conjunction with heritage buildings the application scheme is seen, the quality of the architecture overcomes any potential harm to their settings and that it provides a welcome addition to the North Wall Quay, its impact on landscape and townscape being wholly positive and acceptable.</p> <p>The HTLVIA states the following in response to the above:</p> <p><i>“The proposed development is located partly within the Development Plan’s Conservation Area. The improvements to the public realm and high quality of the architecture would enhance the significance of the Conservation Area at this point of the quays by providing a more appropriate scale and larger public spaces. The proposed development would form part of the wider setting of O’Connell Street Architectural Conservation Area (ACA), from where the ACA meets the River Liffey at the O’Connell Bridge, without dominating it. It would not adversely affect views from O’Connell Street ACA.”</i></p> <p>Detailed reports fully considering the sensitives the existing historic environments were submitted with the application.</p> <p>The reports include:</p> <ul style="list-style-type: none"> <li>Heritage, Townscape, Landscape and Visual Impact Assessment (HTLVIA)</li> <li>Environmental Impact Assessment Report (EIAR)</li> </ul> <p>The reports fully consider the heritage, townscape, landscape, and visual effects of the proposed development as well as how the proposed development will affect the key components of the townscape and landscape, its perceptual and aesthetic qualities, and its distinctive character.</p> <p>The HTLVIA states the following in response to the above:</p> <p><i>“The design quality aims, therefore, are to ensure that, in whatever conjunction with heritage buildings the application scheme is seen, the quality of the architecture overcomes any potential harm to their settings and that it provides a welcome addition to the North Wall Quay, its impact on landscape and townscape being wholly positive and acceptable.”</i></p>



	<p><i>“The proposed landmark building will be seen from sensitive parts of the city and is intended to provide visual delight and public enjoyment both as a beneficial addition to the townscape and to give free public access to an upper viewing platform. Its visibility means it must reach a higher-than-normal standard of refinement and authenticity. The architects’ brief has been to achieve a design which serves all its purposes to the optimum, is not a passing fashion, and can become a ‘classic’ of its time.”</i></p>
<ul style="list-style-type: none"> <li>• <i>assess potential impacts on key views and vistas related to the historic environment.</i></li> </ul>	<p>A detailed Heritage, Townscape, Landscape and Visual Impact Assessment (HTLVIA) coordinated by CityDesigner was submitted with the application.</p> <p>The report fully considers the impact on key views and vistas related to the historic environment.</p> <p>The design quality aims, therefore, are to ensure that, in whatever conjunction with heritage buildings the application scheme is seen, the quality of the architecture overcomes any potential harm to their settings and that it provides a welcome addition to the North Wall Quay, its impact on landscape and townscape being wholly positive and acceptable.</p> <p>The HTLVIA states the following in response to the above:</p> <p><i>“The effect of the proposed development in townscape views is illustrated in Chapter 10.0 of this HTLVIA. They show that, when visible, it would give rise to an addition of quality and urban legibility. The form of the proposed development has been carefully tested in views in an iterative design process to ensure that it would not impact adversely on the local and wider environment.</i></p> <p><i>The 22 views presented in Chapter 10.0 are the principal tool with which to illustrate how the proposed development would perform in its context and in views, in addition to the architects’ drawings. The verified views projected from 22 viewpoints enable detailed assessment of the proposal and each includes a commentary on the effects and how people’s perceptions of the view are likely to be affected. The assessments conclude that the design would be of high quality, incorporating appropriate mitigation/enhancement through design, would be appropriate for the development site, and that its effects on the visual environment would be either neutral or beneficial.”</i></p>
<p><b>Table 3 Criteria - Objective 10: To ensure appropriate management and maintenance</b></p> <p><i>Enhanced density and scale should</i></p> <ul style="list-style-type: none"> <li>• <i>Include an appropriate management plan to address matters of security, management of public/communal areas, waste management, servicing etc.</i></li> </ul>	<p><b>Response</b></p> <p>A management company will be in place to deal with matters of security and servicing for the building. It is anticipated that a similar company will take charge of the operation and maintenance of the proposed development. Additionally, an Operational Waste Management Plan has been prepared by AWN Consulting and was included as Appendix 13.2 of the EIA.</p>



4.0 RESPONSE TO TABLE 4: PERFORMANCE CRITERIA IN ASSESSING PROPOSALS FOR LANDMARK TALL BUILDING/S

Table 4 Criteria – Objective 1: Exemplary Architecture	Response
<ul style="list-style-type: none"><li>All proposals must be accompanied by a detailed design statement that demonstrates the achievement of excellent design and the highest standards for future occupants.</li></ul>	<p>An Architectural Design Statement was prepared by Henry J Lyons Architects and submitted with the application.</p> <p>The proposed development is carefully designed to meet the highest standards, be a leading example in sustainable urban design and to deliver attractive and well-functioning place.</p>
<ul style="list-style-type: none"><li>The development should make a significant contribution to the built environment of the city. Detailed consideration must be given to the scale, form, massing and proportions of the building. A slenderness ratio of 3:1 is desirable.</li></ul>	<p>As the building form has evolved through numerous iterations; computer and physical models were used during the design process to ensure that the proposed building scale, form and massing provides a welcome addition to the North Wall Quay and the wider Docklands area of the city. The compositional impact on the built environment was carefully considered and deemed a positive contribution to its time and place.</p> <p>Owing to its high-quality design, landmark role, public accessibility, and urban legibility proposed development does not have a detrimental effect on strategic views and important visual corridors in central Dublin and its impact on landscape and townscape being wholly positive and acceptable.</p> <p>A contribution of the proposed development to the built environment of the city is addressed in detail in the reports submitted with the application including:</p> <ul style="list-style-type: none"><li>- Architectural Design Statement</li><li>- Heritage, Townscape, Landscape and Visual Impact Assessment (HTLVIA)</li><li>- Environmental Impact Assessment Report (EIAR)</li></ul> <p>The Architectural Design Statement states the following in response to the above:</p> <p><i>“A carefully considered building form responds to its docklands riverfront setting - recognising and contributing positively to the local streetscape character and public realm, whilst on a wider scale the proposed design aims to make a valuable contribution to the Dublin cityscape - marking a strategic location on the Liffey where the river widens towards it’s estuary with the Irish Sea.”</i></p> <p>The HTLVIA states the following in response to the above:</p> <p><i>“The proposed development is a complex, yet harmonious, group of volumes. The overall envelope is perceived as a light crystalline aesthetic due to the angular articulation of the different planes, mainly in the south, east and west elevations. The angular breaks in the facades allow for the design to express ‘visual movement’ harmonious with the moving water of the Liffey. The stepping of the volumes creates an interesting skyline which results in a landmark-worthy public facility at the top.</i></p> <p><i>The building form has evolved through numerous iterations, where the emphasis towards creating a building of elegance, design purity and timeless quality was prioritised.”</i></p> <p>The slenderness ratio of the proposed development is 3.345</p>
<ul style="list-style-type: none"><li>The facades must be carefully articulated and animated. This can be achieved through the use of high quality materials, colour, fenestration, reflectiveness and/or expression of depth. Large, blank or inactive gables should be avoided.</li></ul>	<p>The building form has evolved through numerous iterations, where the emphasis towards creating a building of elegance, design purity and timeless quality was prioritised.</p> <p>The progressive evolution of the building form is illustrated in detail in in the reports submitted with the application including:</p> <ul style="list-style-type: none"><li>- Architectural Design Statement</li><li>- Heritage, Townscape, Landscape and Visual Impact Assessment (HTLVIA)</li></ul> <p>The Architectural Design Statement states the following in response to the above:</p> <p><i>“Elegant detailing and a palette of high-quality materials are proposed in the design of the building fabric, within which the uses of office workplace, public gallery, acting school and retail are manifest with subtle variations in an overall harmonious composition.”</i></p> <p>The HTLVIA states the following in response to the above:</p>



	<p><i>"The river frontage of the four elements is set at a slight angle in plan, differing in each case. This generous articulation, which is particularly apparent between elements 2 and 3, also enhances and enlarges the public realm, being set well back from the property line.</i></p> <p><i>A 'banded' double floor is further set back within the height of each element. This steps up and down according to the overall height of the element. It modifies and calms the verticality of each element while also relating to the scale and height of neighbouring buildings. In this way it is sensitively contextual. However, the highest element regains its status of verticality by also incorporating a dramatically raked portion of facade, effectively leading to the upper two planted floors, the upper one being available for public use. Elements 3 and 4 also have planted roofs to aid biodiversity while also providing a visual enhancement. Element 1 has mostly plant equipment and PVs but is given similar interest by the extension of the facade with sky views through it."</i></p>
<ul style="list-style-type: none"> <li><i>The building form and layout must have regard to the density and character of the surrounding development. The applicant will be required to demonstrate the relationship and potential impacts of the proposal to the surrounding context, including topography, built form, scale, height, urban grain, streetscape, public realm, open spaces, rivers and waterways, important views and prospects, skyline and that these factors have been considered in the design approach.</i></li> </ul>	<p>As the building form has evolved through numerous iterations; computer and physical models were used during the design process to ensure that the proposed building scale, form and massing provides a welcome addition to the North Wall Quay.</p> <p>A detailed Heritage, Townscape, Landscape and Visual Impact Assessment (HTLVIA) coordinated by City Designer was submitted with the application.</p> <p>The HTLVIA states the following in response to the above:</p> <p><i>"The river frontage of the four elements of the proposed building is set at a slight angle in plan, differing in each case. This generous articulation, which is particularly apparent between elements 2 and 3, also enhances and enlarges the public realm, being set well back from the property line. Only in the expression of element 2 on the river elevation is the full scale overtly expressed. This will be appropriate, taking into account the landmark nature and greater visibility of this element and gentle nature of the gradual stepping up from the context to the highest point from the west, north and east. The changes in the horizontal and vertical grids also relate to context while defining, by shifts in the grid, each element of occupation"</i></p> <p><i>"The proposed development enhances the currently corporate perimeter of the site and a revitalised public realm space around the building will be enhanced by the increased number of entrances including multiple office entrances, retail and for public/community use.</i></p> <p><i>One of the key purposes of the proposal is to achieve a landmark quality which the public can fully engage with. As a tall building complex, the proposed development will be seen from certain parts of the city, and will, in those cases, provide visual delight, urban legibility and public enjoyment. The provision of community space at lower ground, ground and first floor in addition to the viewing platform with a landscaped terrace at the sixteenth floor will make this building an asset to the community. The uniqueness of this viewing terrace provides opportunity for leisure and education about the city."</i></p>
	<p><i>"The quality of the design is assessed to be very high. In summary, it is likely to complement and enhance the character, legibility and connectivity of the North Wall Quay area. It would do no harm to the settings of nearby heritage receptors likely to be affected, or to formal or incidental views. It is well proportioned and sensitively designed. The mix of uses, with community spaces combined with offices at the lower levels, the publicly accessible space at the top floor, and the proposed landscaping ensure an active and improved public realm. The proposed development would add interest to North Wall Quay's regenerated waterfront. spaces combined with offices at the lower levels, the publicly accessible space at the top floor, and the proposed landscaping ensure an active and improved public realm. The proposed development would add interest to North Wall Quay's regenerated waterfront."</i></p>
<ul style="list-style-type: none"> <li><i>Detailed consideration will be required for all lighting proposals to ensure that they are energy efficient, contribute to the design and quality of the building whilst limiting the potential for excessive light spill, glare and sky glow.</i></li> </ul>	<p>An External Lighting Report and Luminaire Schedule was prepared by Axis Eng and submitted with the application. Please refer to these documents for further details.</p>
<ul style="list-style-type: none"> <li><i>The impact of the roofscape (including telecommunications apparatus and plant rooms) must be considered and it should be designed to make an appropriate contribution to the city's skyline.</i></li> </ul>	<p>A Telecommunications Report was submitted as part of the proposed development and stated the following:</p> <p><i>"ISM can conclude, based on the findings outlined herein, that the proposal being made by the Applicant within its submission to the Planning Authority allows for the retention of important Telecommunication Channels, such as Microwave links, and therefore satisfies both the criteria of Section 3.2 of the Building Height Guidelines (2018) and Objective 5, within Table 4 of Appendix 3 of the Dublin City Council Development Plan 2022-2028."</i></p> <p>The impact of the roofscape is addressed in detail in the Architectural Design Statement, Heritage, Townscape, Landscape and Visual Impact Assessment (HTLVIA) and Relevant Consultant reports submitted with the application.</p> <p>The application proposes publicly accessible internal and external space at the building's level 16 penthouse floor.</p> <p>The proposed use of the internal space is an interactive gallery housing a permanent exhibition entitled 'Lifey Experience' featuring educational and informative information on the history and evolution of the city's primary watercourse.</p>



	<p>The external space will be a landscaped viewing terrace providing 180-degree uninterrupted views across the east, south and west of Dublin.</p> <p>Landscaped terraces are located at 8th, 9th, 10th, 11th, 15th, 16th floor level with winter terraces located at 4th, 6th 9th floor level.</p> <p>Plant at roof level is minimized, set back and screened behind louvered screens, discreet and unobtrusive. Telecom apparatus will be located at lower roofs level 06 and 09.</p> <p>The site is located in an area of the Docklands that underwent significant regeneration in the 1990s and early 21<sup>st</sup> century. There are no low or medium density residential areas in the immediate vicinity, with an overall pattern of medium and higher density developments which has emerged in the regeneration of the Docklands are. Nonetheless the scheme has been designed having regard to its immediate context and incorporate a variety of heights is a response to this context, as explained in the Architectural Design Statement and the Heritage Townscape, Landscape and Visual Impact Assessment (HTLVIA).</p>
<ul style="list-style-type: none"> <li>Where a landmark/tall building/s proposal abuts a lower density areas, such sites should be planned to provide lower level buildings at the perimeter assisting the transition in scale from the landmark/tall building/s down to the surrounding context.</li> </ul>	<p>As the building form has evolved through numerous iterations and computer and physical models were used during the design process to ensure that the proposed building is properly planned.</p> <p>A detailed Heritage, Townscape, Landscape and Visual Impact Assessment (HTLVIA) was submitted with the application which was coordinated by City Designer.</p> <p>The HTLVIA states the following in response to the above:</p> <p><i>“The proposed development is office use led with other, active uses at the ground level and a viewing platform at the top, free to the public. It is split into four separate buildings expressed as such implicitly towards the Liffey.</i></p> <p><i>The highly visible west elevation is further articulated into multiple forms. The development as a whole, therefore, has the character of closely related forms, adopting a smaller scale than might otherwise be the case.</i></p> <p><i>The proposed is gradually stepping up from the context to the highest point from the west, north and east. The changes in the horizontal and vertical grids also relate to context while defining, by shifts in the grid, each element of occupation.”</i></p> <p><i>“The unique approach to the top, where facing the river, a double height stepped space, open to the sky provides a viewing area to be made available for public use. In views from the south, from as close as Sir John Rogerson’s Quay to as far as Merion Street Upper, this significant space and its rich planting will provide a feature of townscape value which redeems the kind of intrusive presence that a less thoughtful design might give rise to.”</i></p>
<ul style="list-style-type: none"> <li>Where a proposal of significant height is proposed, the process of design selection should preferably be by means of an architectural competition.</li> </ul>	<p>An architectural competition was not held however the design development went through a large number of iterations.</p>
<p><b>Table 4 Criteria – Objective 2: Sustainable Design and Green Credentials</b></p> <ul style="list-style-type: none"> <li>Landmark/tall buildings should set exemplary standards in terms of sustainability. Proposals should incorporate appropriate technologies and design features to minimise energy use.</li> </ul>	<p><b>Response</b></p> <p>A Part L Compliance Assessment was prepared by BPC Engineers and submitted at application stage. The assessment assesses the energy performance, carbon performance and the renewable energy ration of the proposed building. The Part L Report notes that the: <i>“Preliminary results show the project achieving a primary energy value of 62.8 kWh/m<sup>2</sup>/yr and a BER A3 rating. The building complies with all three minimum criteria including the EPC, MCPC and RER.”</i> Please refer to this document for further details regarding the sustainability of the building.</p> <p>The HTLVIA states the following:</p> <p><i>“The proposed development will represent an example of ‘best practice’ relating to sustainable design and green credentials. The high-quality design of the building includes this factor as an essential element. The environmental consequences of demolishing the existing building have also been taken into account”</i></p>
<ul style="list-style-type: none"> <li>The applicant must demonstrate that the design is innovative and flexible and can be adapted overtime.</li> </ul>	<p>The proposed building designed with flexibility and adaptive attitude in mind. It can easily “multitask” and accommodate various tenancy requirements, designs and layouts while promoting long term sustainability, resource efficiency and human well-being in built environments.</p> <p>Floorplates can be combined or sub-divided into 4 individual tenancies - with the flexibility for combining adjacent spaces with shared circulation cores and ability to sublet all elements of office space.</p>



	<p>Proposed scheme adaptability is addressed in detail in the reports submitted with the application including:</p> <ul style="list-style-type: none"> <li>- Architectural Design Statement</li> <li>- Heritage Significance and Adaptive Capacity Assessment</li> </ul> <p>The Heritage Significance and Adaptive Capacity Assessment states the following in response to the above:</p> <p><i>"Development of a new building will allow to conform with current regulations and building standards. Typical new office buildings include for flexibility and connectivity, multiple tenancy splits and separate building entrances, central atrium, improved internal circulation via new lifts and stairs, servicing via designated goods lifts, occupant visual comfort with optimized daylight and river views, nature presence with lush wintergardens and outdoor terraces as well as ground floor activation by new pedestrian street and abundant street landscaping."</i></p>
<ul style="list-style-type: none"> <li>• <i>Include an assessment of embodied energy impacts – see Section 15.7.1.</i></li> </ul>	<p>A Climate Action Energy Statement was prepared by BPC Engineers and submitted at application stage. The statement included a preliminary embodied carbon and whole life carbon assessment for both the proposed new build and the refurbish and extend options. The assessment states the following:</p> <p><i>"There is not a significant difference in whole life carbon emissions between the new build and the 'R&amp;E' option. This is largely due to the fact that the R&amp;E option still requires a significant amount of new structure to create the same floor area. Also, elements like the raised access flooring systems and the building facade still need to be replaced in the R&amp;E option and these make up a significant portion of the overall embodied carbon. The results show that depending on the operational energy, the new building is only likely to have 3-8% additional carbon associated with it compared to the R&amp;E option. It's also worth noting that The R&amp;E option did not consider the additional structural columns, etc. that will be required at the lower floors to support the additional upper floors, because this information was not available at the time of the assessment. If these additional structural elements were considered in the R&amp;E option, the difference in carbon between the new build and R&amp;E options would reduce further."</i></p> <p>Further detail is contained in the BPC document which accompanies the appeal, in response to reason for refusal No. 3.</p>
<p><b>Table 4 Criteria – Objective 3: Public Realm</b></p> <ul style="list-style-type: none"> <li>• <i>The development should contribute positively to its surroundings at street level, help create a 'sense of place', provide appropriate passive surveillance and active ground floor uses. The design of the base of landmark/tall building/s must be of a proportion, composition and scale that appropriately defines and enhances the public realm, and provides for a safe and comfortable pedestrian experience. Particular attention must be paid to the design and location of public entrances to ensure that they are legible and accessible.</i></li> </ul>	<p><b>Response</b></p> <p>The application includes the redevelopment of the curtilage of the site, improved public realm, including the creation of a new well-landscaped linear community park, works to existing footpaths to provide an upgraded public realm and safe and comfortable pedestrian experience in the vicinity of the application site.</p> <p>The proposed development proposes different land uses mixed together. Office use led with community, active uses at the ground level and a viewing platform at the top open to the public. Retail use is located at the ground level in the vicinity of the new linear park.</p> <p>Main entrances are designed to be legible and accessible.</p> <p>The impact of the proposed building on its surroundings is addressed in detail in the reports submitted with the application including:</p> <ul style="list-style-type: none"> <li>- Architectural Design Statement</li> <li>- Heritage, Townscape, Landscape and Visual Impact Assessment (HTLVIA)</li> <li>- Environmental Impact Assessment Report (EIAR)</li> </ul> <p>The HTLVIA states the following in response to the above:</p> <p><i>"The proposed development enhances the currently corporate perimeter of the site and a revitalised public realm space around the building will be enhanced by the increased number of entrances including multiple office entrances, retail and for public/community use.</i></p> <p><i>One of the key purposes of the proposal is to achieve a landmark quality which the public can fully engage with. As a tall building complex, the proposed development will be seen from certain parts of the city, and will, in those cases, provide visual delight, urban legibility and public enjoyment. The provision of community space at lower ground, ground and first floor in addition to the viewing platform with a landscaped terrace at the sixteenth floor will make this building an asset to the community. The uniqueness of this viewing terrace provides opportunity for leisure and education about the city."</i></p> <p><i>"The quality of the design is assessed to be very high. In summary, it is likely to complement and enhance the character, legibility and connectivity of the North Wall Quay area. It would do no harm to the settings of nearby heritage receptors likely to be affected, or to formal or incidental views. It is well proportioned and sensitively designed. The mix of uses, with community spaces combined with offices at the lower levels, the publicly accessible space at the top floor, and the proposed landscaping ensure an active and improved public realm. The proposed development would add interest to North Wall Quay's regenerated waterfront."</i></p>



	The HTLVIA also states that “The proposals would also enhance the pedestrian urban experience by offering a high-quality public realm. The design of the lower levels and the proposed landscaping has taken into consideration the need for an increased public realm, to accommodate an intensification of pedestrian activity with the multiple users proposed. The landscaping and paving treatments would contribute to the improved pedestrian connectivity around the development site.”
<ul style="list-style-type: none"><li>• Detailed design and hard and soft landscape measures for the treatment of the public realm both within and external to the development must be provided.</li></ul>	Detailed Landscape design coordinated by Cameo Landscape Design was submitted with the application.



<ul style="list-style-type: none"><li>• Opportunities to improve the permeability of the site and wider area should be maximised, particularly where increased pedestrian and cycle flows are envisaged.</li></ul>	<p>The impact of the proposed building on its surroundings is addressed in detail in the reports submitted with the application including:</p> <ul style="list-style-type: none"><li>- Architectural Design Statement</li><li>- Heritage, Townscape, Landscape and Visual Impact Assessment (HTLVIA)</li><li>- Environmental Impact Assessment Report (EIA)</li></ul> <p>A new landscaped park is proposed to the east of the building which will connect North Wall Quay with Clarion Quay. The link through the park will be for pedestrians/cyclists only and will include outdoor seating in addition to those available for the proposed retail/café/restaurant unit. There will also be a number of bike stands along the footpath to the south.</p> <p>The key route flows through the space, connecting the north to the south of the development, creating a new link and enhancing permeability in the neighbourhood. This major axis through the space links the scheme with the wider site area and provides the public with a high quality pedestrian route.</p> <p>The new route will significantly improve permeability through the site as the existing space at the eastern side of the site is used as a ramp to the existing basement.</p> <p>The proposals would enhance the pedestrian urban experience by offering a high-quality public realm. The design of the lower levels and the proposed landscaping has taken into consideration the need for an increased public realm, to accommodate an intensification of pedestrian activity with the multiple users proposed. The new park, landscaping and paving treatments would contribute to the improved pedestrian connectivity around the development site.</p> <p>It would improve the quality of the public space on this site, contribute to the establishment of an activated frontage along North Wall Quay and by allowing movement towards Clarion Quay, increase the permeability of the site.</p>
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Table 4 Criteria – Objective 4: Environmental Impacts	Response
<ul style="list-style-type: none"> <li>Applications must be accompanied by detailed technical analysis and supporting reports to demonstrate how potential environmental impacts can be appropriately mitigated and avoided. It must be proven that the development will not affect the surroundings adversely in terms of microclimate, wind turbulence, overshadowing, noise and reflected glare. This should be done through the testing of accurate physical and three dimensional models, conducting wind tunnel studies, sun path studies, as well as other suitable impact simulation methods. Impacts on adjacent properties should be tested through detailed section analysis and three dimensional (3D) computer models.</li> </ul>	<p>An Environment Impact Assessment Report has been prepared by AWN Consulting and is submitted with this application. The EIAR assesses the environmental impacts of the proposed development. Please refer to this document for further details.</p> <p>A Pedestrian Comfort Analysis and Daylight, Sunlight &amp; Overshadowing Assessment was also prepared by BPC Engineering which examined the wind and daylight impacts of the proposed development. Please refer to these documents for further details.</p>
<ul style="list-style-type: none"> <li>Potential impacts to sensitive bird or bat species should be considered where appropriate.</li> </ul>	<p>An Environment Impact Assessment Report has been prepared by AWN Consulting and is submitted with this application. With respect to proximity to sensitive bird and / or bat areas and flight lines, the Biodiversity chapter of the EIAR states the following:</p> <p><i>“The Proposed Development would not be seen to have a significant collision risk for bat strikes.</i></p> <p><i>The Proposed Development will change the local environment as new structures are to be erected. The buildings are comprised of solid materials consisting of a solid material on the exterior. These buildings would be clearly visible to bird species and would not pose a significant collision risk.”</i></p>
<ul style="list-style-type: none"> <li>Where the development would have a significant environmental impact, EIA screening will be required and an Environmental Impact Statement may be required.</li> </ul>	<p><i>The Proposed Development will change the local environment as new structures are to be erected. The buildings are comprised of solid materials consisting of a solid material on the exterior. These buildings would be clearly visible to bird species and would not pose a significant collision risk.”</i></p> <p>An Environment Impact Assessment Report has been prepared by AWN Consulting and is submitted with this application. The EIAR assesses the environmental impacts of the proposed development. Please refer to this document for further details.</p>





Table 4 Criteria – Objective 5: Public Safety and Functional Impacts	Response
<ul style="list-style-type: none"> <li>Landmark/tall building proposals must demonstrate that the development creates a pleasant, safe and healthy environment for its future occupants. The design of the building should follow best practice to minimise the threats from fire, flood and other hazards.</li> </ul>	<p>As addressed in detail in the reports submitted with the application including:</p> <ul style="list-style-type: none"> <li>- Architectural Design Statement</li> <li>- Heritage Significance and Adaptive Capacity Assessment</li> <li>- Heritage, Townscape, Landscape and Visual Impact Assessment (HTLVIA)</li> <li>- Environmental Impact Assessment Report (EIAR)</li> </ul> <p>A Site-Specific Flood Risk Assessment has been prepared by CS Consulting and is included with this application. The report states that <i>“The proposed development is deemed to be suitable for the site location, as historical and potential flood routes have been reviewed and the likelihood of the development being subject to flooding is low, given the implementation of the mitigation measures described.”</i></p> <p>The development of a new building will allow to conform with current regulations and building standards. These include fire safety, accessibility, thermal performance, environmental and ventilation services, lift wait times, adequate lobbies, circulation, and disabled refuge space, additional and/or enlarged stairwells, daylight and external views, provision for new plant areas, sanitary services, end of journey facilities and telecommunications services upgrades.</p> <p>As building workplaces have evolved over the past number of years, greater connectivity between workplaces is called for within a building together with and indoor/outdoor space connectivity. A new building will allow for workplace best practice and competitive market trends. Typical new office buildings include for flexibility and connectivity, multiple tenancy splits and separate building entrances, central atrium, improved internal circulation via new lifts and stairs, servicing via designated goods lifts, occupant visual comfort with optimized daylight and river views, nature presence with lush wintergardens and outdoor terraces as well as ground floor activation by new pedestrian street and abundant street landscaping.</p>
<ul style="list-style-type: none"> <li>All applications must be accompanied by an assessment on potential interference with aviation, navigation and telecommunications.</li> </ul>	<p>A Telecommunications Report has been prepared by ISM and concludes the following:</p> <p><i>“Pursuant to our review, ISM can conclude, based on the findings outlined herein, that the proposal being made by the Applicant within its submission to the Planning Authority allows for the retention of important Telecommunication Channels, such as Microwave links, and therefore satisfies both the criteria of Section 3.2 of the Building Height Guidelines (2018) and Objective 5, within Table 4 of Appendix 3 of the Dublin City Council Development Plan 2022-2028.”</i></p> <p>Similarly, an Aeronautical Assessment Report has been prepared by O’Dwyer &amp; Jones Design Partnership which states:</p> <p><i>“We consider that the proposed offices development (and retail and community/arts uses) at North Wall Quay, Dublin 1, complies fully with all aviation and aeronautical considerations and requirements affecting the site.”</i></p>
<ul style="list-style-type: none"> <li>It must be demonstrated that buildings can be serviced, maintained and managed in a manner that will not cause disturbance or inconvenience to surrounding public realm.</li> </ul>	<p>A management company will be in place to deal with matters of security and servicing for the building. It is anticipated that a similar company will take charge of the operation and maintenance of the proposed development. Additionally, an Operational Waste Management Plan has been prepared by AWN Consulting and was included as Appendix 13.2 of the EIAR.</p>
<ul style="list-style-type: none"> <li>Entrances, access routes, and ground floor uses should be designed and placed to allow for peak time use and to ensure there is no unacceptable overcrowding in the surrounding areas.</li> </ul>	<p>A Pedestrian Realm People Flow Study has been prepared by Bakkala Consulting Engineers and is included with this application. The report has been prepared to verify that the main entrance and surrounding areas of the proposed development have been designed to ensure no overcrowding in the pedestrian realm during peak hours. The report concludes that <i>“based on the results of agent-based computer simulations of pedestrian flows in the vicinity of the proposed development it is clear that the additional foot traffic generated by the scheme will not lead to unacceptable overcrowding in the surrounding areas.”</i></p>
<ul style="list-style-type: none"> <li>All tall building proposals must be submitted by a full transport capacity assessment. The intensity of use associated with tall buildings will only be appropriate if it is supported by an appropriate level of transport capacity to ensure</li> </ul>	<p>A Public Transport Capacity Assessment has been prepared by Derry O’Leary and submitted with this application. The report concludes that <i>“the proposed development at North Wall Quay can be easily accommodated by the sheer scale of the public transport offering open to future commuters to and from the subject site.”</i></p>

<ul style="list-style-type: none"> <li>• <i>good pedestrian, disability and public transport access.</i></li> </ul>	
<b>Table 4 Criteria – Objective 6: Visual Impact and Cityscape Analysis</b>	<b>Response</b>
<ul style="list-style-type: none"> <li>• <i>All applications must be accompanied by a detailed visual impact and cityscape assessment to illustrate the impact on the context, especially on residential amenities, conservation areas and significant views.</i></li> </ul>	<p>A detailed Heritage, Townscape, Landscape and Visual Impact Assessment (HTLVIA) coordinated by City Designer was submitted with the application, included as Volume III of the EIA.</p>
<ul style="list-style-type: none"> <li>• <i>The cityscape analysis should include a detailed assessment including accurate visual modelling of the existing characteristics of the built form. It should identify strategic views and present detailed verifiable fully rendered photomontages (day and night) of the proposed tall building in the context of the surrounding area (existing, proposed and cumulative). It should be demonstrated that the development makes a positive contribution to long range, mid-range and immediate views.</i></li> </ul>	<p>A detailed Heritage, Townscape, Landscape and Visual Impact Assessment (HTLVIA) coordinated by City Designer was submitted with the application. Chapter 10 of the document includes a Visual Impact Assessment which provides a detailed visual assessment of how the proposed development performs in the local and wider townscape.</p> <p>The HTLVIA states the following in response to the above:</p> <p><i>“The effect of the proposed development in townscape views is illustrated in Chapter 10.0 of this HTLVIA. They show that, when visible, it would give rise to an addition of quality and urban legibility. The form of the proposed development has been carefully tested in views in an iterative design process to ensure that it would not impact adversely on the local and wider environment.</i></p> <p><i>The 22 views presented in Chapter 10.0 are the principal tool with which to illustrate how the proposed development would perform in its context and in views, in addition to the architects’ drawings. The verified views projected from 22 viewpoints enable detailed assessment of the proposal and each includes a commentary on the effects and how people’s perceptions of the view are likely to be affected. The assessments conclude that the design would be of high quality, incorporating appropriate mitigation/enhancement through design, would be appropriate for the development site, and that its effects on the visual environment would be either neutral or beneficial.”</i></p> <p><i>“The proposed development’s form seeks to embrace an elegant landmark formed by the interconnection of four non-orthogonal volumes of different heights, the highest providing views in different directions of the city centre. The visual impact in Chapter 10.0 of this HTLVIA demonstrates that the proposed development does not have a detrimental effect on strategic views and important visual corridors in central Dublin, owing to its high-quality design, landmark role, limited height, public accessibility, and urban legibility.”</i></p>
<ul style="list-style-type: none"> <li>• <i>It must be demonstrated that the landmark/tall building/s will reinforce the spatial hierarchy of the local and wider context and aid legibility and wayfinding.</i></li> </ul>	<p>The proposed design has evolved through numerous iterations to ensure that it integrates into the existing context. The proposed building, its layout and form, open spaces and uses contribute to the spatial hierarchy as well as link the development to the rest of the vicinity. This includes an enhanced image and identity; the establishment of a new visitor destination and the new linear park open to the public.</p> <p>A detailed Heritage, Townscape, Landscape and Visual Impact Assessment (HTLVIA) coordinated by City Designer was submitted with the application.</p> <p>The HTLVIA states the following in response to the above:</p> <p><i>“The point of particular significance and exceptional circumstances is the site’s broad river frontage at the transition of the Liffey from a relatively narrow, meandering river to a consistently broad and straight river, leading to docklands and the sea. The site is also at a strategic position in regard to the South Dublin Georgian Quarter, by being virtually on axis with Merrion Street as well as having a ‘diagonal’ relationship to Trinity College quadrangles. The proposed development’s height specifically relates to the legibility of the city in providing a civic use for the public at the upper level. The varied heights of the development’s four parts ensure a beneficial addition to the skyline in the form of a cluster of varied elements. The spatial analysis has been studied first by using VU.CITY software and second using accurate verified views by a specialist in order to optimise the opportunity”</i></p> <p><i>“One of the key purposes of the proposal is to achieve a landmark quality which the public can fully engage with. As a tall building complex, the proposed development will be seen from certain parts of the city, and will, in those cases, provide visual delight, urban legibility and public enjoyment. The provision of community space at lower ground, ground and first floor in addition to the viewing platform with a landscaped terrace at the sixteenth floor will make this building an asset to the community. The uniqueness of this viewing terrace provides opportunity for leisure and education about the city.”</i></p>
<ul style="list-style-type: none"> <li>• <i>The cityscape study should include a simulation of the building within a 3D digital</i></li> </ul>	<p>A detailed Heritage, Townscape, Landscape and Visual Impact Assessment (HTLVIA) coordinated by City Designer was submitted with the application which includes 3D models of the proposed development in the existing townscape.</p>



<p>model to demonstrate the impact of the proposal.</p>	
<ul style="list-style-type: none"> <li>The cumulative impact of a tall building proposal in the context of other existing and proposed tall building proposals must be considered.</li> </ul>	<p>A detailed Heritage, Townscape, Landscape and Visual Impact Assessment (HTLVIA) coordinated by City Designer was submitted with the application which includes 3D models of the proposed development in the context of other existing and proposed tall building proposals.</p>
<ul style="list-style-type: none"> <li>Landmark/tall building proposals must demonstrate the impacts on the historic context, including the need to ensure that the proposal will preserve and/or enhance historic buildings, sites, landscapes and skylines.</li> </ul> <p>Landmark/tall building proposals must address their effect on the setting of, and views to and from historic buildings, sites and landscapes over a wide area. It must be demonstrated that the building will have no adverse impact on the built cultural or historical heritage of the city including Architectural Conservation Areas and Protected Structures and their curtilage and National Monuments.</p>	<p>Detailed reports fully considering the impacts on the existing historic context were submitted with the application.</p> <p>The reports include:</p> <ul style="list-style-type: none"> <li>Heritage, Townscape, Landscape and Visual Impact Assessment (HTLVIA)</li> <li>Environmental Impact Assessment Report (EiAR)</li> </ul> <p>The reports fully consider the heritage, townscape, landscape, and visual effects of the proposed development. They outline how the proposed development will affect the key components of the townscape and landscape, its perceptual and aesthetic qualities, and its distinctive character and identity.</p> <p>The HTLVIA states the following in response to the above:</p> <p><i>“The point of particular significance and exceptional circumstances is the site’s broad river frontage at the transition of the Liffey from a relatively narrow, meandering river to a consistently broad and straight river, leading to docklands and the sea. The site is also at a strategic position in regard to the South Dublin Georgian Quarter, by being virtually on axis with Merrion Street as well as having a ‘diagonal’ relationship to Trinity College quadrangles. The proposed development’s height specifically relates to the legibility of the city in providing a civic use for the public at the upper level. The varied heights of the development’s four parts ensure a beneficial addition to the skyline in the form of a cluster of varied elements.”</i></p> <p><i>“The proposed development’s form seeks to embrace an elegant landmark formed by the interconnection of four non-orthogonal volumes of different heights, the highest providing views in different directions of the city centre. The visual impact in Chapter 10.0 of the HTLVIA demonstrates that the proposed development does not have a detrimental effect on strategic views and important visual corridors in central Dublin, owing to its high-quality design, landmark role, limited height, public accessibility, and urban legibility.”</i></p> <p><i>“The effect of the proposed development in townscape views is illustrated in Chapter 10.0 of this HTLVIA. They show that, when visible, it would give rise to an addition of quality and urban legibility. The form of the proposed development has been carefully tested in views in an iterative design process to ensure that it would not impact adversely on the local and wider environment.”</i></p> <p><i>“The 22 views presented in Chapter 10.0 are the principal tool with which to illustrate how the proposed development would perform in its context and in views, in addition to the architects’ drawings. The verified views projected from 22 viewpoints enable detailed assessment of the proposal and each includes a commentary on the effects and how people’s perceptions of the view are likely to be affected. The assessments conclude that the design would be of high quality, incorporating appropriate mitigation/enhancement through design, would be appropriate for the development site, and that its effects on the visual environment would be either neutral or beneficial.”</i></p>
<p><b>Table 4 Criteria – Objective 7: Tall Building Clusters</b></p> <ul style="list-style-type: none"> <li>In general, opportunities for singular landmark/tall buildings in the city is likely to be limited. It is acknowledged from an architectural and land use perspective that it is preferable that landmark/tall buildings are clustered, and the City Council supports this approach in the locations identified as suitable for taller buildings. A cohesive group of landmark/tall buildings maximises their economic and sustainable advantages.</li> </ul>	<p><b>Response</b></p> <p>The HTLVIA states the following:</p> <p><i>“The point of particular significance and exceptional circumstances is the site’s broad river frontage at the transition of the Liffey from a relatively narrow, meandering river to a consistently broad and straight river, leading to docklands and the sea. The site is also at a strategic position in regard to the South Dublin Georgian Quarter, by being virtually on axis with Merrion Street as well as having a ‘diagonal’ relationship to Trinity College quadrangles. The proposed development’s height specifically relates to the legibility of the city in providing a civic use for the public at the upper level. The varied heights of the development’s four parts ensure a beneficial addition to the skyline in the form of a cluster of varied elements. The spatial analysis has been studied first by using VU.CITY software and second by using accurate verified views by a specialist in order to optimise the opportunity.”</i></p>





<ul style="list-style-type: none"><li>• <i>Where clusters of landmark/tall buildings are proposed, careful attention must be paid to the roof profile in the context of the whole cluster. Clusters of such towers should be composed with the tallest at the centre of the group, falling away to the edges.</i></li></ul>	<p>This is not applicable as a cluster of tall buildings is not proposed in the application. We do however note the HTLVIA states the following:</p> <p><i>“Though part of the clustering of commercial activity in the City Centre, the site does not relate to a specific tall buildings cluster. It is an exceptional case for a tall building as policy allows for and as set out in paragraphs 6.26 and 6.27 of this document. The nature of the design, in four elements means it forms its own cluster.”</i></p> <p>The development comprises 4 no. buildings of varying heights. The HTLVIA also state that the <i>“four elements means it forms its own cluster.”</i></p> <p>It is also noted that the proposed development will be consistent with an established pattern of higher buildings in Docklands which includes a number of standalone high buildings, for example, Capital Dock, The Exo Building on North wall Quay, the permitted landmark building at Tara Street station site and is also consistent with the amended North Lotts and Grand Canal Dock Amended Planning Scheme which provides for a number of higher buildings along the north and south quays.</p>
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