



ARCHITECT'S DESIGN REPORT

for

Charlestown Place SHD

Strategic Housing Development

Planning Application

May 2021

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SECTION 1
RESPONSE TO AN BORD PLEANALA OPINION

The following is the MCORM response to the items raised in the An Bord Pleanála Opinion for Case Reference ABP 307248-20. This response should be read in conjunction with the itemised response given in the planning report prepared by BMA planning.

1.0 LIST OF ITEMS TO BE ADDRESSED PRIOR TO LODGING A PLANNING APPLICATION

1.	<p><i>Landscaping, Materials and Character:</i></p> <p><i>Further consideration/justification of the documents as they relate to the visual impact, materials and finishes to the proposed buildings and hard & soft landscaping. The further consideration / justification should address the proposed human scale, character and identity and creation of family friendly neighbourhood, regard being had, inter alia, to the architectural treatment, landscaping, quality public and communal open spaces, pedestrian way finding and connectivity. The further consideration of these issues may require an amendment to the documents and/or design proposals submitted.</i></p>
	<p><u>Response:</u></p> <p>We have addressed this item in planning application submission and respectfully suggest that the proposal will create a high-quality family friendly neighbourhood.</p> <p>The scheme has been designed to maximise residential amenity while also providing an appropriate density for this strategic site.</p> <p>The integrated urban design approach proposed will create a highly permeable neighbourhood that is physically and visually connected with the existing town centre development and the surrounding areas. Activity at street level has been maximised with a high percentage of own door units and the provision of additional non-residential uses creating vibrant streetscapes.</p> <p>Please refer to Section 2.6 of this report for specific details of the approach to the design of the public realm. Key focal points such as the pedestrian boulevard and public park create a sense of place and reference within the scheme. The landscaping drawings and report prepared by RMDA also further expand on the landscaping and wayfinding strategy and the high-quality materials proposed.</p> <p>A mix of unit types is provided within the scheme including one beds, three and four person two beds and a generous proportion of 3 bed units including 'town house' styled duplex units. We have altered the unit mix to increase the number of three bed units from 34 No. to 40 No. for the planning application submission. We suggest that the revised mix allows for a multitude of occupancies that will help create a vibrant community and neighbourhood.</p> <p>The majority of the larger units are specifically located at ground floor level with own door access, larger private open spaces and direct access to communal and public open spaces. These own door units create activity, interaction and a sense of individual ownership along Charlestown Place, St Margaret's Road and within the scheme.</p>

	<p>The proposed development is extensively landscaped (over 40% of the site area) and a highly pedestrian friendly public realm has been created. A clear hierarchy is provided from public to communal to private providing and promoting an extensive range of residential amenity.</p> <p>A new public park is located to the south of the scheme as a central landmark with a large children's play area and kick about space - a high quality family friendly amenity space at the heart of the scheme. Further play spaces and amenity areas are provided within the communal open space areas for each block and all units have their own dedicated private open space area.</p> <p>The buildings have been massed and modulated to create an appropriate human scale. An active ground floor treatment has been adopted with a high percentage of own door accessed units, colonnaded recesses, landscaped defensible zones and non-residential uses. This creates an immediacy and visual interest at street level for pedestrians that helps to ground the buildings.</p> <p>This is also reflected in the materiality with a single storey brick plinth provided throughout that creates continuity and a low-level datum and sense of scale. Above strategic gaps in the block forms and material selection appropriate the massing of the blocks and modulate the facades creating a building grain and scale specific to a residential quarter. The individual block elevations and context elevations included with this application demonstrate this modulation and the interface at ground floor level.</p> <p>A series of CGIs have been included with the application which illustrate the character, placemaking and high-quality finishes proposed for the new scheme. High quality brick and stone facades are proposed to the public facades and accentuated by areas of metal cladding. Render elevations are provided to the south facing courtyard areas to maximise daylight and the sense of space. Please refer to Section 2.17 of this report for more details on the materials and finishes.</p> <p>A Visual impact Assessment had been prepared by Modelworks and is included with this application. A series of verified views have been taken showing the proposed scheme in context with its surroundings. The scheme is consistent with the size and scale of the existing developments located to the north of Charlestown Place and is appropriate to a site designated as a town centre.</p>
2.	<p><i>Interaction with Charlestown Place and Charlestown District Shopping Centre –</i></p> <p><i>Further consideration and / or justification of the documents as they relate to the proportion of live work units, own door units, end use of non-residential units along the central spine area to activate the proposed pedestrian street and provide facilities for the future residential population specifically the contribution proposed to the character and identity of the neighbourhood.</i></p>
	<p><u>Response:</u></p> <p>Sections 2.7 of this report details the design and interaction with Charlestown Place and Charlestown District Shopping Centre. Section 2.8 details the pedestrian boulevard (central spine area) and the proposed non-residential units for the scheme.</p> <p>The red line area for the subject site has been extended to the opposite side of Charlestown Place to include additional works to facilitate the delivery of an integrated streetscape for Charlestown Place and to create a strong pedestrian connection between the shopping centre complex and the new pedestrian boulevard proposed in this scheme.</p>

	<p>Significant planning and thought have been devoted towards identifying how the proposed development can complement the existing services and facilities without detracting from or competing with the existing shopping centre located to the north.</p> <p>In view of the expanding residential community at Charlestown and the surrounding area, it has been concluded that there will be increased demand for medical and pharmacy facilities, a credit union and a creche. As the area evolves there should also be the demand for small scale own door office units. The proposed development has been designed to incorporate these uses into a new civic street in the middle of the scheme– the pedestrian boulevard.</p> <p>To the north of the boulevard adjacent to the new crossing on Charlestown Place a retail unit is proposed on either side of the new street. These units have been earmarked as a credit union and a pharmacy subject to final agreement in the event of a grant of planning permission. The units act as key nodes identifying and landmarking the entrance to the scheme when approaching from the shopping centre complex.</p> <p>Further south along the centre of the street are 4 No. own door office units sized for sole trade operators and small businesses of up to 6/7 No. employees. These units should be attractive to local businesses and small legal and professional services firms. The scale of the units will create increased activity and vibrancy in the middle of the street.</p> <p>The medical centre and a creche are located at the southern end of the street bordering onto the public park. These units will supplement the existing services provided within the Charlestown area and cater for the proposed increased population. The creche also acts to create visual interest in the streetscape. The faceted elevation creates a unique tectonic quality by creating a focal point on the street and directing pedestrian movement towards the public park to the south.</p> <p>To further activate Charlestown Place and St Margaret’s Road, 12 No. larger own door apartment units have been provided at ground floor level in Blocks 1 and 2. These units are more generous two and three bed units and with the additional ceiling height provided in these blocks they would be suitable for conversion to other uses in the future if there is local demand for additional non-residential uses.</p> <p>The pedestrian boulevard provides direct connection to and from the shopping centre creating an active and high-quality public space within the scheme that is a key part of the placemaking strategy for the new neighbourhood. The services proposed provide active frontage and have been specifically identified for the contribution they can make to the social infrastructure in the locality. They complement the existing shopping centre creating an expanded range of service that will help to consolidate and strengthen Charlestown as the designated district centre for Dublin 11 and the surrounding area.</p>
<p>3.</p>	<p><i>Residential Design –</i></p> <p><i>Further consideration/justification of the documents as they relate to the quality of the proposed residential amenity. This consideration should have regard to, inter alia, the ‘Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas’ (including the associated ‘Urban Design Manual’); the ‘Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities’ in particular with regard to number of single aspect and north facing units, and daylight and sunlight access to internal habitable areas and in particular to communal courtyards. Shadow Impact Assessment of communal open spaces, private open space and public open spaces. The further consideration of this issue may require an amendment to the</i></p>

	<p><i>documents and/or design proposals submitted relating, inter alia, to layout of the proposed development, improving the quality and providing extended hours of daylight and sunlight to the internal courtyards and to the public open space.</i></p>
	<p>Response:</p> <p>The scheme has been designed in compliance with the ‘Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas’ (including the associated ‘Urban Design Manual’); the ‘Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities’ Please refer to Section 2.18 of this report for more details on the Housing Quality Assessment.</p> <p>No north facing single aspect units are proposed within the scheme. Where a unit has a northerly aspect, it has also been specifically designed to have an aspect to the east west or south. Please refer to the floor plans for each block for more information. A total of 305 dual aspect units are provided. (51.7%)</p> <p>The blocks have been designed to maximise residential amenity whilst also providing a sustainable density appropriate to this location. Communal courtyards are generous in size, with separation distances in excess of 24m throughout. Modified perimeter blocks are proposed that are open to the south so as to maximise daylight and sunlight. Blocks 1 and 2 have also been designed to contain gaps along the east and west to provide increased daylight and secondary aspect while Block 4 steps down in height in response to the two-storey housing context along McKelvey Avenue.</p> <p>A Daylight and Sunlight Assessment Report has been prepared by 3DDB and is included with this application. This assessment has been carried out in accordance with BRE guide ‘Site Layout Planning for Daylight and Sunlight’ (2nd edition) as referred in the ‘Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities’.</p> <p>The assessment report shows the proposed buildings will have an imperceptible impact on the daylight and sunlight of the neighbouring buildings on Charlestown Place, St Margaret’s Road and McKelvey Avenue.</p> <p>Public and communal open space areas have been designed to well exceed the minimum sunlight recommendations. Private open space areas have been located to optimise solar orientation and designed to minimise overshadowing and overlooking. The areas directly adjoin the main living spaces in each unit and have an aspect that faces either east, west or south.</p> <p>95% of habitable rooms will meet and exceed the minimum recommended daylight levels. Mitigating measures have been implemented for the units with rooms that fall under the threshold and these are listed in the Daylight and Sunlight Assessment Report. Please refer to Section 2.14 of this report for more details.</p>

1.1 LIST OF ITEMS SPECIFIC ITEMS TO BE INCLUDED WITH THE PLANNING APPLICATION

1.	<i>A detailed statement of consistency and planning rationale, clearly outlining how in the prospective applicant's opinion, the proposal is consistent with local planning policies having specific regard to the zoning objective of the site, "TC" -town centre and its applicability to the development site in question having regard to the concerns raised in the Planning Authority's opinion.</i>
	Please refer to the planning report prepared by BMA for details of this item.
2.	A detailed statement, which should provide adequate identification of all such elements and justification as applicable, where the proposed development materially contravenes the Development Plan other than in relation to the zoning of the land, indicating why permission should, nonetheless, be granted, having regard to a consideration specified in section 37(2)(b) of the Act of 2000.
	Please refer to the planning report prepared by BMA for details of this item.
3.	<i>An assessment on how the proposed scheme ties in with the expansion of the overall Charlestown Shopping Centre. The subject site represents an expansion of the existing Charlestown development (including permitted development) on the northern side of Charlestown Place. It is important that the proposed scheme should be highly visually and functionally connected to the town centre development to the north. There needs to be strong permeability within the scheme and into adjoining lands.</i>
	<p>Sections 2.4 of this report describes the design approach, and the relationship of the proposed scheme to the existing Charlestown Shopping Centre complex. Please also refer to our drawing PL02 which shows the scheme in the context of existing shopping centre complex.</p> <p>A new enlarged pedestrian crossing point is created on Charlestown Place to create a strong visual and physical connection between the schemes. The crossing establishes a new primary north south axis by connecting the existing pedestrian street and public plaza to the north to the new pedestrian boulevard and public park proposed in this scheme. The route is fully pedestrianised and is activated by the ground floor units proposed.</p> <p>The connection of the public plaza, the pedestrian boulevard and the public park is a key element of the urban design strategy for the scheme resulting in a highly connected and permeable neighbourhood.</p> <p>The provision of non-residential uses and the public park within the proposed scheme will also draw people from the shopping centre complex into the new development creating desire lines in both directions between the schemes.</p> <p>This scheme has been designed to complement the existing Charlestown development with a view to creating a coherent and vibrant urban quarter appropriate to its designation as a town centre. A visual impact assessment has been prepared by Modelworks which demonstrates the relationship of the new scheme to the existing buildings in the area.</p>

	<p>The materials chosen draw from the existing Charlestown development while the introduction of the brick facades also provide a new counterpoint to enrich both the new buildings and the public realm. Please refer to Section 2.17 for more details on the materials and finishes.</p> <p>A highly permeable neighbourhood is proposed and provision for future connections to lands to the west and south west have also been facilitated.</p>
4.	<i>Further consideration of the junction and pedestrian crossing proposed at Charlestown Place. Greater pedestrian connectivity, consideration of boundary treatments and interaction with the Charlestown Shopping Centre, Charlestown Place and Saint Margaret's Road (public streets) is needed. The proposal needs to contribute to and enhance the character and identity of the neighbourhood.</i>
	<p>Please refer to Section 2.7 of this report for details of the interface with Charlestown Place and St Margaret's Road.</p> <p>The extent of works along Charlestown Place have been extended on the north side of the road to further improve the connectivity and treatments on both sides of the road. The works include the relocation and widening of the pedestrian crossing point, the repositioning of the bus stops, proper integration of the cycle tracks and landscaping. This will ensure consistency and coherency in terms of finishes and treatments along Charlestown Place.</p> <p>The existing cycle track and public footpath along Charlestown Place and St Margaret's Road are to be incorporated into the scheme and reshaped and resurfaced as required to integrate with the proposed layout. New north/south connections to Charlestown Place and east/west connections to St. Margaret's Road are proposed within the scheme resulting in a highly permeable public realm.</p> <p>Specific care has been taken to ensure that the areas between the back of the public footpath and the building are highly landscaped to create suitable delineation between public and private space and to create defensible zones and increased residential amenity for ground floor units along Charlestown Place, St Margaret Road and within the scheme. Own door units with recessed entrances, planters and private terraces in these locations further create an appropriate transition between public and private space.</p> <p>Please also refer to the information prepared by RMDA for more details of the boundary treatments for the site.</p>
5.	<i>Justification of landscaping, in particular, at the entrance of the pedestrian boulevard on Charlestown Place and approaching this entrance from the east to signify the entrance to the scheme so as to visually link to the Charlestown Centre and aid navigation.</i>
	<p>The new pedestrian crossing point on Charlestown Place with large on street paved surface area creates a highly visual and strong physical connection to the shopping centre complex. This crossing point has been aligned to directly connect the existing pedestrian street and plaza in the shopping centre complex to the pedestrian boulevard proposed in this scheme.</p> <p>Further landmarking of the pedestrian boulevard is provided by a shared plaza located to the south of the crossing point with specimen trees and flanked by two corner retail units providing active frontage in that location.</p>

	<p>The urban design strategy, together with the landscaping proposals adopted create a hierarchy in the pedestrian connections throughout the scheme. The north south axis through the pedestrian boulevard acts as the primary public route with all other paths and connections feeding off this axis.</p> <p>Please also refer to the landscape drawings and report prepared by RMDA for specific details of this key area within the proposed scheme.</p>
6.	<p><i>A Housing Quality Assessment that provides details in respect of the proposed apartments set out as a schedule of accommodation, with the calculations and tables required to demonstrate compliance with the various requirements of the 2018 Guidelines on Design Standards for New Apartments. It is important that the proposal meets and preferably exceeds the minimum standards in terms of dual aspect and proportion of apartment which exceed the floor area by 10%. In the interests of clarity clear delineation / colour coding of floor plans indicating which of the apartments are considered by the applicant as dual / single aspect and which apartments exceeds the floor area by 10%.</i></p>
	<p>Please refer to Section 2.18 of this report for the Housing Quality Assessment and to the Housing Quality Assessment Schedule document included with the application which demonstrate compliance with the various requirements of the 2018 Guidelines on Design Standards for New Apartments.</p> <p>A total of 305 No. dual aspect apartments (51.7%) are proposed and all dual aspect units are specifically identified in accordance with the legend on our floor plan drawings. 426 No. units (72.2%) have gross areas at least 10% greater than the minimum requirements. All units that are 10% greater than the minimum requirements are identified in the Housing Quality Assessment Schedule.</p>
7.	<p><i>A report that addresses issues of residential amenity (both existing residents of adjoining development and future occupants), specifically with regards to potential overlooking, overshadowing and overbearing. The report shall include full and complete drawings including levels and cross-sections showing the relationship between the proposed development and adjacent residential development.</i></p>
	<p>Section 2 of this report describes the holistic design approach for the scheme and demonstrates how high levels of residential amenity have been achieved. The relevant sections as listed below also specifically address the response to this item.</p> <p>Section 2.5 of this Design Report details the building height strategy for the development. Generous separation distances are proposed to the existing residential buildings to the north at the shopping centre complex, to the south on McKelvey Avenue and within the proposed scheme.</p> <p>Building height is concentrated to the north of the site creating a strong streetscape to Charlestown Place to complement the existing shopping centre complex. Charlestown Place is a wide street (approx. 43m) and the daylight and sunlight report included with this application demonstrates that the scheme will have a minimal impact on the existing residential units to the north.</p> <p>Generous separation distances in excess of 24m have been provided for the proposed streets and communal courtyards within the scheme. The scale and massing of the blocks has been graded to</p>

	<p>maximise daylight, sunlight and aspect for the proposed units and to create a sense of openness appropriate to a residential neighbourhood.</p> <p>Block 4 to the south is reduced in scale stepping down from six storeys in the north to four and two storeys in the south. This is in direct response to the existing dwellings located at McKelvey Avenue. The step down in scale creates a more distinct transition between the building typologies. Separation distances in excess of 28m are maintained between the new scheme and the existing dwellings. The existing hedgerow and mature tree line along the south of the site are to be maintained and supplemented as an additional natural buffer. Further details of this boundary condition are included in Section 2.11 of this report.</p> <p>Section drawings have been included for all blocks and our context elevations PL05 and PL06 show the relationships within the proposed scheme and to the adjoining lands. Further sections drawings are also included with the landscape architect drawings prepared by RMDA.</p> <p>The Daylight and Sunlight Report included with the application concludes that the proposed buildings will have an imperceptible effect on the existing buildings in the area specifically the residential housing on McKelvey Avenue and the residential apartments on Charlestown Place and that good levels of daylight and sunlight will be achieved within the scheme.</p> <p>The public and communal open spaces provided within the scheme have access to high levels of sunlight and 95% of the habitable rooms exceed the minimum daylight recommendations. Where units have rooms that fall below the recommendations additional compensatory measures have been provided. Please refer to section 2.14 of this report for more information on Daylight and Sunlight.</p>
8.	<p><i>A Daylight and Shadow Impact Assessment of the proposed development, specifically with regard to impact upon adequate daylight and sunlight for individual units, public open space, courtyards, communal areas, private amenity spaces and balconies.</i></p>
	<p>A Daylight and Sunlight Report has been prepared by 3DDB and is included with this application.</p>
9.	<p><i>A visual impact assessment. Long range views / photomontages of the proposed development from the surrounding area.</i></p>
	<p>A Visual Impact Assessment has been prepared by Modelworks and is included with this application.</p>
10.	<p><i>Response to issues raised in the Parks and Green Infrastructure department report submitted to the Board on the 25.06.2020.</i></p>
	<p>Please refer to the design report prepared by RMDA landscape architects for details of this item.</p>
11.	<p><i>Response to issues raised in Architects department report submitted to the Board on the 25.06.2020. Justification is required with respect to height and shadow analysis, in particular of communal open space.</i></p>
	<p>The items raised by Fingal Co.Co. Architect's department report to the Board on 25.0620 are as follows:</p>

(i) *While the Daylight Analysis submitted indicates that the central communal open spaces to Blocks receive daylight in excess of the minimum requirements of the BRE guidelines, (at least half of the amenity areas receiving 2 hours of sunlight throughout the year) this benchmark is a minimum requirement. From the shadow analysis of these spaces, it is apparent that the proposed block massing design results in communal spaces in shadow for the majority of times and dates analysed in March, June and December. Further consideration of the massing and scale of these blocks is recommended to ensure greater amenity and quality of light in the communal spaces and the Apartments effected by such overshadowing. We suggest that while the scheme benefits from the height proposed along Charlestown Place and St Margaret's Road in creating a strong urban and street frontage, the height and massing of the proposed blocks as ones moves into the scheme should step down and reduce to create a greater human scale within the scheme, improve the amenity.*

- *Block 1: 7 storey height proposed to the western arm of Block 1 to be reduced in scale.*
- *Block 2: 7 storey height proposed to the western and eastern arms of Blocks 2 to be reduced in scale.*
- *Block 3: 7 storey height to southern arm to be reduced in scale.*

The Daylight and Sunlight Report included with this application demonstrates that the design achieves good quality daylight and sunlight in accordance with the recommendations set out in the 2018 Guidelines on Design Standards for New Apartments.

All public and communal open spaces exceed the recommended sunlight hours for the 21st March and 95% of all habitable rooms exceed the minimum recommended average daylight factors.

We consider that a successful balance has been achieved between a desire to deliver a sustainable residential density appropriate to this location and the creation of a scheme with high quality residential amenity.

Section 2.5 of this design report also demonstrates that the scheme delivers on the Development Management criteria set out in Section 3.2 of the Urban Development and Building Heights Guidelines for Planning Authorities 2018. The site has good access to public transport, while the new streets, non-residential uses, civic spaces, and new public open space create a positive contribution to the surrounding neighbourhood. The urban design strategy adopted creates a highly permeable scheme with improved connections to the existing shopping centre complex, Charlestown Place and St Margaret's Road.

Due regard has been given to the human scale. Own door ground floor apartments and duplexes with generous defensible zones and private terraces create a sense of individual ownership and activity at street level whilst the architectural treatment of the buildings with the single storey colonnades and single storey brick plinth create an important visual immediacy and pedestrian interaction at ground level.

The proposal avoids long uninterrupted walls of building. Modified perimeter blocks are proposed where the south face of the block is reduced to two stories in height which provides for increased daylight and sunlight penetration. The other arms of the blocks are also modified with recessed balconies and stair cores to create depth and modulation along the facades. Block 1 and 2 contain secondary three storey and full height gaps along the east and west elevations to create secondary aspect and improved daylight within both the apartments and the communal areas.

We respectfully submit that the reductions in height suggested by the local authority are not warranted and through the careful and considered design approach adopted that a high level of amenity has been achieved within the scheme.

(ii) *Block 4: The southern block is proposed as a two storey in height, recognising the scale of the adjacent two storey housing to the south of the site. The four-storey eastern arm of Block 4 should be reduced further to address the site context and reduce the impact of the proposal on these houses similarly.*

The Daylight and Sunlight report concludes that Block 4 will have an imperceptible impact on the daylight and sunlight of the properties at McKelvey Avenue in line with BRE guidelines.

We suggest that the four-storey element of Block 4 is appropriate in this location. It provides strong frontage and passive surveillance of the new public park and separation distances in excess of 28m are provided to the houses to the south of the site. The existing hedgerow and mature tree line in that area are also to be maintained and supplemented as a natural buffer.

The gable elevation of the four-storey element has also been amended to minimise overlooking. The balconies in this area face either east or west and the extent of glazing has been reduced. The windows in this area are also generally onto bedrooms only with any living rooms having a primary aspect to the east rather than the south. Please refer to Section 2.11 of this design report for more details on this boundary condition.

(iii) *Block 3: Block 3 would benefit from additional green space to the east and south to soften the surrounding environment and improve amenity, including reducing hard standing and car parking provision in these locations.*

In accordance with the 2018 Guidelines on Design Standards for New Apartments a minimum 1.5m buffer zone has been provided from the ground floor balconies to the back of the footpath. Additional planting has been provided to increase privacy and amenity. We note that the scheme is highly pedestrianised, and this approach has developed through the early planning discussions with the local authority. Vehicular access has been reduced and on street parking is limited with the majority of parking provided off street in basements. All on-street spaces are fully incorporated into the landscaping strategy. Large banks of parking are avoided, and the street is broken up with tree planting in accordance with the Design Manual for Urban Road and Streets. This creates a predominantly car free neighbourhood with high-quality landscaping for the public, communal, and incidental open space areas.

12.	<i>Justification of hierarchy and quantum of open space provision, both communal and public open space (POS). Clarity with regard to compliance with Development Plan standard and location of underground attenuation tanks and storage systems under public open space, as part of SuDS solution. A response to the contribution suggested by the planning authority in accordance with Section 48(2) (c) of the Planning and Development Act 2000 in lieu of public open spaces provision.</i>
	Please refer to the planning report prepared by BMA for details of this item.
13.	<i>Detailed landscape drawings that illustrate hard and soft landscaping, useable communal open space, meaningful public open space, quality audit and way finding. The public open space shall be usable space, accessible and overlooked to provide a degree of natural supervision. Details of play equipment, street furniture including public lighting and boundary treatments should be submitted</i>
	Please refer to design report prepared by RMDA landscape architects for details of this item.
14.	<i>A full response to matters raised within the PA Opinion and Appended Fingal County Council Department comments submitted to ABP on the 25.06.2020.</i>
	Please refer to the planning report prepared by BMA for details of this item.

SECTION 2
ARCHITECT'S DESIGN STATEMENT

2.1 DESCRIPTION OF THE PROPOSED DEVELOPMENT

The proposed development consists of a total 590 apartments (234 No. one beds, 316 No. two beds and 40 No. three beds) a creche, a medical centre, four offices, and two retail units all contained in four blocks – Block 1, Block 2, Block 3 and Block 4.

The blocks range in height from 2-10 storeys. A new vehicular entrance to the site is proposed from Charlestown Place with surface level parking and basement carparks to Blocks 1& 2 (shared) and Block 4.

The development also includes the provision of a public park and all associated landscaping and site works on a 3.9ha site at Charlestown, Dublin 11.

For a more detailed description please refer to the statutory notices that accompany this application

Design Team

Client	Puddenhill Property Ltd.
Project Manager	O'Byrne Jenkins (OBJ)
Planning Consultant	BMA Planning
Architect	McCrossan O'Rourke Manning Architects (MCORM)
Civil and Structural Engineer's	Pat O'Gorman & Associates (POGA)
Landscape Architects	Ronan Mac Diarmada & Associates (RMDA)
Daylight and Sunlight Analysis	3D Design Bureau (3DDB)
CGIs & Visual Impact Assessment	Modelworks
Traffic and Transport	Atkins Ireland (Atkins)
Waste Management	Byrne Environmental Consulting Ltd
Arborist	Arborist Associates Ltd
Screening for Appropriate Assessment	Openfield Ecological Services
Social Infrastructure Audit	KPM



Image 1 – Site Context

2.2 SITE CONTEXT

The development proposed in this application is for lands to the south of the Charlestown Shopping Centre at the connection of Charlestown Place with St Margaret's Road in North Dublin City (Dublin 11).

The existing shopping centre complex to the north of Charlestown Place incorporates the shopping centre, a cinema and leisure plex, a creche, and a number of small commercial units together with 659 No. residential units all over a shared basement.

The shopping centre is located in the eastern portion of the complex - a two storey centre with five levels of apartments above. It contains approx. 15,000 sq.m of retail space and is anchored by Dunnes Stores (6,500 sq.m approx.) with up to twenty-six other smaller retail shops and kiosks. Above the shopping centre are 285 apartments in 4 blocks. This portion of the complex was completed in 2008/09. Planning permission was recently sought for a change of use of the unit located fronting onto Charlestown Place including the provision of a new own door entrance and external seating area. (Reg Ref FW21A/0020)

The block in the centre of the complex to the north contains the cinema and leisureplex completed in 2013/14 and operational for the last 5/6 years. Planning permission has also been recently sought (Reg Ref FW21/0018) to combine two retail units that face onto the public plaza into a new gym. The block also contains a creche which has been recently extended. Dublin Bus also has a bus terminus to the north of this block.

The western portion of the development is currently under construction with a completion date due in 2021. There are a further 374 apartments and some small retail units in this area which is being completed over the existing basement carpark associated with the shopping centre.

The subject site for this application consists of lands to the south of Charlestown Place encompassing the former temporary car park in that location and the green field lands to the south west.

The site is bounded to the north by Charlestown Place, to the east by St Margaret's Road, to the south by McKelvey Celtic soccer pitch and the McKelvey Avenue housing development, and to the west by GE zoned land within the applicant's ownership and third party owned industrial / commercial units that front onto the North Road.

Century Business Park is located on the opposite side of St Margaret's Road with the residential developments of Melville, Lanesborough Park and Charlestown Park further to the north and east.

Planning permission was previously granted, extended, and renewed for the temporary carpark on the site. Permission has now lapsed, and the temporary carpark is to be decommissioned when the full extent of the basement carpark in the centre will become operational in Q4 2021.

The subject site also contains an attenuation tank associated with the surface water systems permitted for the existing shopping centre complex.



Image 2 – Site Photo looking east across site and Charlestown Place Road



Image 3 – Photo of Site Looking West across the site and down Charlestown Place Road

A temporary access road through the site provides vehicular access to the McKelvey Celtic soccer pitch to the south east. Permanent access to the pitch will be provided as part of the proposed development. Future access will also be provided to the lands to the west of the site zoned GE (General Employment).

The lands contained in this application are zoned TC -Town and District Centre and it is envisaged that these lands together with the existing shopping centre complex will create a strong and vibrant local community and district in the area.

A development appropriate to this objective is proposed.

2.3 SITE ANALYSIS

The site is well located with good access to public transport. Bus stops are located immediately adjoining the site on Charlestown Place, St Margaret's Road and Melville Road with a bus terminus located to the north of the shopping centre complex. Initial proposals for the Luas Finglas indicate a Luas stop on lands within Century Business Park to the east of St Margaret's Road.

A Social Infrastructure Audit encompassing the wider 3km context has been prepared by KPMG and is included with this application. The audit identified a significant range of services and facilities which contribute to the quality of life within proximity to the subject site. The shopping centre and surrounding area, in particular, has a high concentration of commercial, retail, industrial and employment facilities.

The shopping centre complex has established a building size and scale for the locality and the subject site represents an opportunity to utilise an undeveloped plot in a strategic location to further strengthen that urban approach.

The site also benefits from the existing boundary conditions. Charlestown Place and St. Margaret's Road are relatively wide streets suitable for accommodating building frontage while the undeveloped lands to the west and the soccer pitch to the south east create separation in those areas. There is also an existing tree line and hedge to the south of the site which creates a natural buffer to the residential development further to the south.

The site is a designated town centre and a high-density quality residential development appropriate to the location is proposed. The scheme will provide much needed residential units for the north Dublin area and the increase in population will help to further develop a sustainable community at the town centre location with all the increased benefits for sustaining the local facilities and services in that area.

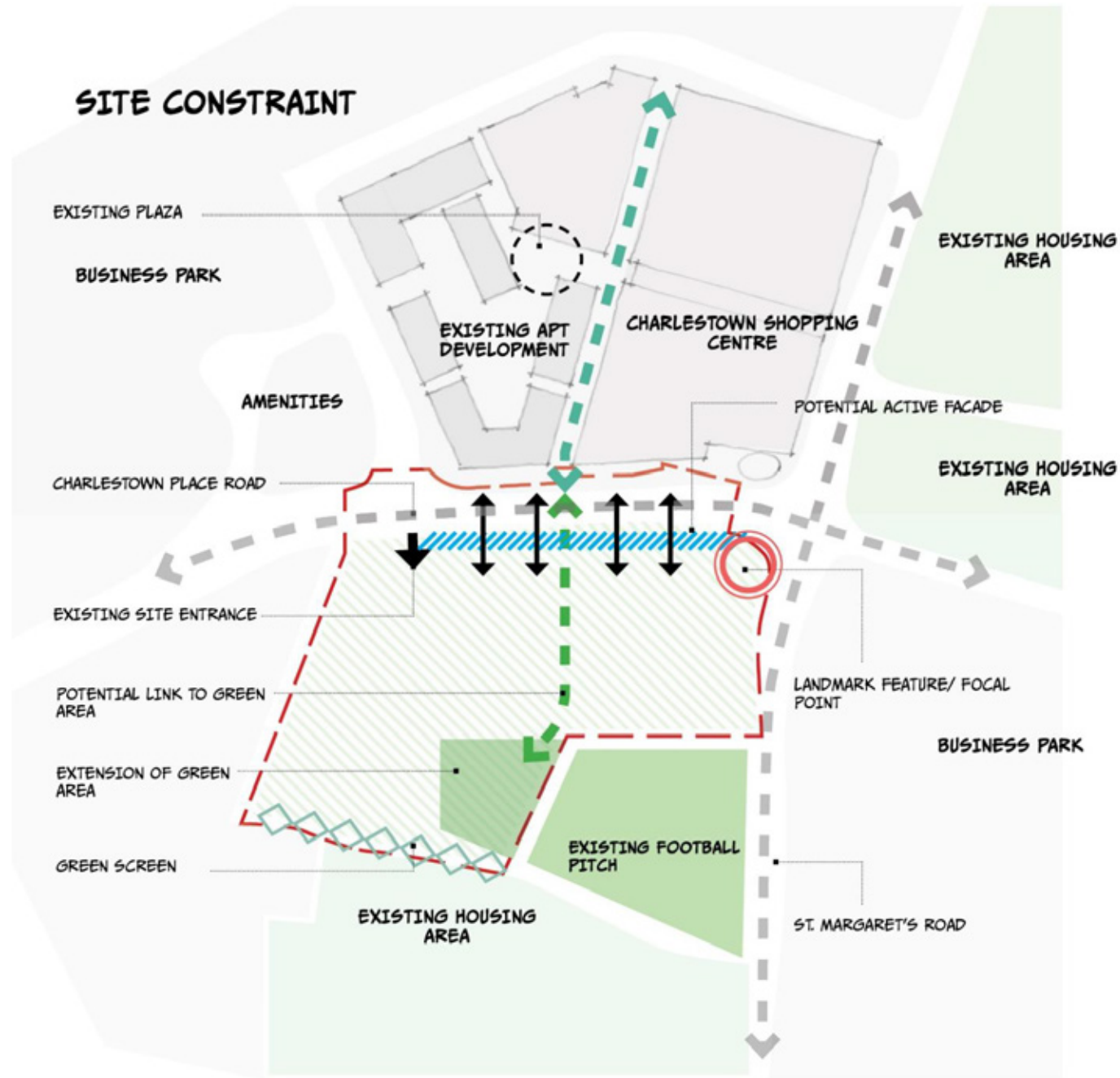


Image 2 – Initial Site Analysis



Image 3 – Initial Design Strategy

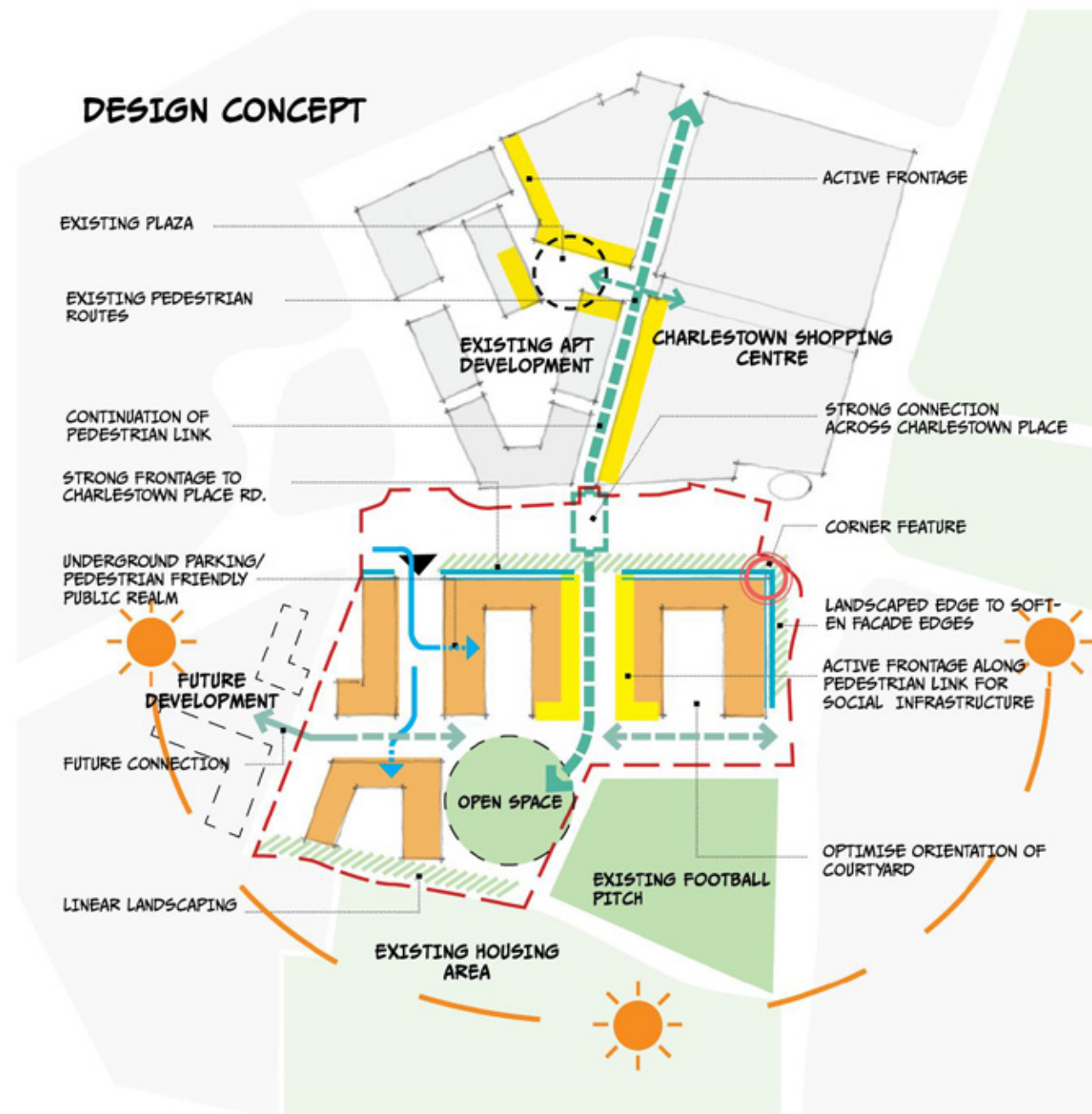


Image 4 – Urban Design Concept

2.4 URBAN DESIGN STRATEGY

Developing an appropriate streetscape and connection to the existing shopping centre complex was a key consideration in the preliminary design stages and throughout the discussions with Fingal County Council at Stage 1 and An Bord Pleanála at Stage 2 of the planning process in order to create a coherent and connected urban strategy for the area.

We propose to extend the existing north /south axis route created in the shopping centre complex by relocating the existing crossing point on Charlestown Place to create a direct connection to our scheme. A new primary north south pedestrian spine is established connecting the two developments and creating a new civic street (pedestrian boulevard) from the existing public plaza in the shopping centre complex down to a new public park that is to be provided as part of this application.

Strong frontage is proposed to Charlestown Place to create a new streetscape. A rhythm of three blocks with two north south streets is created reflecting the existing grain on the opposite side of the street. A strong urban edge along this boundary will be a key contributor to transforming the space into an urban node with an equivalence of frontage either side of Charlestown Place.

Vehicular access to the site is proposed on the western street opposite the vehicular access to the shopping centre complex and in a similar location to the site access permitted for the temporary carpark. Vehicular access is limited with parking requirements provided predominantly in basement carparks with reduced on street parking. This creates a pedestrian prioritised public realm within the site.

An east west link is proposed across the middle of the site to maintain access to the McKelvey Celtic soccer pitch and to establish a pedestrian link onto St Margaret's Road to the east and potential for future links to the lands located to the west and south of the site.

The proposed buildings are concentrated to the north of the site in three blocks (Blocks 1, 2 and 3) creating strong frontage onto Charlestown Place and St Margaret's Road. The buildings are set back from the road to provide adequate space for a defensible buffer strip to the own door ground floor apartment units providing active frontage along the north and east of the proposed scheme. The 'U' and 'L' form of the blocks optimise daylight/sunlight penetration into the communal areas and apartments whilst providing a transition in the urban form as one moves from Charlestown Place into the public open space.

The south of the site contains the attenuation tank permitted under Reg Ref F19A/0146. This area is to be expanded and redeveloped as a new public park. A fourth urban block (Block 4) fronts onto the new park providing passive surveillance and creating a sense of enclosure. Block 4 is modulated in scale from 6 storeys down to 2 storeys to address the properties to the south of the site on McKelvey Avenue.

There is an existing treeline along the south of the site that formed part of an original field boundary in that location, and this is to be protected and maintained within the scheme to act as a natural buffer to the properties to the south of the site at McKelvey Avenue.

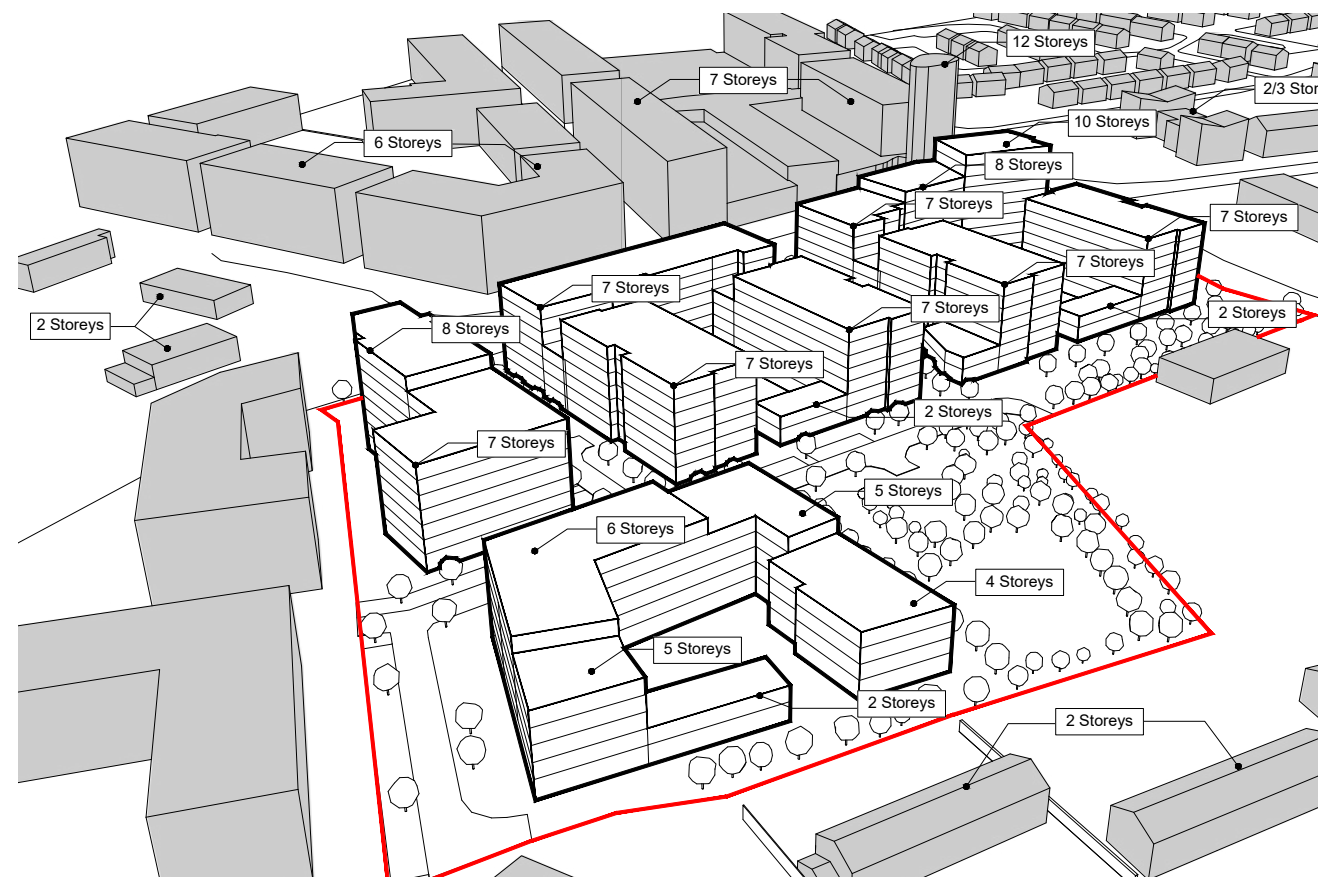


Image 5 – Building Heights

2.5 BUILDING HEIGHTS

The existing shopping centre complex has established a scale, density, and grain of building for the new town centre. The development is generally 7 storeys tall rising up to 12 storeys on the corner of Charlestown Place and St Margaret's Road. The area currently under construction is of similar scale and density.

It is important that the development proposed in this application is of appropriate scale to talk to and compliment the established forms to the north while also responding to the context of the immediate site.

The three blocks proposed to the north of the site are generally 7 storeys tall with Block 1 rising to 10 storeys in the north east corner in response to the 12-storey element opposite combining to create a prominent landmark node at the junction of Charlestown Place and St Margaret's Road.

Blocks 1 and 2 are designed as U-shaped courtyard blocks with 2 storey duplexes to the south to provide active frontage and to delineate the public and private open space whilst also maintaining increased southerly aspect for the communal courtyard areas.

Block 3 to the west is a standalone L-shaped block. It is eight storeys to the north presenting a prominent form at the vehicular entrance to the site from Charlestown Place. This block while designed as a linear block could also form part of a courtyard block in combination with future development on lands to the west of the site.

Block 4 to the south is set back from the southern boundary creating a perimeter walkway in that area. The block intermediates the scale from the seven storeys of Blocks 1-3 down to the 2-storey scale of the housing to the south of the site at McKelvey Avenue. It is six storeys to the north stepping down to four and two storeys to the south. The block also provides active frontage onto the new public park and the perimeter walkway maximising passive surveillance of the public realm.

The subject site, a designated town centre, is well served by existing high quality public transport and the planned Finglas Luas extension will also serve the area. The proposed scheme will replace an underused plot of land creating a high quality vibrant residential quarter appropriate to a town centre location. The scale of the building, the massing, and the forms have been shaped to maximise daylight and sunlight provision and more details of this analysis is included in Section 2.14.

Long uninterrupted elevations are avoided and steps in building height, recesses, and material selection are used to create modulated facades appropriate to a residential setting. The development will create a positive impact in the area with high levels of amenity for both future residents and people from the surrounding area. The public park and pedestrian boulevard in particular provide civic infrastructure for the wider Dublin 11 area.

We consider the heights appropriate in this location and consistent with the objectives set out in Section 3.2 of the Urban Development and Building Heights Guidelines for Planning Authorities 2018. More details on our response to the Building Height Guidelines are included in the planning report prepared by BMA.



2.6 PUBLIC REALM

The proposed scheme creates a highly landscaped pedestrian friendly public realm. Over 40% of the net site area has been allocated to public and communal open spaces supplemented with further areas of incidental planting defensible zones and street landscaping.

A predominantly car-free site plan is proposed. Vehicular access and on street parking have been limited to small areas along the entrance road and to the north and west of Block 4. The majority of the parking requirement is contained within the two basements with entrances located close to the main site entrance to limit vehicular movement. This all results in a site where pedestrian and cyclist movement are prioritised with the intention of creating a high-quality public realm.

A highly permeable layout is proposed with strong north/south and east/west axes. The site layout and the design of the four blocks create distinct public streetscapes while the blocks themselves enclose their own more semiprivate communal spaces. This creates a clear delineation between public and private which is further enhanced with defensible zones of planting and private terrace areas at ground level.

The existing boundary conditions have been fully integrated into the scheme. To the north and east the boundary is fully permeable and the treatments in those locations look to create strong urban street scapes. The boundaries to the south and west are onto private / third party lands. In these instances, the buildings have been pulled back from the boundaries to create setbacks, permeable links and space for landscaping. The boundaries in these locations are to be maintained and supplemented with additional planting and landscaping.

The site will be extensively planted with large areas of public open space, communal space, defensible planting zones and incidental landscaped pockets.

The following sections detail the approach to key elements of the public realm that result in a high-quality scheme and a family friendly neighbourhood.

Image 6 – Extract Showing Public Realm along the new pedestrian boulevard and terminating in the Public Open Space



Image 7 – Site Plan – For more information, please refer to PL03

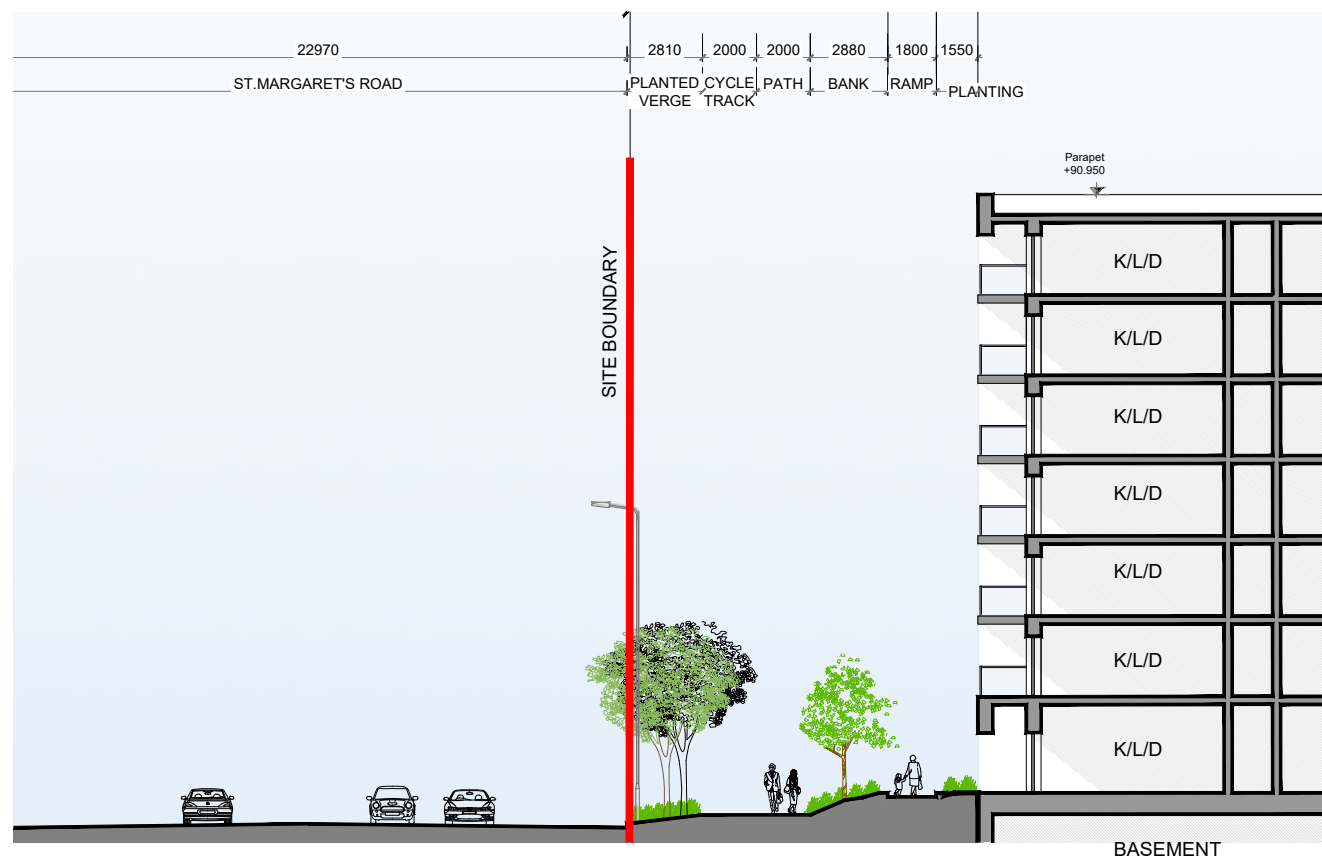


Image 9 - Section through Block 1 showing relationship with St. Margaret's Road

2.7 CHARLESTOWN PLACE & ST MARGARET'S ROAD

Strong building frontage is created along Charlestown Place and St Margaret's Road to give the development an urban presence appropriate to its designation as a town centre. The north corner of Block 1 rises to 10 storeys and together with the 12-storey element, from the shopping centre complex opposite, a new landmark node will be created at the junction of Charlestown Place and St Margaret's Road. Blocks 1 and 2 in conjunction with the existing shopping centre will complete a new sense of enclosure and form a new streetscape along Charlestown Place.

Connection to the existing shopping centre complex and the interaction with the Charlestown Place and St Margaret's Road at street level has been a key part of the design considerations from the outset and through the discussions with the local authority and An Bord Pleanala. The extent of the site area has now been increased beyond the applicant's ownership and a portion of Fingal Co. Co. owned lands along Charlestown Place and St Margaret's Road together with a letter of consent have been included in the application in order to facilitate the creation of fully integrated streetscapes.

The existing pedestrian crossing on Charlestown Place is to be removed and relocated to the west to create a direct connection to the proposed scheme and a primary north/south pedestrian axis. A new wider signalled pedestrian crossing with paved surfacing for increased emphasis is provided. The red line site area has been extended to the opposite side of Charlestown Place to ensure that all works required to move the crossing and make good the existing location are included.

The drop off area in front of the shopping centre is to be extended to provide two additional drop off / taxi spaces. Landscaping to the central median is to be reinstated and the existing bus stops on Charlestown Place are to be relocated eastwards for safer access and with new paved waiting areas integrated into the footpath layouts. The temporary ESB substation in this location is to be removed as part of the works on going on the development north of Charlestown Place. The west bound right hand turning lane is also to be shortened to facilitate the new crossing. Full details of the proposed works are detailed on Atkins Drawing No. SK009.

The existing verge, cycle track and footpath to the south of Charlestown Place and the west of St Margaret's Road are to be incorporated into the scheme and reshaped to tie in with the new streets and to create permeable connections and access points within the scheme.

Own door ground floor apartments are provided to Charlestown Place and St Margaret's Road to provide activity and a sense of individual ownership and scale at street level. The design approach recognises the conditions of the existing roadways and seeks to mediate the integration by providing a landscaped buffer at ground level to the own door units proposed to activate the streetscape.

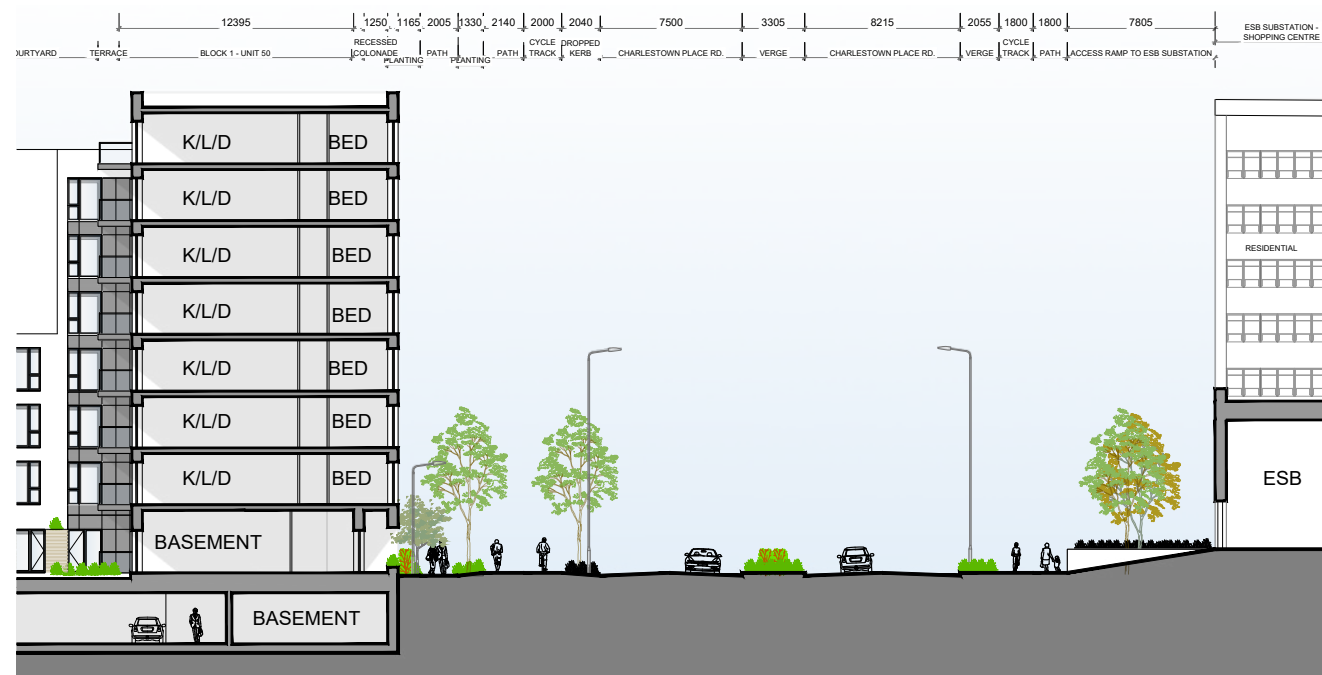


Image 10 – Section through Block 1 showing relationship with Charlestown Place.

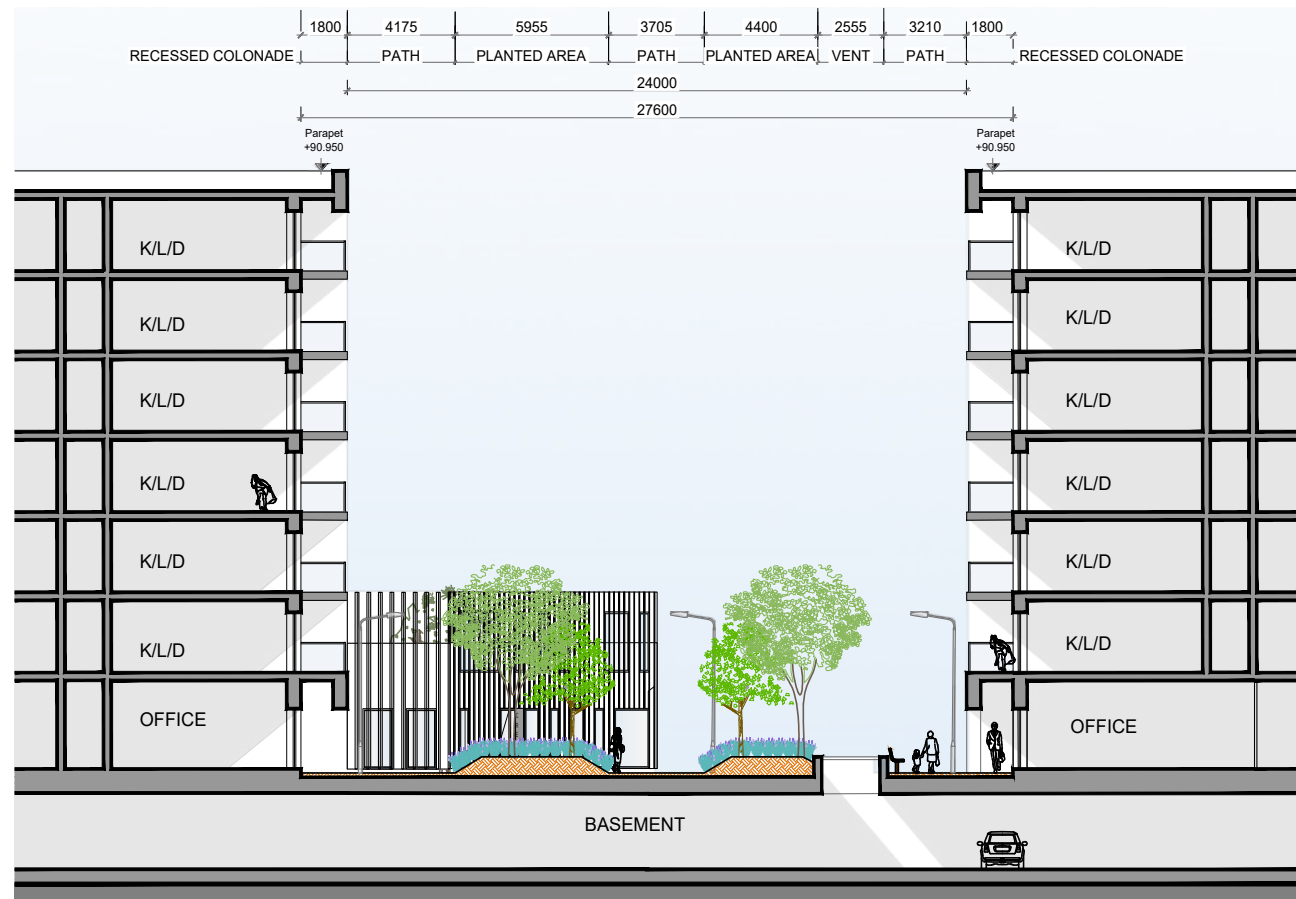


Image 11 – Section through Block 1 and 2 showing New Pedestrian Boulevard



Image 12– Section through the pedestrian boulevard(update with final CGI)

The entrances are recessed in a colonnade with private terrace areas, planters and defensible planting providing a balanced transition between public and private. These areas act as small break out spaces and will take on the form of small front gardens for each of the units providing additional amenity and privacy for the ground floor units while also creating visual interest and giving a more intimate human scale to the streetscape.

These larger ground floor units are suitable for families and they have direct access to the communal courtyard areas within the respective blocks.

2.8 PEDESTRIAN BOULEVARD

The primary north south axis created by relocating the pedestrian crossing on Charlestown Place creates a public spine through the scheme linking the existing Charlestown Shopping centre complex through the proposed scheme to the public park proposed to the south.

Throughout the discussions that were held with Fingal County Council over the last 24 months this scheme has been identified as an opportunity to appropriately supplement the existing amenities and services provided in the Charlestown area.

A new civic space is created between Block 1 and 2 along this spine. This new street (pedestrian boulevard) is to be activated at ground level on both sides with retail units, own door offices, a creche and a medical centre creating a new public place, encouraging permeability and inviting pedestrians from the wider community through the scheme. The use for these ground level units have been carefully selected based on market research to complement the existing high level of service and retail options provided in the shopping centre.

To the north of the boulevard two retail units (envisaged as a pharmacy and credit union but sized to also accommodate other similar uses) flank the entrance to the scheme creating corner landmarks.

Four own door offices are located in the centre of the street suitable for sole traders or small legal and professional services businesses of up to 5-7 employees. The small-scale own door units create a sense of individual ownership appropriate to a new town street.

The creche, sized for 96 children, is provided in the south east of the new street over two levels with a semi-enclosed play area at first floor level overlooking the street and the park. The street facade cranks in this location with the projecting form acting as a focal point, creating a sense of place, and directing views towards the new public park.

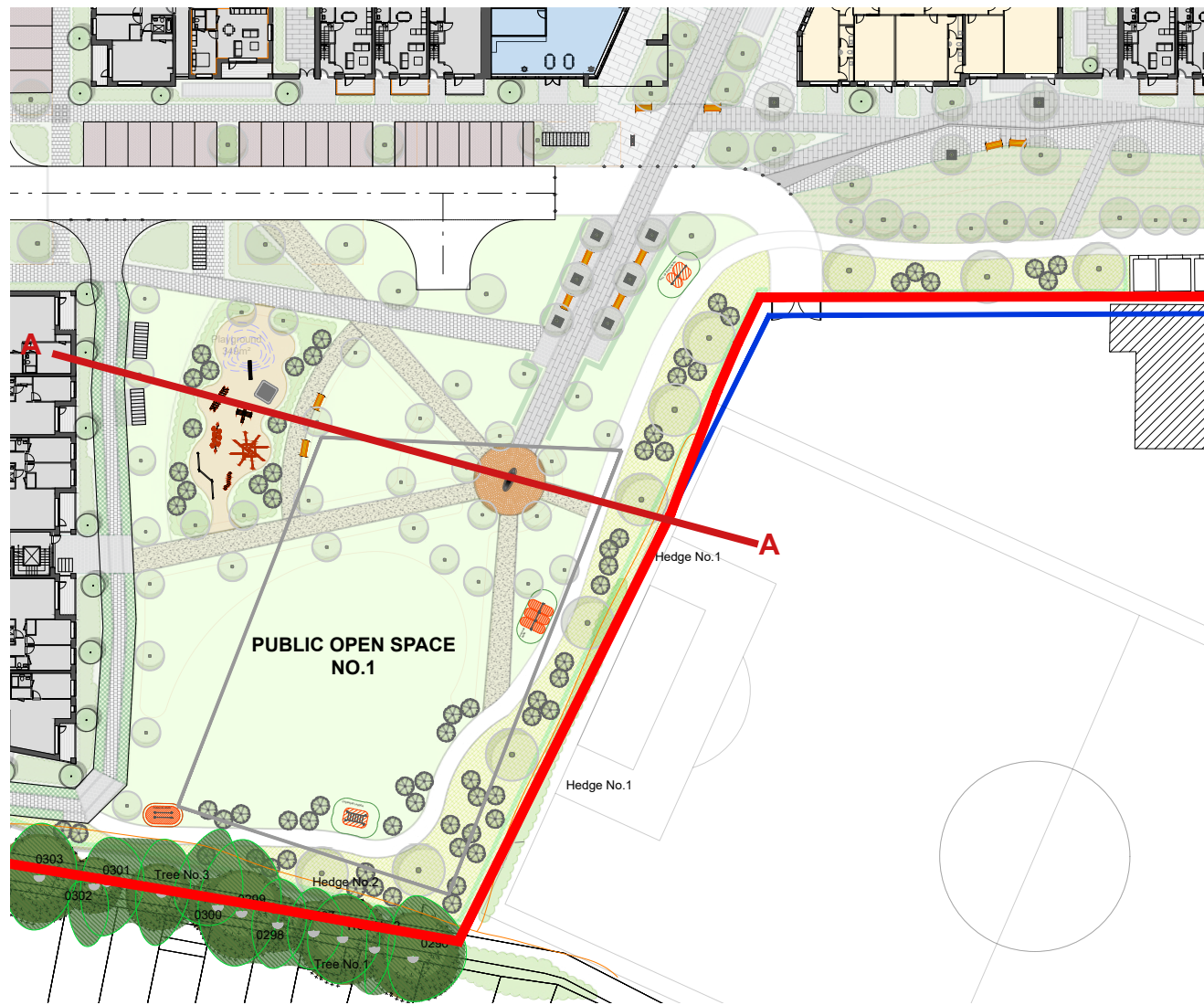


Image 13– Landscape Plan for the Public Park.

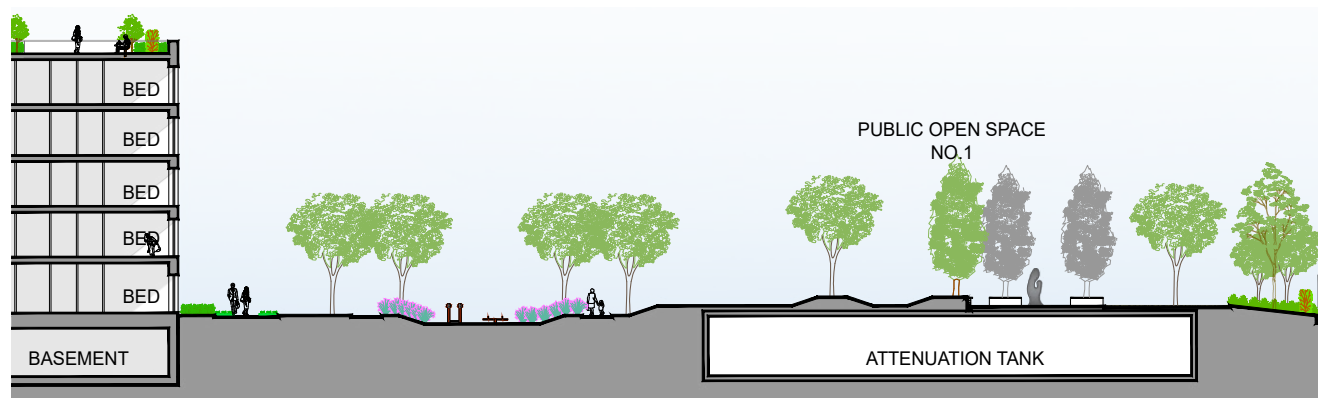


Image 14– Section through the Public Park.

Opposite the creche a medical centre is proposed. It contains a series of individual offices and treatment rooms for medical practitioners. This facility will provide an important community function for both the new scheme and the wider area, servicing the local needs of the new residents and drawing people into the neighbourhood from the surrounding areas.

This new pedestrian boulevard will give the scheme a civic presence creating a direct link to the existing shopping centre complex and inviting permeability through the development from the wider community. The space itself (2160sq.m) creates a hard-landscaped civic space and active walkway punctuated with trees, informal seating area, spill out space and meeting areas.

The new services provided will supplement the existing residential amenities and infrastructure within this developing area and community. Two way pedestrian flows are envisaged as residents of this new scheme will utilise the existing shopping centre, leisure facilities and public transport infrastructure located to the north of the subject site.

2.9 PUBLIC PARK

A new public park is proposed to the south of the proposed scheme and at the end of the pedestrian boulevard.

This part of the site contains an existing underground attenuation tank that was constructed as part of the works associated with the shopping centre complex. The tank has also been sized to accommodate the development proposed in this application.

The area is to be expanded and reshaped and moulded to create a fully usable open space area. The tank has been constructed to accommodate the build ups required to properly facilitate the landscaping strategy proposed. A detailed landscape plan and report has been prepared by RMDA and is included with this planning application.

This primary opens space area measures 4,737 sq.m - 15% of net site area. It contains a children's playground, kick about space and central focal point / piece of art at the end of the pedestrian boulevard. The design of the park mediates the more formal civic landscaping approach adopted on the pedestrian boulevard and transitions to a more informal natural landscaping strategy.

The space is south facing, well overlooked, and will become an excellent amenity space for both the new residents in this scheme and the existing residents in the surrounding area. The playground includes a series of natural play items and has been mounded and shaped to create an interesting play area. Informal seating areas have been provided around the playground and throughout the park for families and people enjoying the amenity space.



Image 15 – CGI image looking north from the new public park along Pedestrian Boulevard.



Image 16 – Concept Image of Walkway to the South of Block 4

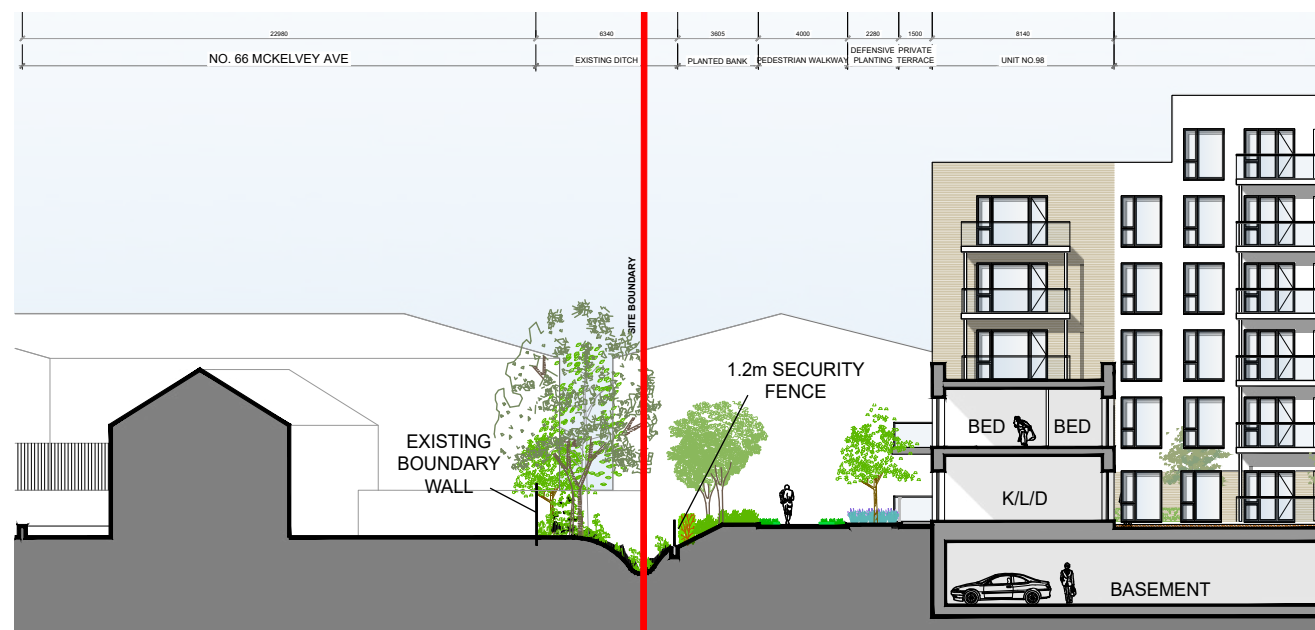


Image 17 – Section through the Southern Boundary



Image 18 – Block 4 Southern Elevation

A perimeter walkway with informal play / exercise equipment is also proposed around the park linking with the east west permeable link south of Block 1 and the landscaped space south of Block 4 and promoting more active enjoyment of the public area.

2.10 BOUNDARY TO MCKELVEY CELTIC

The boundaries to McKelvey Celtic soccer pitch are to be maintained and additional planting and hedging is to be provided in those areas. Access to the soccer pitch is maintained along the north side of the public park with a new entrance created in the north east. A coloured bitmac shared surface is to be provided to the access way to promote shared usability. Temporary access to McKelvey Celtic is to be provided from St Margaret’s Road while construction is ongoing and until the new permanent access is completed.

The area to the south of Block 1 is also fully landscaped and provides an additional 1848 sq.m of public open space resulting in a total figure for landscaped public open space of 6,585 sq.m or 20.9% of the overall net site area.

This area creates a set back from the soccer pitch and incorporates a swale as part of the SUDs strategy for the site. It also contains the pedestrian route that forms part of the main east west axis through the site and a direct connection to St Margaret’s Road.

The paved area provided in this location has been widened and shaped to incorporate seating areas. It is a type of semi civic space with higher proportion of hard landscaping, providing another high quality south facing amenity area within the overall development.

Own door duplex units along the south of Block 1 provide active frontage and interaction at street level.

2.11 BOUNDARY TO MCKELVEY AVENUE

The existing tree line, ditch and hedge along the south boundary of the subject site is to be retained, protected and supplemented to create a natural buffer.

Block 4, in this location, has been set back from the boundary creating a walkway with seating areas and incidental play areas linking to the public park . The setback created provides separation distances of over 28m to the properties along McKelvey Avenue.

Block 4 intermediates the building scale responding to the two storey housing development to the south. The massing steps down from six storeys to the north to four and two storeys to the south. Two storey own door duplex units are provided along the south of the block. These units provide active frontage on to the walkway and incidental open space area created.

	Type of Unit	No. of Units (No.)	Area/ Unit (sq.m)	Total Area/ Type (sq.m)	Total Requirement (sq.m)	Total Provision (sq.m)
BLOCK 1	One Bed	91	5	455	1323	1670
	Two Bed (3 pers.)	0	6	0		
	Two Bed (4 pers.)	106	7	742		
	Three Bed	14	9	126		
BLOCK 2	One Bed	57	5	285	1175	1185
	Two Bed (3 pers.)	7	6	42		
	Two Bed (4 pers.)	116	7	812		
	Three Bed	4	9	36		
BLOCK 3	One Bed	54	5	270	571	580
	Two Bed (3 pers.)	0	6	0		
	Two Bed (4 pers.)	34	7	238		
	Three Bed	7	9	63		
BLOCK 4	One Bed	32	5	160	658	700
	Two Bed (3 pers.)	8	6	48		
	Two Bed (4 pers.)	45	7	315		
	Three Bed	15	9	135		
TOTAL					3727	4135

Table 1 – Communal Open Space Calculation

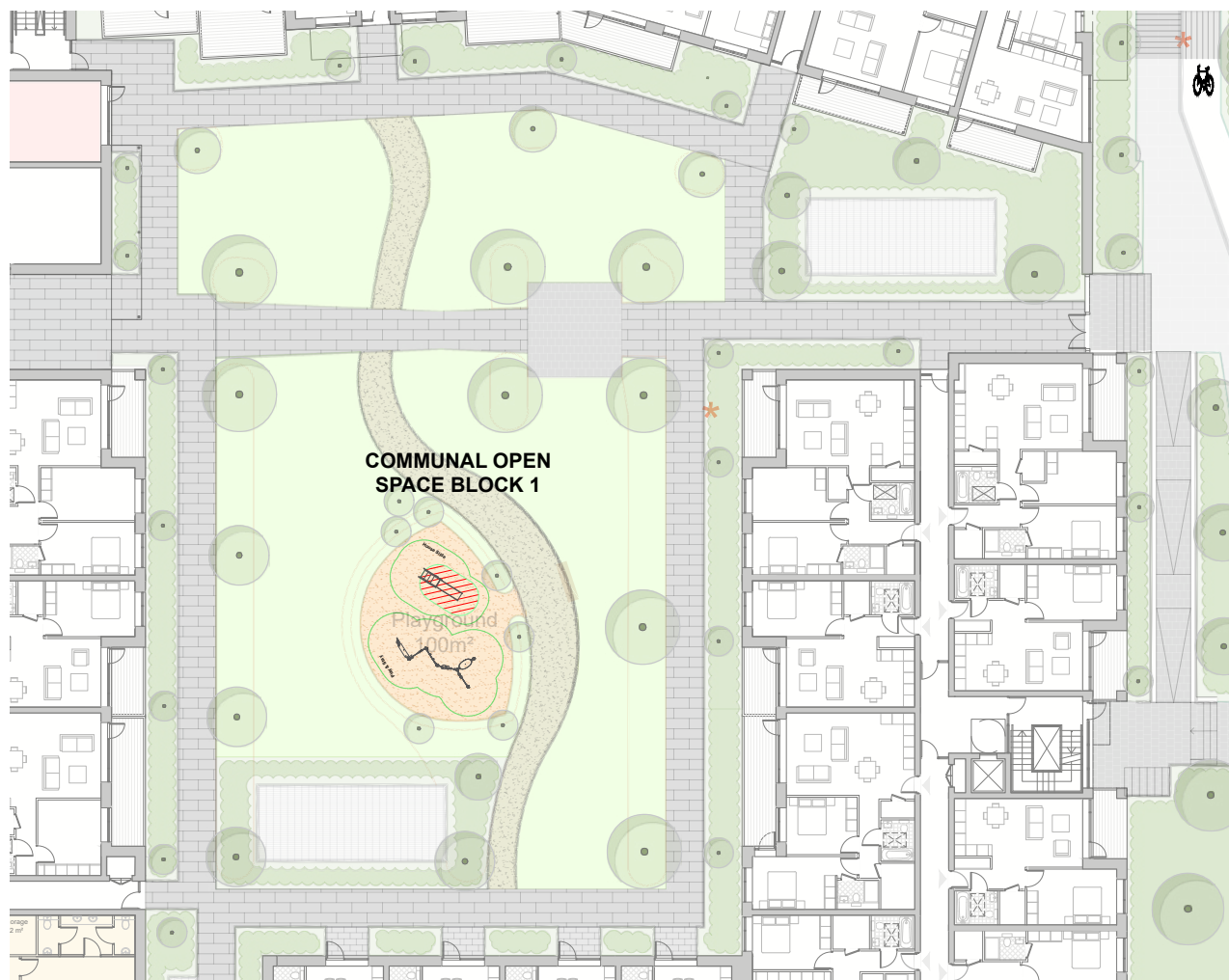


Image 18 – Communal Courtyard Block 1

The four-storey wing to the east of the block has been modified to reduce overlooking. Balconies have been removed from the south elevation and bedroom windows are now located on this façade. The southern elevation also responds to the context. The u-shape form of the block and the open nature of the massing reduces the visual impact to the south. Context elevations are included on Drawing No's PLO4 and P05. Elevation EE and FF shows the relationship to McKelvey Avenue. The elevations show the gradation in height as the block steps down to respond to the context of the two storey dwellings south of the site. The daylight and sunlight assessment included with the application also confirms the approach taken ensures that there is minimal impact on the properties to the south of the subject site.

2.12 WESTERN BOUNDARY

A 1.8m high mesh fence is to be constructed along the western boundary as part of the works to secure the undeveloped lands to the west. The fence will be planted with hedging. It is envisaged that in time when the lands to the west of the site become developed that this boundary will be removed, and a fully permeable boundary will be provided in that location.

2.13 COMMUNAL OPEN SPACE

Each residential block has its own dedicated area of communal space as per Image 16 opposite with the areas sized in accordance with Table 1 below. The U-shaped courtyards to Blocks 1, 2 and 4 enclose communal open spaces that have good southerly aspect. The courtyards are generously sized /graded according to the building scale with separation distances in Block 1 increased due to the larger building heights in that location. The communal open space for Block 3 has a south westerly aspect. The diagram opposite shows the separation distances provided. These block configurations result in communal courtyards which balance enclosure with daylight and sunlight penetration. All units have access to the courtyards at ground level with multiple access points provided and direct links to the public streets and the public open spaces. Each communal space contains a small children's play area dedicated to the block with informal lawn areas, seating and planting. The spaces are well overlooked and provide high levels of residential amenity for each of the blocks.

Blocks 1,2 and 4 also contain small roof garden areas. These roof gardens have been located in more sheltered areas are semi enclosed by the buildings and have solid balustrading for increased residential amenity and safety. They add to the variety of spaces provided and the overall quality of the development. Each of the communal spaces take on their own character in terms of shape, layout, and aspect. High quality landscaping is proposed for each of the communal open space areas with mixture of soft and hard surfaces, opportunities for play and relaxation. All spaces are well overlooked and have good orientation.

The communal open spaces provide a further 4,135 sq.m of amenity space and contributes to a total landscaped site area of 12880 sq.m or 40.8% (consisting of the public park, open space south of Block 1, the pedestrian



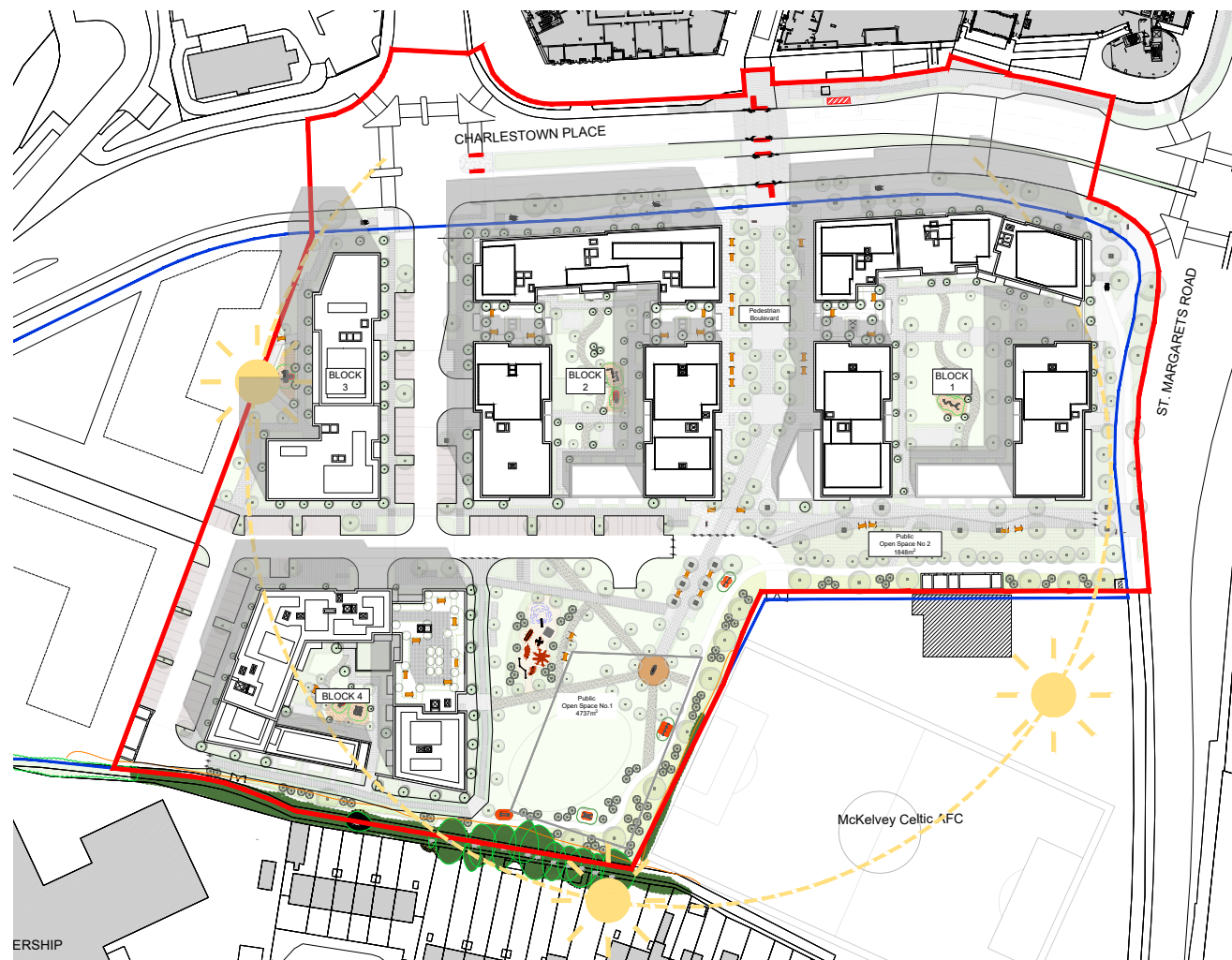


Image 19 – Daylight and Sunlight Diagram showing southern facing courtyards and open spaces

boulevard and the communal open spaces). Each of the residential units also have their own dedicated private balcony or private terrace area and the crèche has a dedicated play area at first floor level. There are also further areas of incidental planting and defensible planting zones.

2.14 DAYLIGHT & SUNLIGHT

For detailed assessment of the proposed development, we refer to the report prepared by 3D Design Bureau which has been carried out in accordance with the requirements set out in Section 6.6 of the 2018 Apartment Design Guidelines. The report assesses the impact/ performance of the design under the following headings:

Effect to Vertical Sky Component (VSC) to neighbouring properties – The report concludes, based on the sample assessed, that the development will have an imperceptible impact.

Effect to Annual Probable Sunlight Hours (APSH) Annual Study – The report concludes, based on the sample assessed, that the development will have an imperceptible impact.

Effect to Annual Probable Sunlight Hours (APSH) Winter Study – The report concludes, based on the sample assessed, that the development will have an imperceptible impact.

Sunlighting to Proposed Amenity Areas – The report concludes that 10 of the 11 areas assessed meet the guidelines for assessment (Please refer to Table below).

Average Daylight Factor (ADF) of internal proposed development – The report concludes, based on the sample assessed, that 97% of the rooms within the development will comply with the relevant guidelines.

We note that while the report is based on a single analysis, the Design Team engaged with the 3D Design Bureau at an early stage in the design development process with a view to optimising the performance of the development with respect to the relevant guidance provided in the 2018 Apartment Design Guidelines. As noted in the Urban Design Rationale, individual blocks have been orientated to maximise daylight/ sunlight penetration within this particular town/ district centre context. A clear rationale is also provided for the proposed heights and urban edge along St. Margaret's Road and Charlestown Place and the transition in scale as one moves north to south through the development. We respectfully submit that an appropriate balance has been struck with regards to the proper urban design strategy for the site and the parameters of Section 6.5 of the 2018 Apartment Design Guidelines are given due consideration in the design solution.

In order to protect the overall integrity of the design approach, compensatory measures have been utilised in a small number of instances to offset shortfalls in particular rooms.

	Target Value	Area capable of receiving 2 hrs of sunlight on 21 st March
Public Open Space 1(Park)	50%	99.4%
Public Open Space 2(South of Block 1)	50%	92.8%
Pedestrian Boulevard	50%	98.6%
Block 1 Amenity Area	50%	76.3%
Block 1 Roof Garden	50%	50.3%
Block 2 Amenity Area	50%	77.4%
Block 2 Roof Garden	50%	38.5%
Block 3 Amenity Area	50%	89.5%
Block 4 Amenity Area	50%	67.5%
Block 4 Roof Garden	50%	98.5%
Creche	50%	80.2%

Table 2. Communal Open Space Daylight and Sunlight Results. Please see report from 3d Design Bureau for more information.

Block 2	Unit 04	Increased Private Open Space - 120%, Large unit - 113% overall area, recessed living room with balcony providing additional defensible space between living room and street.
Block 2	Unit 54	Increased Private Open Space - 252%, Own Door Access, Large unit - 162% overall area
Block 2	Unit 55	Increased Private Open Space - 204%, Own Door Access, Large unit - 106% overall area, recessed living room with balcony providing additional defensible space between living room and street.
Block 2	Unit 63	Increased Private Open Space - 121%, Large unit - 115% overall Area, Large K/L/D Area -127%. Direct access to communal courtyard.

Table 3. Mitigation Measures applied to units with least optimal Daylight ADF results(under 60%).

As noted above, 10 of the 11 amenity spaces proposed achieve compliance with the relevant guidelines with the majority exceeding the criteria by a considerable margin. A small roof garden in Block 2 falls short of the guidance set out, although we believe it will achieve a higher quantity of sunlight during the warmer months when the space is more usable due to its East/West Orientation. We note that this area forms only a fraction of the overall amenity space provision within the Development and approximately one fifth of the communal open space provision in Block 2. All of the future residents in Block 2 will have access to the larger courtyard. The overall development benefits from an overprovision of communal space (approx. 400sq.m.) and a very substantial public space provision. We respectfully submit that it is appropriate within the overall context of the development to retain this space rather than omit it from the scheme.

The development has 51.7% dual aspect units and no single aspect north facing units are proposed. All units have living spaces and private open spaces with either east, west, or southerly aspect. Two types of core arrangement

are adopted. East/ west cores consist of 8-9 apartments either side of a central corridor while north south cores have fewer units and a higher proportion of dual aspect to ensure all units have south facing living spaces.

The report by 3DDB sets out the rationale for the average daylight factor analysis. We note that in general living areas consist of combined kitchen/living/dining areas (K/L/D). Where possible these rooms have been provided with additional windows/dual aspect. However, this has not been possible for single aspect units which are inevitably required throughout the scheme. In these locations the living area has been provided in the well-lit part of the room with galley type kitchens to the rear of the room. Rather than closing off the kitchen area (up to 6.5m²), we have allowed the kitchen to link directly to the living area as per Section 2.1.14 of BR209. We consider this provides a higher level of residential amenity; however, it does impact the ADF calculations for these unit types.

In response to the initial analysis carried out by 3d Design Bureau, a significant number of design changes to internal layouts and configuration were carried out across the scheme in order to maximise the daylight received in the proposed units along with maximising/adding additional glazing where required. We have outlined a broad overview of the changes made across the scheme below.

Block 1 - Increased Window size, Extensive reconfiguration of internal layouts to units in Cores 2 and 3 along with the reconfiguration of internal layouts across units in cores 1, 4 and 5.

Block 2 - Increased window size, Extensive reconfiguration of internal layouts to units in Cores 2, 3 and 4 along with the reconfiguration of internal layouts across units in cores 1 and 5.

Block 3 - Increased Window size and reconfiguration of internal layouts to improve ADF values for rooms facing East onto block 2.

Block 4 - Maximised window sizes, Internal reconfiguration to reduce depth of rooms.

Where it was not possible to achieve the desired results, additional compensatory measures in accordance with Section 6.7 of the 2018 Apartment Design Guidelines were introduced where feasible throughout the scheme. Compensatory measures include unit areas exceeding area requirements and, in some cases, exceed the additional 10% area, increased private amenity space, own door access, larger Kitchen/Living/Dining areas and recessed K/L/D for increase privacy from the public realm and communal areas, direct access to communal open spaces where possible. We have outlined a list of compensatory measures introduced to the units achieving the least optimal results in Table 3.

We note the following statement in the introduction to BR209 - *Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice*.

“The advice given here is not mandatory and the guide should not be seen as an instrument of planning policy; its aim is to help rather than constrain the designer. Although it gives numerical guidelines, these should be interpreted flexibly since natural lighting is only one of many factors in site layout design.”. Section 1.6

We respectfully submit that Daylighting has been considered in this context and has been optimized within the overall site layout design.



Image 21 – View of Public Open Space from Block 3



Image 21 – CGI showing Communal Courtyard and amenities

2.15 LAYOUT, ASPECT AND AMENITY

A total of 590 residential units are proposed – 234 No. one beds, 316 No. two beds and 40 No. three beds.

Block 1 consists of 211 units and is generally 7 storeys in height rising to 8 and 10 storeys in the north east to address the 12-storey element off the shopping centre opposite. The block is u-shaped with one core to the east and west and three cores to the north. 3 no. two storey duplex units to the south enclose a communal courtyard with an additional roof garden provided at 4th floor level in the west of the block.

At ground floor level the block contains a retail unit, three own door offices and a two storey creche. Gaps in the block to the east, west, and south allow for permeability, increased daylight and proportioning of the block form.

The creche has been sized for 96 children in a two-storey unit. It contains 6 classrooms to cater for children from the ages of 1-5. The accommodation also includes an office, staff room, kitchen, and sanitary facilities. Classrooms are located at ground and first floor level with a sheltered play area provided at first floor level. The crèche is positioned at a strategic location within the development and the form and elevation treatment allow it to become a focal point within the scheme. The cranked elevation and slatted façade give it a prominence and presence that enriches the civic space at the point where the civic street transitions into the public park.

Block 2 is similar in layout to Block 1 and is 7 storeys throughout with 3 storey breaks along the east and west sides to allow for permeability, increased daylight and block proportioning. The block encloses a communal courtyard at ground floor level and additional roof gardens are provided at fourth floor level to the east and west. It has 184 residential units. The block also contains the other retail unit, an own door office unit and the medical centre.

Block 1 and 2 provide strong frontage onto Charlestown Place and contrast with the more open finger block arrangements adopted on the upper floors of the existing Shopping Centre Complex to the north of Charlestown Place. Together they will act to strengthen the streetscape along Charlestown Place. Larger own door apartment units are provided at ground floor level all along Charlestown Place with generous defensible zones and private terrace areas created to promote an active street frontage.

There is a shared basement below Blocks 1 and 2 accessed from the west of Block 2 close to the vehicular entrance to the site which helps to minimise traffic within the site and promotes a high-quality public realm with pedestrian and cyclist priority.

Block 3 is a standalone L-shaped block that together with the north west corner of Block 2 frame the entrance to the site. It contains 95 residential units in two cores. The northern core is 8 storeys stepping down to 7 storeys to the south. Communal open space is provided to the west of the block. Block 3 has been designed as a standalone



Image 22 – Southern Elevations facing Public Open Spaces



Image 23 – North Elevation Along Charlestown Place Road



Image 24 – View along Charlestown Place Road looking East

block, but it could be incorporated into a courtyard block as part any of future development on GE lands to the west of the site.

Block 4 to the south of the site intermediates the scale between the 7 storeys of Blocks 1-3 and the two-storey housing scheme to the south of the site at McKelvey Avenue. Block 4 is 6 storeys to the north stepping down to four and two storeys to the south.

There are 100 residential units in Block 4 within 3 cores. Two storey three bed duplex units to the south provide active frontage along the southern boundary and relate to the smaller scale of development to the south of the site. A roof top garden is located in the north east of the block overlooking the public park and providing additional amenity for the residents in this block.

While the blocks have individual forms and orientations, the design team has sought to ensure that a consistent architectural language is created through the use of materials and repeating elements such as fenestration and balcony design. Large windows are provided to all living rooms and bedrooms to maximise daylight, sunlight, and views. Balconies are generally set into the blocks to create a clean and crisp façade with strong urban presence while also creating more sheltered and private amenity spaces. Recesses, gaps and staircores are used to modulate and proportion the facades and to create a distinct urban grain.

At ground floor level core entrances, duplex units and own door apartment units provide active frontage to the residential areas. The centrally located pedestrian boulevard, and public park create distinct urban spaces which together with the individual treatments of each of the blocks will give the scheme a strong character and sense of place.

The scheme is open and permeable inviting in the wider community and providing facilities and infrastructure for the surrounding Charlestown area.

2.16 DENSITY / VARIETY / DISTINCTIVENESS

The proposed development creates a high-density landmark residential development appropriate to its strategic location in Dublin 11 and the wider north Dublin area.

A total of 590 units are proposed with a net density of 187.9 units/ha. The blocks are on average 7 storeys tall and designed with efficient plan layouts which means that that over 40% of the site remains as public / semi-private open space. The site is located within a designated town/district centre and a density of this order is appropriate to a such a strategic site.



Image 25 – Typical Façade details North & South Elevation of Block 1 – Material Palette

The proposed development will deliver a new urban quarter that together with the existing shopping centre complex will create a strong and vibrant town centre.

From the daylight analysis it is found that the proposed development will have an imperceptible impact on the amenity of the existing buildings in the area and all units proposed receive good levels of daylight. We propose that a high-density residential development is appropriate to this location.

2.17 MATERIAL & FINISHES

Highly quality materials and finishes are proposed for this scheme. Materiality has been key part of the design strategy to develop an appropriate character and family friendly atmosphere within the scheme.

The existing Charlestown Shopping centre complex is characterised by high quality stone cladding, linear balcony design and highly glazed facades. A continuation of this approach is adopted for this scheme while introducing new qualities to create contrast and visual interest. Elements of brick have been introduced as a new field material creating a more solid appearance that is then modulated by vertical breaks for staircores and recessed balconies creating a repeating grain and a more vertical façade design.

This field material of brick will be complemented with areas of stone cladding (drawing on the high-quality material of the existing Charlestown Shopping Centre complex) metal detailing and glass balustrades to balconies. Recessed penthouse levels to Block 1 and Block 2 are finished in metal cladding. The south facing internal courtyard areas in Block 1, 2 and 4 will be finished in render to create contrast and to improve daylighting. The elevations are also more sheltered which lends themselves to render compared to the outer elevations. This palette of brick, stone, render and metal cladding together with the strategic use of recessed balconies and repeated fenestration unifies the blocks giving them a crisp elegant appearance.

Green roofs are proposed for 25% of free roof area (excluding areas required for PV panels) and are generally located at the lower-level roofs which will be overlooked. An extensive landscaping plan incorporating hard and soft surfaces is proposed. The roads are distinguished with areas of shared surfacing creating pedestrian and cyclist priority and providing a higher quality streetscape. Footpaths and routeways around the buildings are paved and incidental areas of planting and landscaping enliven the ground plane.

2.18 HOUSING QUALITY ASSESSMENT

The scheme has been designed in compliance with the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas 2009 and associated Urban Design Manual Best Practice Guidelines and the Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities 2018.

A mix of unit types are proposed to cater for multiple occupancy requirements. One Bed units, Two Bed units (3 & 4 person), and Three bed units (5&6 person) are proposed. This will create a variety for homeowners. No more than 10% 3-person two bed units are proposed. 51.7% of the units are dual aspect and the majority of units (72.2%) are sized to be 10% larger than the minimum space standards. No single aspect north facing units are proposed. All ground floor units have a minimum height of 2.7m. All upper floor units shall have a minimum height of 2.4m.

All residential units are designed with 'open plan' layouts and provision has been made for sprinklers as part of the fire safety strategy for the development. The open plan units allow an efficient use of space and help to maximise daylight penetration within the unit improving residential amenity.

Storage is provided within each of the units as indicated on the drawings. Minimum storage areas of 3 sq.m for one bed units, 6 sq.m for two bed units and 9 sq.m for three bed units are proposed. These areas consist of a mixture of dedicated utility/ storerooms, open shelving, and bathroom storage within the apartment units. Storage areas have generally been designed to have a maximum area of 3.5 sq.m but in some localised instances areas are slightly larger due to efficiencies of the unit layouts.

Each apartment has a private balcony or private terrace area accessed from the main living space. The minimum areas provided are 5sq.m for all one bed units, 7 sq.m for all two bed units and 9sq.m for the three bed units. All balconies have either east, west or southerly aspect.

All habitable rooms have been designed in accordance with the recommended space standards in Appendix A of the apartment guidelines. Please refer to the Housing Quality Assessment Schedule included with this application for details of apartment sizes and room areas. The floor plans for each block indicate the dimensions proposed for each of the habitable rooms.

The apartments are generally designed in an efficient plan format balancing the ratio between floor area and external wall area which allows for an efficient and sustainable layout while also creating an efficient thermal envelope.



Image 26 –Typical 1 and 2 Bed Typologies and their` relevant location in Block 1. Typology is used throughout the site.

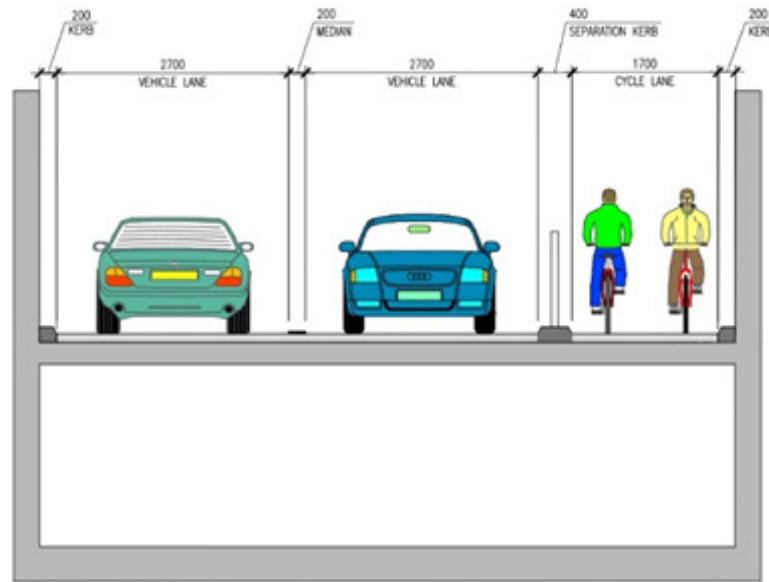


Image 26 – Basement Access Ramp Section

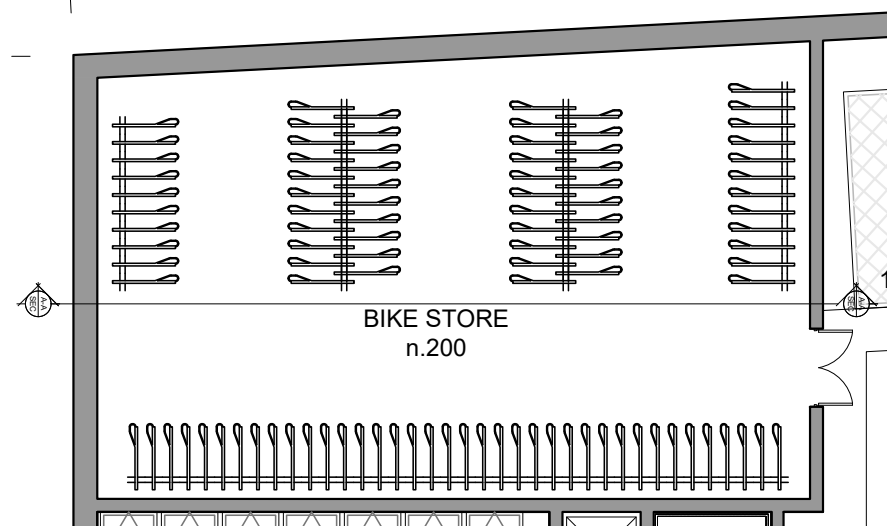
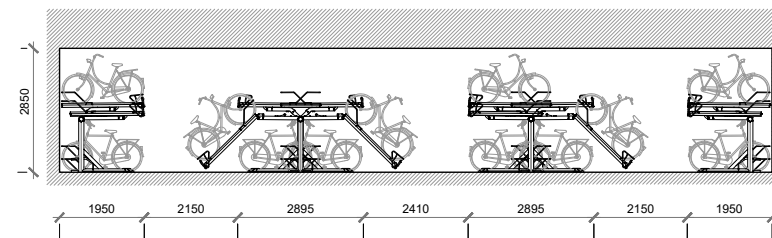


Image 27 – Bike Store Layout and Section – Block 2 Basement

The apartments will be constructed to the relevant building regulation standards delivering a high level of energy efficiency in use in line with Building Regulation Part L's near zero energy target. A Building Lifecycle Report and Energy and Services Report have been prepared and are included with the application.

2.19 UNIVERSAL DESIGN

The buildings have also been designed with due regard to the principles of universal design, including the 'Building for Everyone: A universal Design approach' and 'Universal Design Guidelines for Homes in Ireland' publications.

All units are Part M accessible and all single storey apartments on upper floors are provided with lift access. Larger own door apartments and duplexes are located at ground floor level in Blocks 1-2 and 4 which allow for additional flexibility and adaptability. Internal partitions will be generally nonloadbearing which allows a certain amount of adaptability within the constraints of the apartment typologies.

A total of 1068 bicycle spaces are proposed.

1.5 bicycle spaces per unit are provided off street as follows:

- Block 1/2 - 395No. units – 593 No. Bicycle parking space located at the basement level,
- Block 3 - 95 units – 143 No. Bicycle parking space located at ground floor level,
- Block 4 - 100 units – 169 No. Bicycle parking space located at basement level,

A further 169 bicycle spaces are located on surface for residents/ visitors plus an additional 13 bicycle spaces are provided in the Block 1/2 basement for the non-residential uses.

Basement ramps are provided with a designated cycle lane and a clear head height of 2.1m is proposed on all access ramps.

Please also refer to the Traffic and Transport Statement prepared by Atkins Ireland which is included with the planning application.

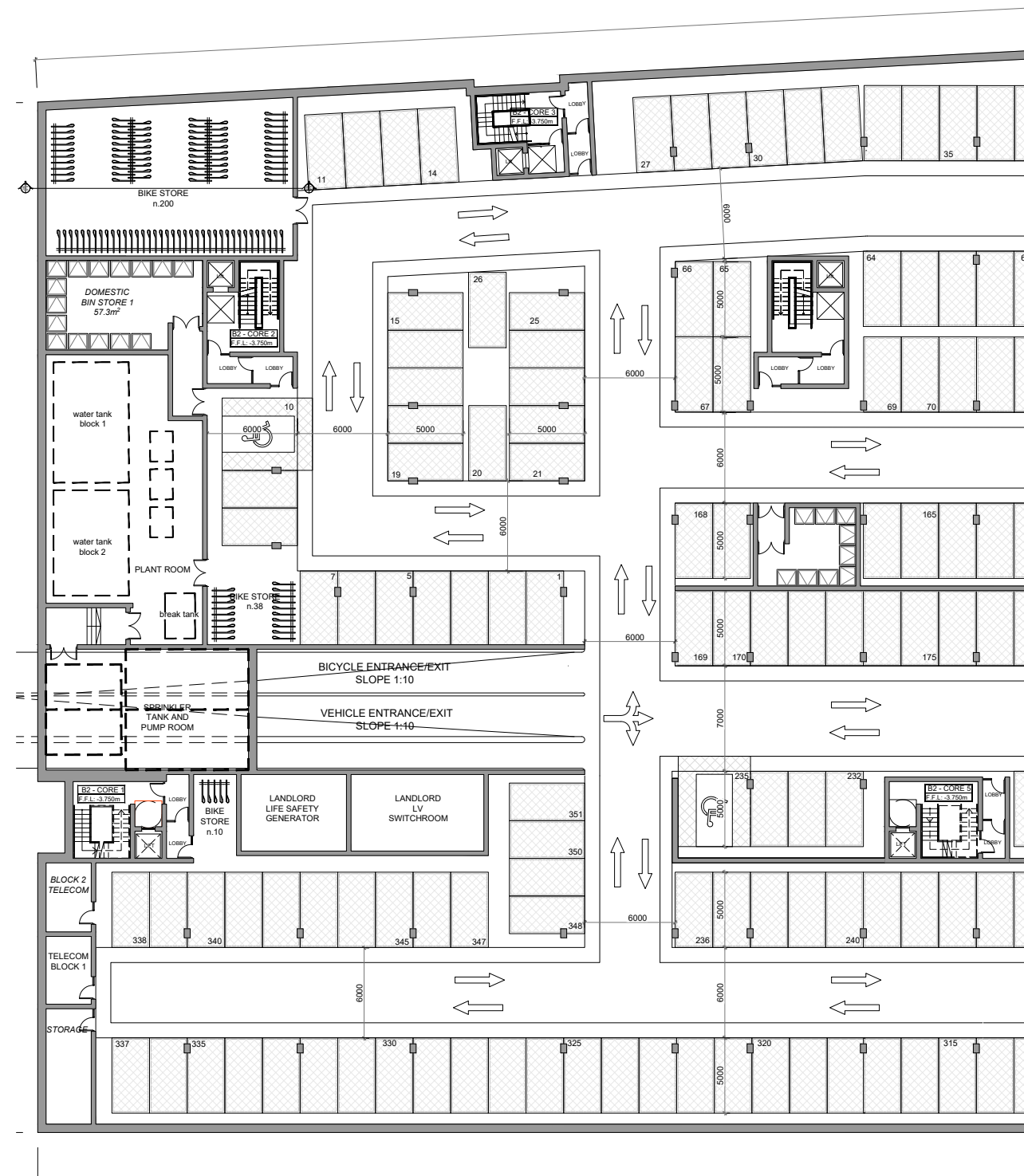


Image 28 – Extract from PL200 showing Basement layout.

2.20 CAR PARKING

A total of 515 parking spaces are proposed. 351 spaces are located in the Block 1/2 basement, 81 spaces in Block 4 basement and 83 spaces on surface.

It is proposed that 474 No. parking spaces will be assigned to residential units (67 on surface and 407 within basements), 25 No. parking spaces on surface will be assigned to non-residential uses with an additional 12 No. parking spaces on surface allocated for visitor and drop off. There are also 4 No. club car spaces provided on surface.

Please also refer to the Traffic and Transport Statement prepared by Atkins Ireland which is included with the planning application.

2.21 BIN STORAGE & PLANT

Bin storage and plant areas for Blocks 1, 2 and 4 are proposed in the associated basements and all units in the respective blocks shall have access to these areas. Bin storage and plant areas are located at ground floor in Block 3. The scheme shall be fully managed by a professional management company and the management company agents shall be responsible for bin collection. Collection areas have been provided on surface adjacent to basement entrances. A waste management plan has been prepared by Byrne Environmental and is included with the EIAR submission. No plant is proposed for the roofs except PV and / or solar panels which may be required to satisfy Part L requirements.

2.22 DRAINAGE

It is proposed to connect into the existing foul sewer on Charlestown Place. Our Engineers have liaised with Fingal County Council and Irish Water in relation to the new connection. Sustainable urban drainage features such as green roofs, tree pits and swales have been fully incorporated into the landscaping scheme to reduce the impact of surface water runoff. There is an existing surface water attenuation tank located on site that serves the existing Charlestown Shopping Centre complex. This tank has been designed for and has adequate capacity to also cater for the new development.

2.23 PART V

A total of 590 units are proposed which would result in a Part V obligation of 59 units. In the event of a planning permission grant the developer shall liaise with the local authority's housing department to agree the details and the preferred location for these units. We have initially suggested 59 units within Block 4 that could be offered to meet the Part V obligations. Please refer to Drawing No. PL500.

2.24 CONCLUSION

The development of the subject site represents a major opportunity to build on significant recent progress in transforming the Charlestown area into a District hub well served by transport, retail & social infrastructure. The scale and ambition of the design is warranted by the emerging regeneration at the location of Charlestown at the north western fringe of the city. It is appropriate to apply density and heights which support and responds to this context but in manner that applies best practice in urban design.

We respectfully submit that the proposed development will achieve this through a scheme which seeks to connect with the existing centre and surrounding amenities, which will offer reciprocal services and amenities to new/existing residents and

which will deliver significant improvements to the streetscape and public realm in the Charlestown area. This is done in a manner which respects the existing context to the north and west of the site and which also anticipates future development to the east.

We have proposed a design which provide a high standard of residential amenity for future residents through well-proportioned and well-lit accommodation arranged in a manner which will encourage communal interaction and protect private amenity. We have focused on designing a pedestrian friendly residential setting with a variety of well landscaped open spaces.

We trust the above in order and look forward to a favourable decision in due course.



Image 29 – View from Melville Road looking West towards development