# City Quay Dublin

## ABP Appeal - 4674/22

November 2022

URBAN STRATEGIES INC

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# 1.0 INTRODUCTION

# 1.1 *INTRODUCTION*

This report has been prepared in response to the decision by Dublin City Council (DCC) to refuse planning permission for a proposed development at 1-4 City Quay, 5 City Quay and 23-25 Moss Street, Dublin (Reg. Ref. 4674/22), referenced in this report as the 'Refusal Report'. This report addresses DCC's reasons for refusal relating to potential planning, 'tall building' and urban design policy matters. The report has been prepared by Urban Strategies Inc, the author of the Tall Building Statement (TBS) chapter contained in the Environmental Impact Assessment Report (EIAR) submitted with the planning application. That assessment provides a full assessment of the proposed development against the current applicable planning framework at the national, regional and Dublin City levels. This report should be read in conjunction with Chapter 11 of the EIAR.

# 2.0 THE GROUNDS FOR REFUSING THE CITY QUAY APPLICATION

## 2.1 *THE GROUNDS FOR REFUSING THE CITY QUAY APPLICATION*

Dublin City Council (DCC) has based its consideration and refusal of the City Quays application largely on a very limited number of planning policies. Those policies are Policy SC7 & SC17 of the Dublin City Development Plan 2016-2022 (DCDP). The *Planner's Report* in addition makes considerable reference to the now-expired George's Quay Local Area Plan (LAP).

Limited reference is made in the *Planner's Report* to supportive policies elsewhere in the DCDP, nor are any references to the Tall Buildings and Landmark Buildings policies in the Draft 2022-2028 Dublin City Development Plan (Draft DCDP). Compliance with the majority of the Development Management Criteria of the national Urban Development and Building Height Guidelines for Planning Authorities report (2018), is acknowledged, except with respect to those guidelines policies on wider visual impact. The balance of the applicable set of national, regional and city policy documents are supportive of a development of the scale and nature of that proposed for City Quay.

DCC have advanced very narrow grounds in *Planner's Report* for their refusal considering a project of this significance. Those grounds, which relate in their entirety to matters of building height, massing and associated visual impact, are challenged below, both directly and by placing them in the context of the wider applicable planning policy framework.

# 3.0 BROAD CITY POLICY SUPPORT FOR CITY QUAY

## 3.1 *PROJECT IRELAND 2040 – NATIONAL PLANNING FRAMEWORK (2018)*

This report (pg. 14/15) sets out a 'shared set of goals' for city planning, the ones directly relevant to the City Quays development proposal report being as follows:

- *Compact Growth*
- *Enhanced Regional Accessibility*
- *Sustainable Mobility*
- *High-Quality International Connectivity*
- *Enhanced Amenities and Heritage*
- *Transition to Low Carbon and Resilient Economy*

The content of these principles and their relevance to the City Quay proposal is explored in detail in the Tall Building Statement. They are supportive of the proposal when taken in their entierity. None of these national government planning directions were referenced in *Planner's Report*.

## 3.2 *PROJECT IRELAND 2040 AND REGIONAL, SPATIAL AND ECONOMIC STRATEGY FOR THE EASTERN AND MIDLANDS REGION ( 2019-2031)*

This report calls for supporting Dublin's global economic function and for the concentration of intensive development at central city locations well-served by transport and active movement modes. It sets out "guiding principles" for future planning policy. Those principles are:

- *Dublin as a Global Gateway*
- *Compact, Sustainable Growth and Accelerated Housing Delivery*
- *Integrated Transport and Land Use*
- *Increased Employment Density in the Right Places*
- *Alignment of Growth with Enabling Infrastructure*
- *Social regeneration*
- *Identify Future Development Areas*
- *Metropolitan Scale Amenities*
- *Coordination and Active Land Management*

The content of these principles and their relevance to the City Quay proposal is explored in detail in the TBS. None of these considerations were referenced in the reasons for refusal. The balance of these policies are supportive of the proposal when taken in their entirety.

Of particular note is the evidence contained in the submission from Cushman and Wakefield on the planning application which identified the shortage of high quality office space in Dublin. The Dublin Central Business District's net vacancy rate currently stands at 5.9% or 1.44 million square feet. For the 5-year period 2016 - 2020, average annual take up was recorded at 1.53 million square feet. Ensuring a good supply of high quality office space in Dublin city centre is a critical strategic objective found in all the applicable planning policy, but not considered in the refusal report.

# 3.3 *URBAN DEVELOPMENT AND BUILDING HEIGHT GUIDELINES FOR PLANNING AUTHORITIES 2018*

Policies in Urban Development and Building Height Guidelines for Planning Authorities 2018 provide important guidance and the positive encouragement of urban intensification and the identification and policy support for "*specific geographic locations or precincts where increased building height is not only desirable but a fundamental policy requirement*". The report further recommends the identification of "*a cluster of higher buildings can be accommodated as a new neighbourhood or urban district or precinct*" as appropriate locations for such development. The report's Development Management Criteria offer further support to the intensified development of the City Quays site, since it is *"well served by public transport with high capacity, frequent service and good links to other modes of public transport …. should successfully integrate into/ enhance the character and public realm of the area …. make a positive contribution to place-making".*

Specific Planning Policy Requirement (SPPR) 1 states *"In accordance with Government policy to support increased building height and density in locations with good transport accessibility, particularly town/city cores, planning authorities shall explicitly identify, through their statutory plans, areas where increased building height will be actively pursued for both redevelopment, regeneration and infill development to secure the objectives of the National Planning Framework and Regional Spatial and Economic Strategies and shall not provide for blanket numerical limitations on building height."*

This important national report is clearly intended to set out the appropriate locations and design standards for tall buildings. Indeed, it places a positive obligation on planning authorities to promote intensive, tall buildings in appropriate locations, and defines where such appropriate locations are. The City Quay site and the development proposal meets these criteria in all respects, as set out in detail in the TBS that accompanied the application. No weight is given to these broad strategic planning objectives in the *Planner's Report*, notwithstanding that the report notes that, *"The subject site is located c. 165 metres east of Tara Street rail interchange, 250 metres south of Busáras bus station and Luas Stop and 400 metres south of Connolly Station. It is immediately adjacent to Dublin Bus stops and Dublin Bikes stations on City Quay."*

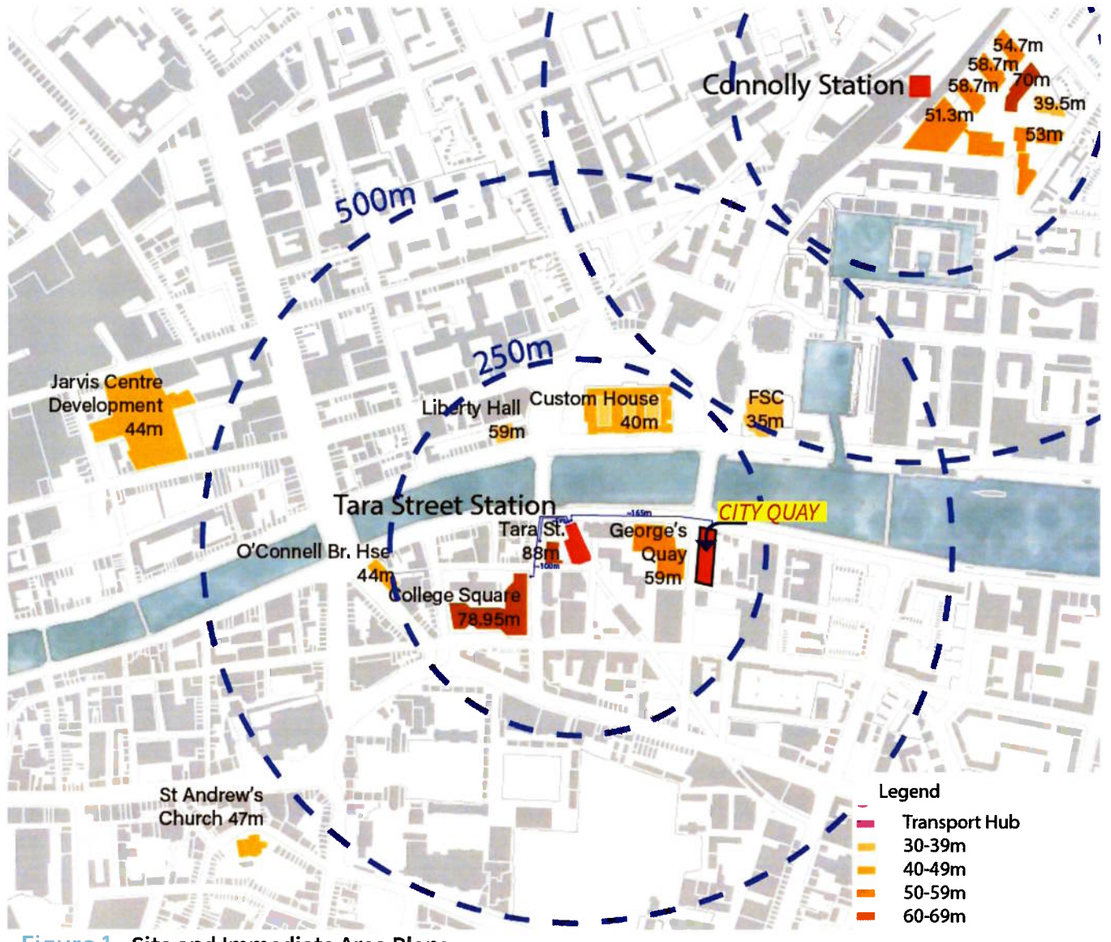


Figure 1. Site and Immediate Area Plans

# 3.4 GEORGE'S QUAY LOCAL AREA PLAN 2012

Great weight is put in the *Planner's Report* on the *George's Quay Local Area Plan.* Setting aside the fact that this policy has now expired, support for the City Quay can nonetheless be found within this document, from policies not not considered in the *Planner's Report.*

Its policy framework anticipates that the area is well suited to accommodate new commercial uses. It notes on Pg. 29 that, *"the George's Quay area is a highly suitable location for new high quality office type uses, located between the heart of the City and the main banking, financial and legal district in the Docklands, adjacent to Trinity College, and sited between major transport nodes serving the City. The inner City is the most suitable location in general for new headquarter buildings, and the George's Quay area with this high level of connectivity provides a sustainable, attractive location. For this reason, the LAP supports the provision of high quality new office and or research centre type development and seeks to promote the development of new buildings which are designed on sustainable principles.* That ambition, which is implemented by the City Quay proposal, is summarised in Land Use Objectives 1. *"To support vision of the George's Quay area as vibrant active central city district by ensuring that each urban block contains a mix of land uses and promote the area as an attractive location for Headquarter buildings."*

In the opinion of the LAP, George's Quay offers *"a choice of premium quality and cost competitive office and commercial space is critical in attracting investment and generating employment in the city. Attracting Headquarter (HQ) type uses to the city is a key part of Dublin City Council's foreign direct investment strategy. At present, there is a limited supply of accessible large floor plate offices outside of the Docklands, Heuston and a small number of individual locations. Sites of sufficient size to provide larger floor plates to accommodate HQ uses and premium office accommodation suited to top end, high value business activities have been identified in the George's Quay area and are described in detail in chapter 5. It is a key objective of the plan to provide for this necessary additional commercial floor area and to strongly encourage the high quality redevelopment of existing outdated office stock in the George's Quay area."*

The LAP also notes that the City Quay site is located at the point where the River Liffey widens and turns more directly to the east, marking a distinct transition in the feel of the river/city relationship, an important guide to the urban design and scale of riverfront buildings again not referenced in the *Planner's Report*.

The *Planner's Report* also interprets the LAP as calling for a singular massing concept for the area, structured around a tallest building on the Tara St site, surrounded by lower structures on sites such as Apollo House/Hawkins St. That latter development has been approved at a significantly larger scale and at a height equivalent to that granted for the Tara St development. This broad pattern of height and density is not what the LAP contemplated, again suggesting that a different massing arrangement, including a third tower at City Quay, is now appropriate. The opportunities for such massing of development clusters at key transport-served locations here and elsewhere in Dublin city centre, are explored in Section 4.2 of this report.

The broad policy directions for George's Quay set out in the LAP however still stand and are supportive of the City Quay proposal. Simply put, the LAP sees the area's transport accessibility as creating a location for badly needed high-quality, large-floor plate, contemporary office space, echoing the policy imperatives of national and regional planning guidance. Their proposed pyramidal development model, with the Tara Street Station development at the apex, for this development cluster has been superseded by recent approvals.

# 3.5 *DUBLIN CITY DEVELOPMENT PLAN 2016-2022*

As noted earlier, the *Planner's Report* rests its objections to the City Quay proposal in their entirety on Policy SC7 & SC17 of this document. It provides an extensive critique of the building's purported negative impacts. A detailed refutation of that position with respect to visual, vista, heritage relationship, shadowing and other purported impacts is provided in the Report on Townscape and Visual Impact by Model Works. A full reading of the DCDP suggests that the Plan is in fact supportive of the proposal. Detailed identification of those supportive policies can be found in our TBS. The critical supportive themes are however highlighted below.

The City Quay site can be placed within a *"strategy of extending the inner city eastwards and westwards, towards the Docklands and Heuston respectively, now complemented with a strategy for the quality consolidation of the inner city, protecting heritage while promoting diversity."* (Pg. 32). *"Throughout the city, an integrated approach will be taken towards land use and transport planning, with more intensive uses promoted at locations with higher public accessibility" ( Pg. 34). It further notes (Pg. 58.), "The challenge here is to ensure that the character of the Docklands is retained and is enhanced, and that good connectivity between the city centre and the Docklands is achieved such that the Docklands is seen as being an integral part of the city centre, rather than as a separate entity."* It continues "*Higher densities will be promoted in the city centre, within KDCs, SDRAs and within the catchment of high capacity public transport. The density standards set out in this plan will promote the development of high quality, sustainable densities and the consolidation of urban form" (pg. 62)*. Clustering of taller buildings of the type needed to promote significant densities of commercial and residential space are likely to be achieved in a limited number of areas only. "*Taller buildings (over 50m) are acceptable at locations such as at major public transport hubs, and some SDRAs." (Pg. 64)*

These policies collectively establish a powerful and imperative planning framework for the City Quay proposal. They are not referenced in the *Planner's Report*.

Intense development at sites such as City Quay will help meet the city's wider ambitions established in the DCDP. In particular, in Policy CEE5, the Plan acknowledges that *"cities are crucibles of innovation and that the city centre Z5 zoned area and inner city area including the Docklands are the crucial metropolitan and national resource for innovation, promoting the proximity and diversity of uses that foster innovation…"* and *"that high-quality and dense development drives productivity and innovation in a city"*…. along with *"the need to improve linkages between the key economic areas of the city such as Docklands, the central business district, Heuston, Newmarket and the Digital Hub area by improving facilities for pedestrians and cyclists, facilitating public transport, improving the public domain and tackling vacant sites/ dilapidated buildings. "* Specifically, City Quay also advances policy CEE11, which urges the city "*to promote and facilitate the supply of commercial space, where appropriate, e.g. retail and office including larger floorplates and quanta suitable for indigenous and FDI HQ-type uses, as a means of increasing choice and competitiveness, and encouraging indigenous and global HQs to locate in Dublin; to consolidate employment provision in the city by incentivising and facilitating the high-quality re-development of obsolete office stock in the city. "*

Sites such as City Quay are in short supply to meet such economic development imperatives and these policies clearly place at premium locations with such transport and city locational advantages.

The City Quay proposal, establishing a major office building at a location high transport accessibility and as part of a wider cluster of such buildings, clearly meets the intent of these provisions. A substantial development at this location, between the city centre and the Docklands, also meets the objective for greater urban structural connectivity.

The City Development Plan establishes clear goals for the design of new development, particularly for mid-rise and taller buildings.

Policy SC17 indicates that "*to protect and enhance the skyline of the inner city, and to ensure that all proposals for mid-rise and taller buildings make a positive contribution to the urban character of the city. In particular, all new proposals must demonstrate sensitivity to the historic city centre, the River Liffey and quays, Trinity College, the cathedrals, Dublin Castle, the historic squares and the city canals, and to established residential areas, open recreation areas and civic spaces of local and citywide importance.* Policy SC18 further notes a requirement *"to promote a co-ordinated approach to the provision of tall buildings through local area plans, strategic development zones and the strategic development and regeneration areas principles, in order to prevent visual clutter or cumulative negative visual disruption of the skyline".*

It should be noted that while the City Quays site is of city-wide significance, opposite the Custom House, and on the south bank of the Liffey, it is not within any of the historic districts identified on Fig 3. Dublin Historic Core Map nor on Fig 4. Dublin Heritage Designations. The proposals of the applicable LAP were discussed in Section 3.4 of this report.

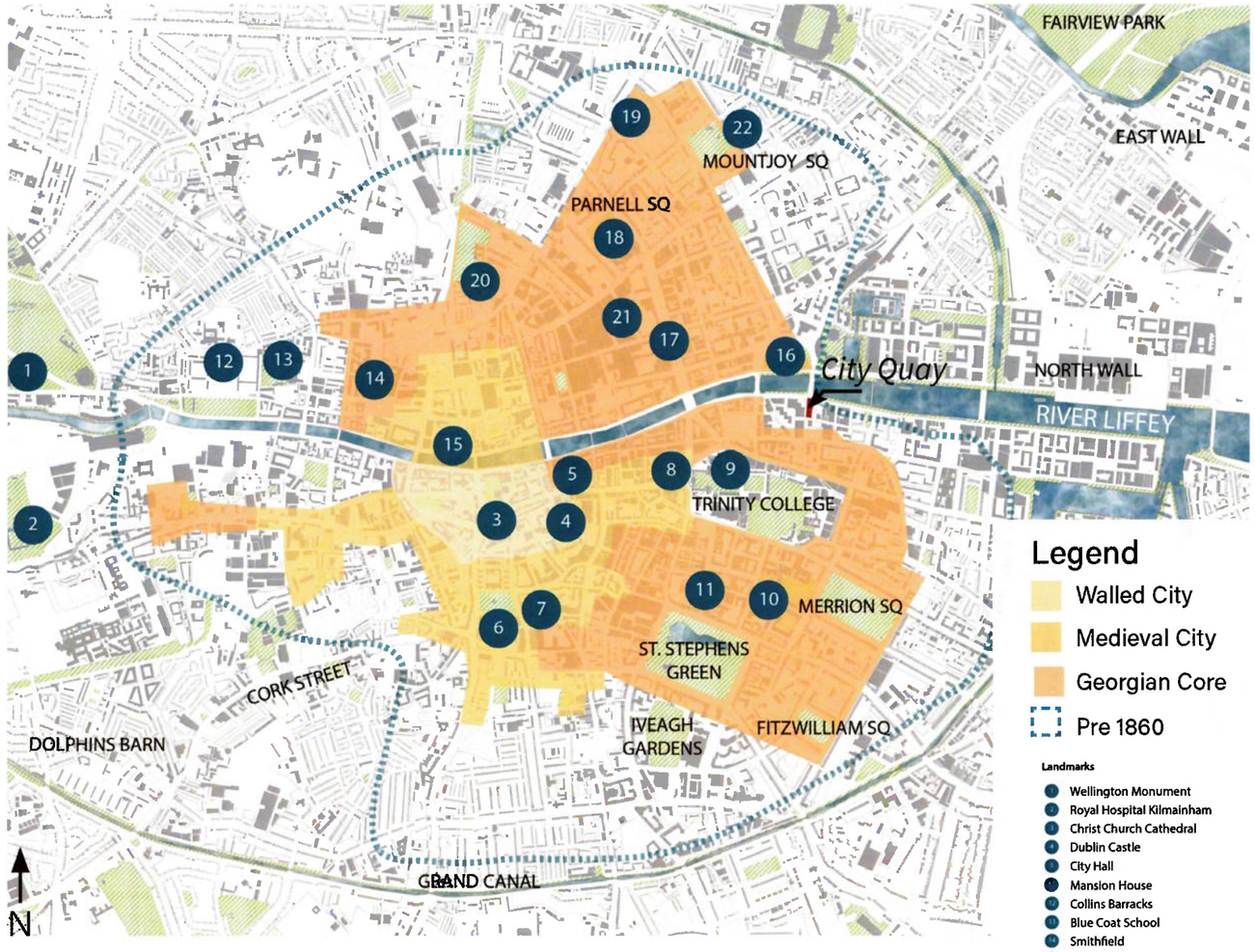


Figure 2. **Dublin Historic Core Map**

Source: https://www.dublincity.ie/sites/default/files/2020-08/mapsete.pdf

The City Development Plan then provides significant direction with respect to the skyline quality, the city's overall urban character and design quality, all of which are met by the proposal. The specifics of conformity to these policies will be considered in the detailed assessment of the proposal against the Criteria established contained in Appendix 3 of the Draft City Development Plan.

https://www.dublincity.ie/sites/default/files/2021-11/draft-dublin-city-development-plan-2022-2028-appendices-volume-2-final_21-11-21_0.pdf

The site sits in a unique and opportune area of the Dublin. The proximity to the city centre serves as a major asset. However, the site is located outside of Walled, Georgian and Medieval City limits and outside of Georgian and architectual conservation areas.


Figure 3. **Dublin Heritage Designations**

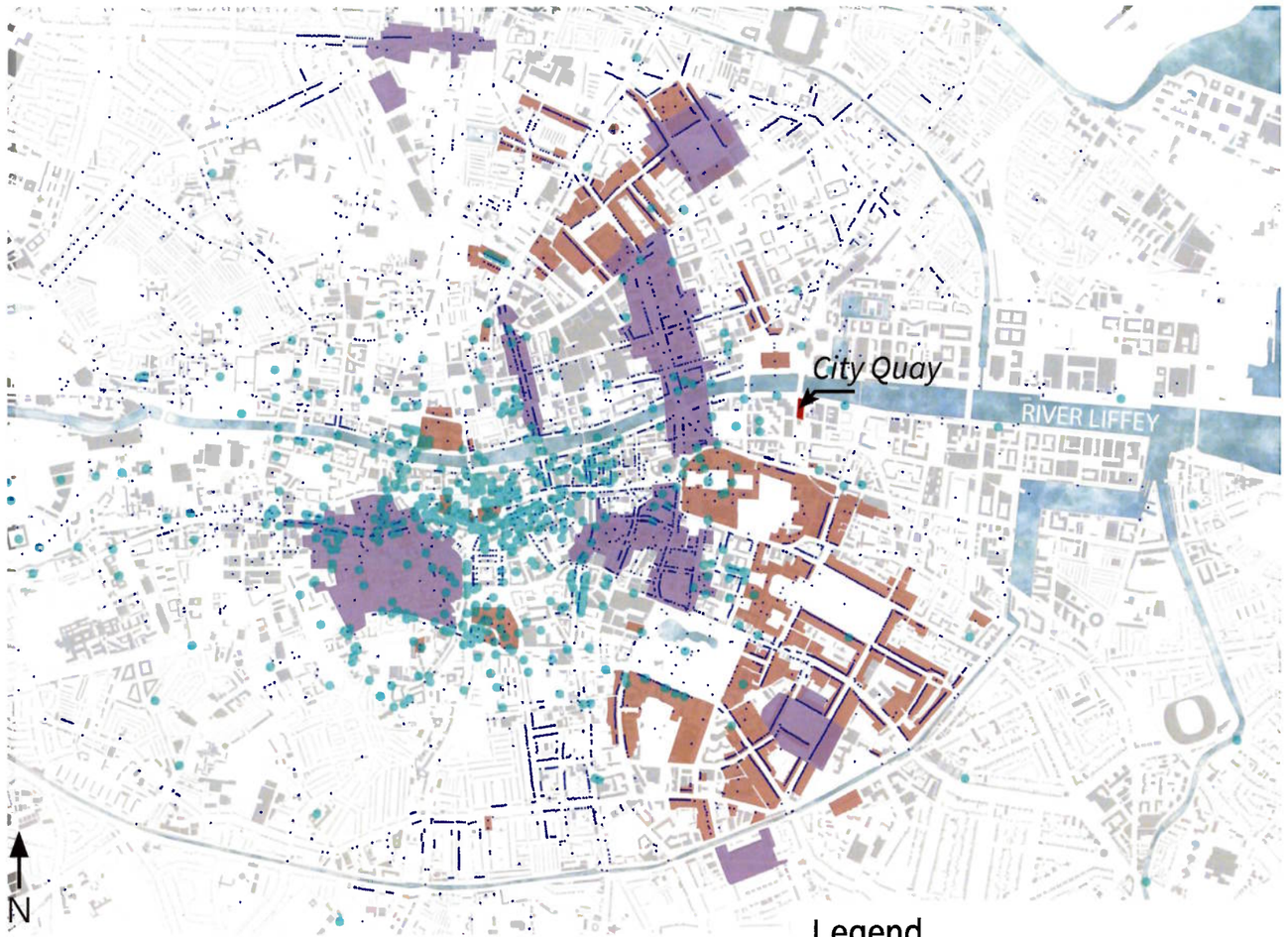


Figure 4. **Dublin Historic Core Map**

Source: https://maps.archaeology.ie/HistoricEnvironment/

The design and architectural objectives of the City Development Plan are to be realised by development and buildings such as City Quay that help meet the city's wider ambitions. In particular, in Policy CEE5, the Plan acknowledges that "*cities are crucibles of innovation and that the city centre Z5 zoned area and inner city area including the Docklands are the crucial metropolitan and national resource for innovation, promoting the proximity and diversity of uses that foster innovation…*" and "*that high-quality and dense development drives productivity and innovation in a city*"…. along with "*the need to improve linkages between the key economic areas of the city such as Docklands, the central business district, Heuston, Newmarket and the Digital Hub area by improving facilities for pedestrians and cyclists, facilitating public transport, improving the public domain and tackling vacant sites/ dilapidated buildings.*"

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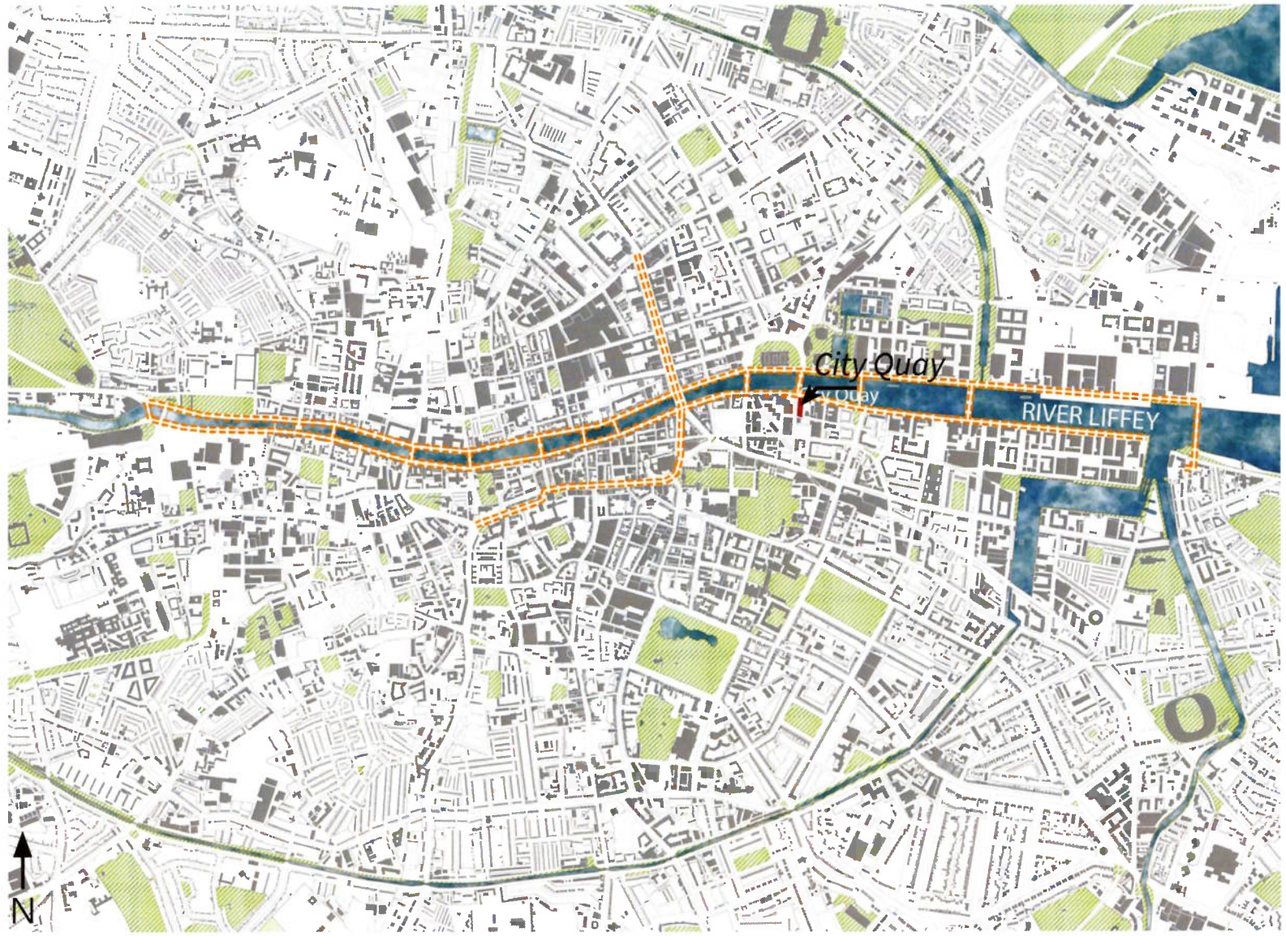



Figure 5. **Civic Spine & Liffey Corridor Map**

The City Development Plan in Policy 11.2.1 also encourages "*the enhancement and promotion of Dublin as a 'City of Character and Culture', promoting an active artistic and cultural community at city-wide and neighbourhood levels is central to making a vibrant city that is an attractive destination for tourists, the residents of the city and the creative industries. Reinforcing existing cultural quarters, nurturing new cultural initiatives that support emerging cultural quarters and enabling access to cultural development at a local level are essential to developing a city's cultural wealth.*" The inclusion in City Quay of a significant Arts Centre on the first, ground and lower floor levels makes a significant contribtion in this regard. It also notes (pg. 201) that "*the 3 Arena, the Convention Centre Dublin, George's Dock and the Grand Canal Theatre are creating a critical mass of activity in the Dublin Docklands.*" This theme is further elaborated in Policy CHC40: "*To support existing, and encourage the growth of emerging, cultural clusters and hubs in the city, which bring together cultural activities with supporting uses such as restaurants, retail outlets etc. to create vibrant and innovative cultural experiences.*"

The mixed-use, restaurant and artistic uses on the ground and lower floor of City Quay will add significant vibrancy to riverfront activity on both sides of the Liffey at this prominent location, acting as a link between the Docklands and the City Centre.

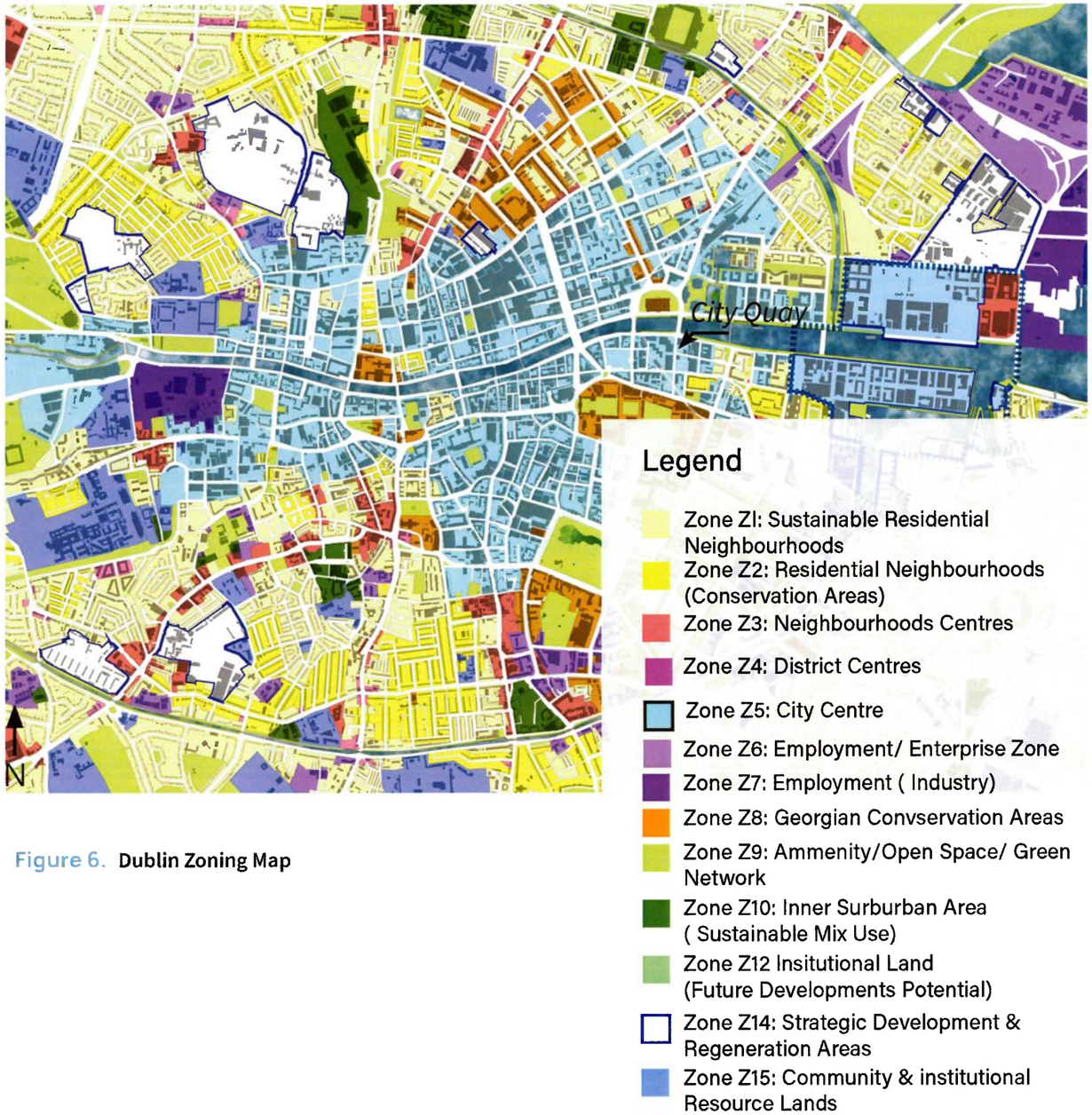



Figure 6. **Dublin Zoning Map**

# 3.6 DRAFT 2022-2028 DUBLIN CITY DEVELOPMENT PLAN

**The policies of the Draft 2022-2028 Dublin City Development Plan applicable to the City Quay site and proposal largely follow the direction of the currently in force plan and will not be repeated in detail. Suffice it to say that the City Quay is in conformity with and implements its broad policy directions. Significantly for a document completed during past two years, the Plan notes on pg. 119.**

"*While the Covid-19 pandemic has caused what is likely to be some longlasting change in how and where people work on a day-to-day basis, an adequate supply of high quality office and commercial floorspace will still be a key requirement for Dublin's economy in the future. A choice of good quality and cost-competitive office and commercial space is critical in attracting investment, supporting enterprises and generating employment and there is an ongoing need to encourage the high quality re-development of outdated office stock. Attracting headquarter type uses to the city is a key foreign direct investment strategy (FDI)*". In Policy CEE21 it notes the need "*to promote and facilitate the supply of commercial space, where appropriate, including larger office floorplates suitable for indigenous and foreign direct investment HQ-type uses. (ii) To consolidate employment provision in the city by incentivising and facilitating the high-quality redevelopment of obsolete office stock in the city*".

The Draft DCDP presents an extensive strategic vision for the future of Dublin. The Executive Summary, provides a clear articulation of the principles of that vision. That vision places any consideration of new deveopments within a frame that extends significantly beyond that considered by the Planners Report. These policies add support for the City Quay proposal and its provision of the required office scale, size and type identified in addition to calling for the sustainability, arts and culture and street animation ambitions called for in the Plan.

The Draft Plan does however in Appendix 3 provide considerably greater detail in the articulation of the criteria for the assessment of development containing tall buildings. The criterias are listed below. The detailed assessment of the City Quay proposal against those criteria will be found in Appendix 1 of this report.

**Performance Criteria in Assessing Proposals for Enhanced Height, Density and Scale (Table 3)**

Objective 1: To promote development with a sense of place and character

Objective 2: To provide appropriate legibility

Objective 3: To provide appropriate continuity and enclosure of streets and spaces

Objective 4: To provide well connected, high quality and active public and communal spaces

Objective 5: To provide high quality, attractive and useable private spaces

Objective 6: To promote mix of use and diversity of activities

Objective 7: To ensure high quality and environmentally sustainable buildings

Objective 8: To secure sustainable density, intensity at locations of high accessibility

Objective 9: To ensure appropriate management and maintenance

Objective 10: To promote mix of use and diversity of activities

**Performance Criteria in Assessing Proposals for Landmark Tall Building's (Table 4)**

Objective 1: Exemplary Architecture

Objective 2: Sustainable Design and Green Credentials

Objective 3: Public Realm

Objective 4: Environmental Impacts

Objective 5: Public Safety and Functional Impacts

Objective 6: Tall Building Clusters

# 4.0 THE APPROPRIATENESS OF THE PROPOSED BUILDING MASSING AND TOWER DESIGN

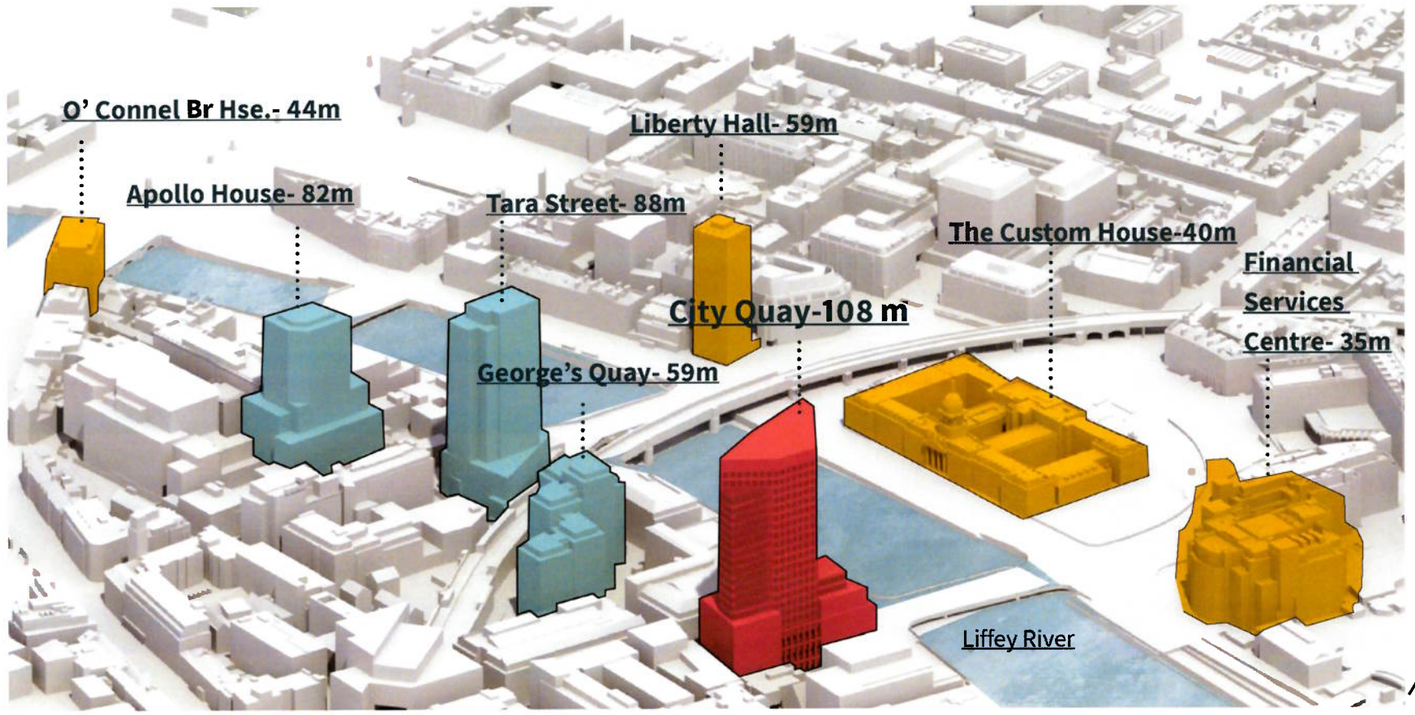
# 4.1 *CLUSTER ARRANGEMENT*

The City Quay development's size, scale and height was carefully crafted with the understanding of the existing area and the approved buildings proposed in the emerging cluster. Along with the highest optimization of the well-connected site, the intention behind the design was to create harmony with the two permitted tall buildings at Tara Station and Apollo House.

Despite this the Planner's Report calls into the question the arrangement of the cluster, considering the proposed development 'isolated' and 'removed' from the Tara Station and Apollo House buildings.

In direct opposition, we believe that the proposed development reads as part of a compact, coherent and integrated building within the cluster that further confirms the decision to permit tall buildings on the Tara Station and Apollo House site. A cluster is widely defined as a relatively close concentration of high-rise buildings in a development area, designed this way to create density that allows the different buildings to benefit from the proximity and shared resources within an area. The two approved buildings at Tara Street Station and Apollo House are not enough to create a cluster alone. We believe that the cluster can be more accurately defined to include more than just the Tara Street Station, Apollo House and the future City Quay. Furthermore, the experience of the cluster needs to be envisioned to include the Liberty Hall Tower, the Financial Services Centre and the O'Connell Bridge House, uniting both side of the River.


Figure 7. **City Quay Cluster**



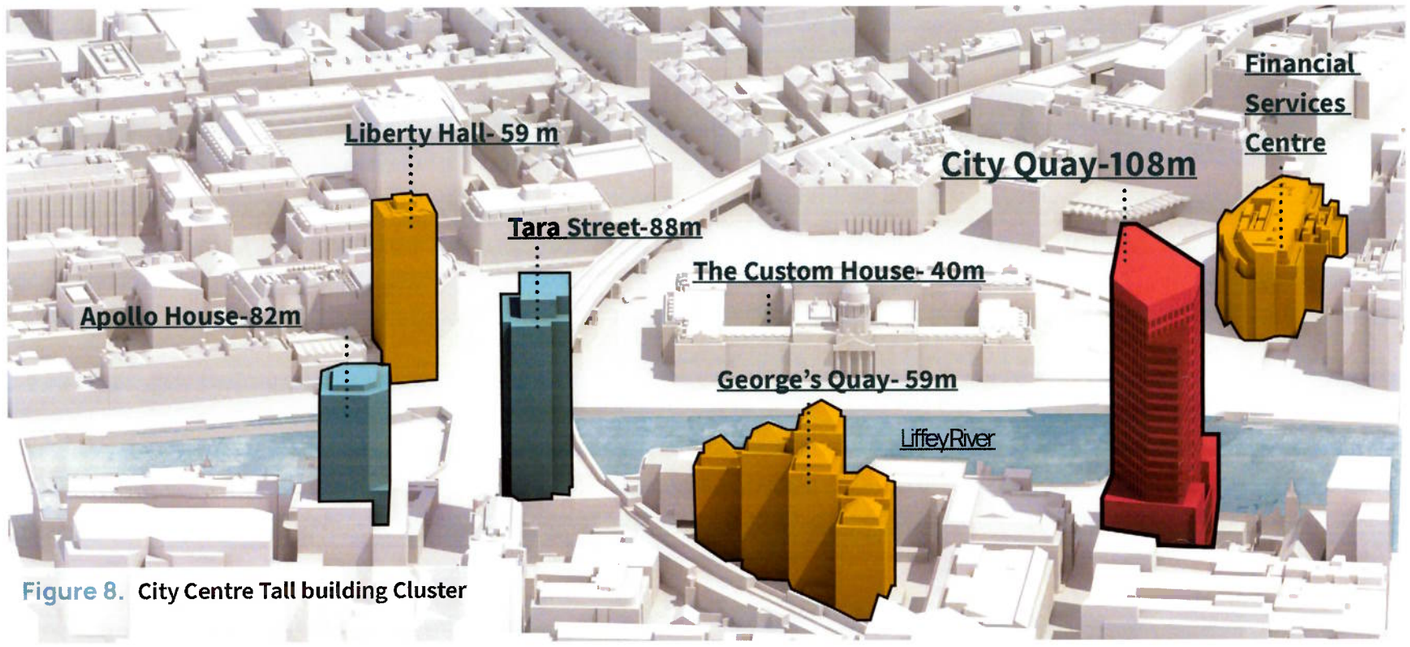




Figure 8. City Centre Tall building Cluster

Legend

- Existing/Planned Buildings
- Proposed Building
- Approved Building

Figure 9. **Aerial View of proposal within context**

In specific, the Planner's report states, *it is considered that the location of the subject site is somewhat removed from the 2 permitted buildings at Tara St Station and Apollo House. The subject site is removed from the 2 tall buildings mentioned, appears isolated and set apart and this becomes apparent in the photomontages submitted with the scheme. A number of close up and distance views, such as Views 7, 10, 11, 23, 24, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 44, and 45 show the proposal, for the most part, would stand apart, as a solo building, in comparison to the Tara St Tower and the Apollo Tower buildings which are more clustered. This perception of a solitary tall building can also be seen, in the views from Trinity College. It could be argued that the views from Trinity College will be compromised by the permitted tall buildings at Tara St Station and Apollo House, however views 13, 14, 16, 18, 19 and 20 clearly showcase the isolated nature of the proposal in comparison to the clustered nature of the Tara and Apollo developments.*

In contradiction to the above argument, it is important to point out that the experience and visual representation of the cluster varies depending on where it is being viewed and from what distance and angle. Each viewpoint offers a different scape. In particular Views 5, 6, 13, 26, 27, 28, 29, 30, 31, 45, 46, 47 (refer to appendix 1, figure 100 for location of views) show that the proposed development reads as part of a reasoned cluster. The proposed development along with the proposed developments at Tara Street Station and Apollo House, stand at different heights with unique materiality which provides dynamism to the evolving city skyline. The views of the proposed development are well supported by the existing mid-rise buildings, which provide a gradual transition to the lower heights pertinent in the area.

Figure 11. **Cumulative View of City centre cluster from Grattan Bridge (View 28)**

Figure 10. **City centre cluster (View 30)**

Figure 13. View of City centre cluster from College Street (View 27)

Figure 14. View of City centre cluster from the Intersection of Custom House Quay and O -Connell Street Lower (View 31)

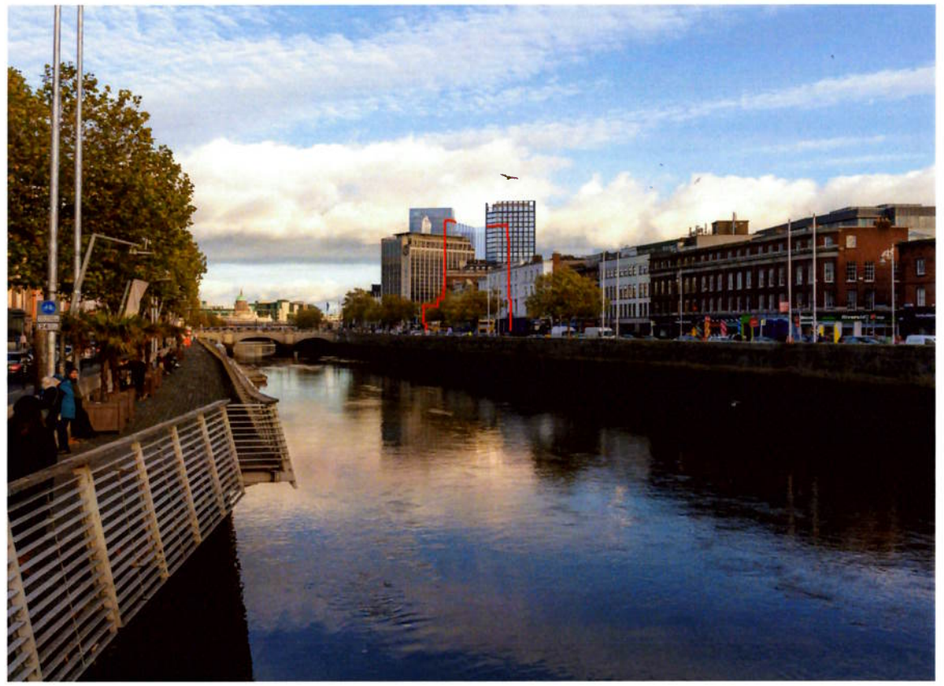


Figure 15. View of City centre cluster from Grattan Bridge and Ha'penny Bridge (View 29)

Figure 12. View of City centre cluster from Trinity College, Parliament Square (View 13)

## 4.2 *COMPARISON TO SIMILAR CLUSTERS*

Throughout Dublin, other emerging clusters can be found in proximity to n proximity to public transport hubs (e.g. Connolly Station, Heuston Station and Tara St Station) and other selected locations. These clusters do not share the same arrangement of buildings amongst them. A varying scale of distances exists amongst the buildings in the cluster and the respective transport hubs which the clusters are formed around. For example, Capital Dock and the Exo building were conceived as a pair of tall buildings forming a gateway between the City/Docklands and Dublin Port in the Grand Canal Dock Cluster. Standing 275 metres apart, the pair are further in distance than the proposed development and the Tara Street development at less than 200 metres apart. Yet the Planner's Report considers this too great a distance for the two buildings to read as part of the same cluster. Further detail on specific clusters is provided below.

Similarly, majority of these clusters are not organized to be 'subservient' to the station or to one more prominent building as described in the Planner's Report as part of the refusal. The density is located in proximity around the station, but height and scale are not used to signal the station site in particular.

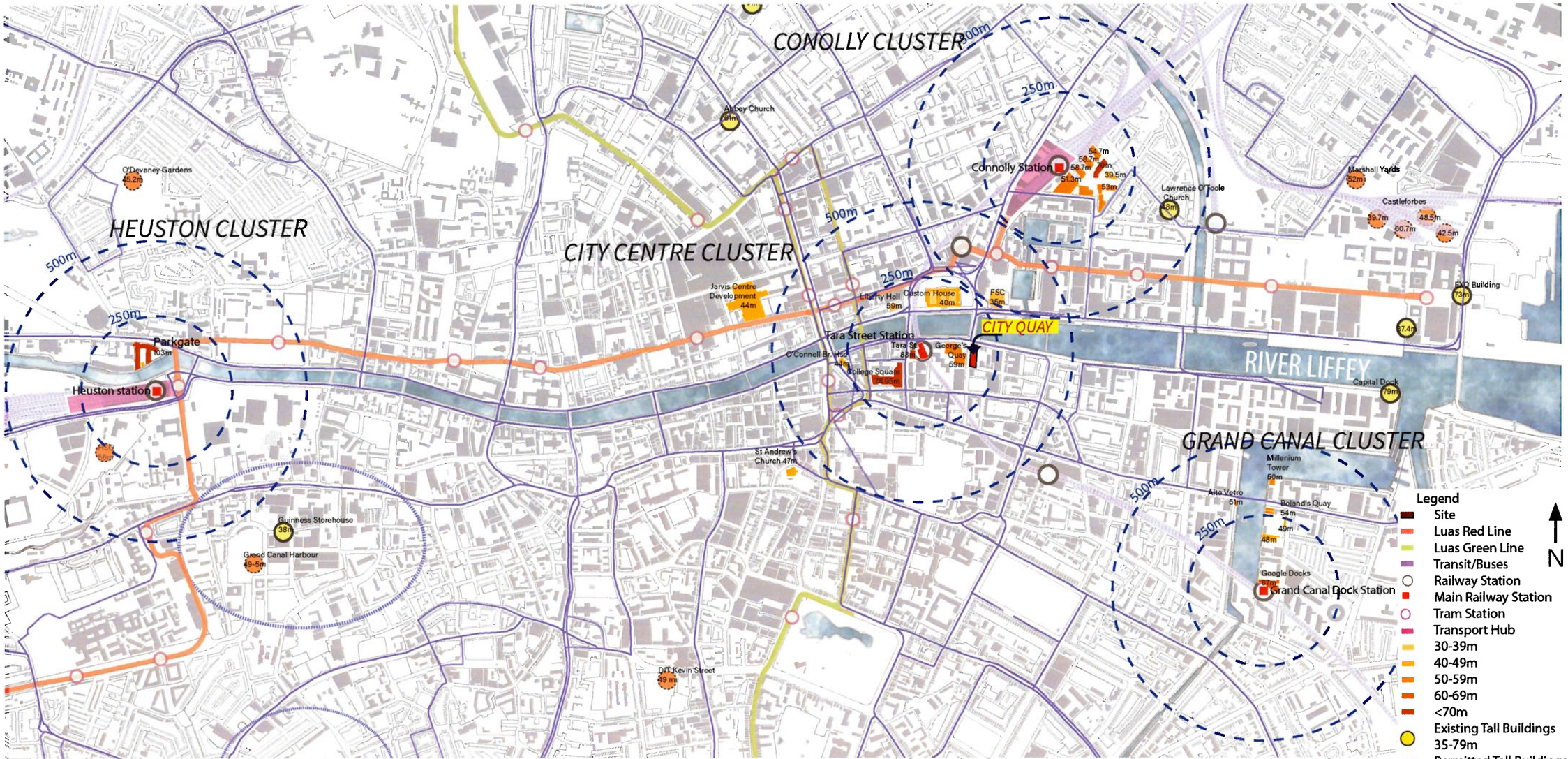



Figure 16. **Emerging clusters of tall buildings in proximity to metro-stations**

## 4.2.1 *Connolly Station Cluster*

The Connolly Station cluster is formed around the busiest railway station in Dublin, with several routes operating through the station including the Dublin Area Rapid Transit (DART) and Luas light rail. Within the cluster, the overall height distribution transitions from the tallest being in the centre of the scheme (70m) to a sensitive massing of 39.5 towards Oriel St Upper. The tallest building in the center of the cluster is approximately 90m away from the station and within the 250 m radii. This visual landmark is distinct from the overall site plan composition but not the closest. The height distribution around the station is not equally distributed within the 250 m radii and focuses on the development on the east side of the Connolly Station.

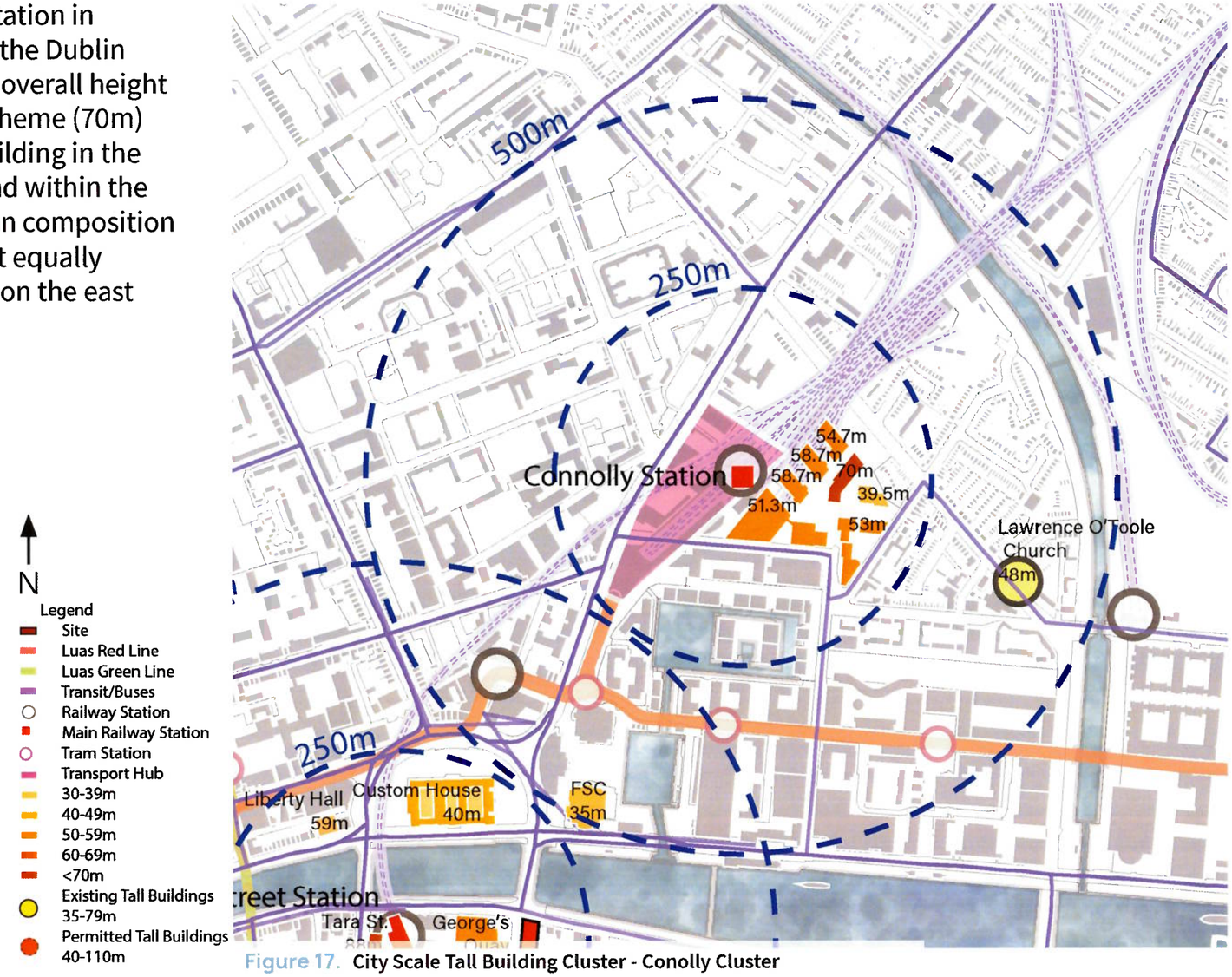



Figure 17. City Scale Tall Building Cluster - Conolly Cluster

## 4.2.2 *Heuston Station Cluster*

Formed around the Heuston railway station, with several routes operating through the station including the Dublin Area Rapid Transit (DART) and Luas light rail.

Within this linear cluster, the overall height distribution transitions from the tallest being the Parkgate Street Development (103m), to the HSQ proposal (56m). The tallest building is located in the center of the cluster and appears as a gateway scheme, approximately 103m from the station and within the 250 m radii.

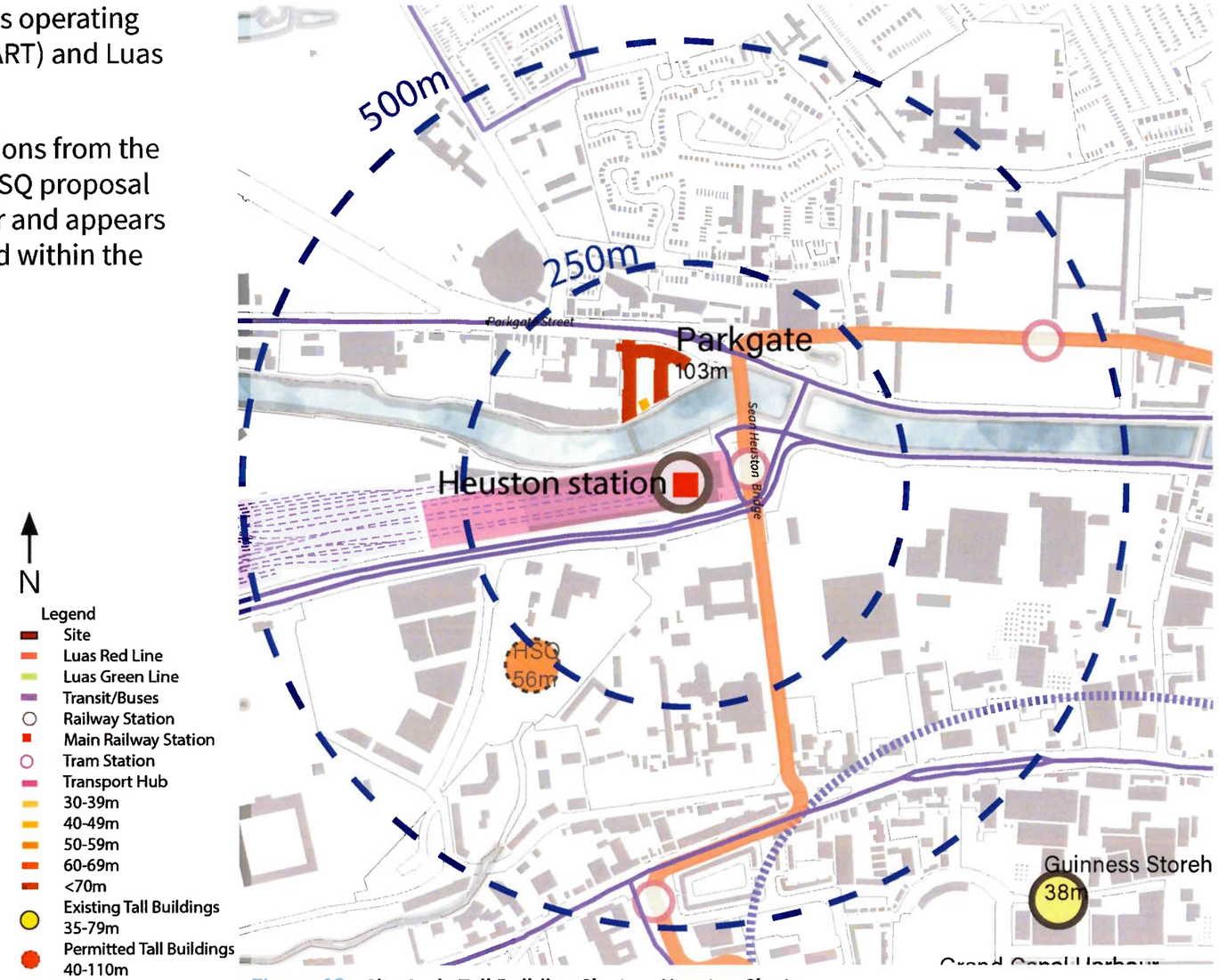



Figure 18. City Scale Tall Building Cluster - Heuston Cluster

## 4.2.3 *Grand Canal Dock Station Cluster*

The Grand Canal Docks cluster is formed around Grand Canal Docks station with several routes operating through the station including the DART. Within the cluster, the overall height distribution transitions from the second tallest building (67m) located adjacent to the station to a scattered height distribution of 50m (Millenium tower) towards the River Liffey. The tallest building (Capital Dock) is beyond the 500m radii and is unique in the overall cluster composition in that it is the furthest from the GCD Rail station. The height distribution around the station is not equally distributed within the 250 m radii and sees development focused on the north side of the Grand Canal Dock station.

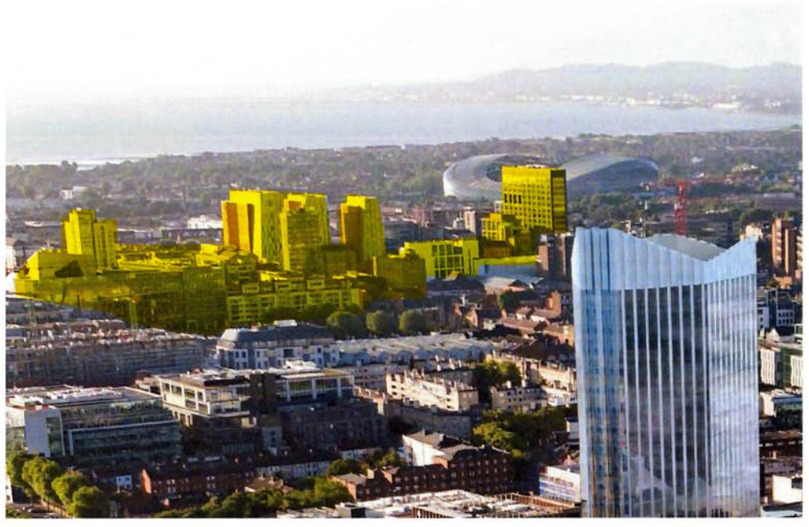


Figure 20. Aerial View of the Grand Canal Station Cluster Highlighted in Yellow

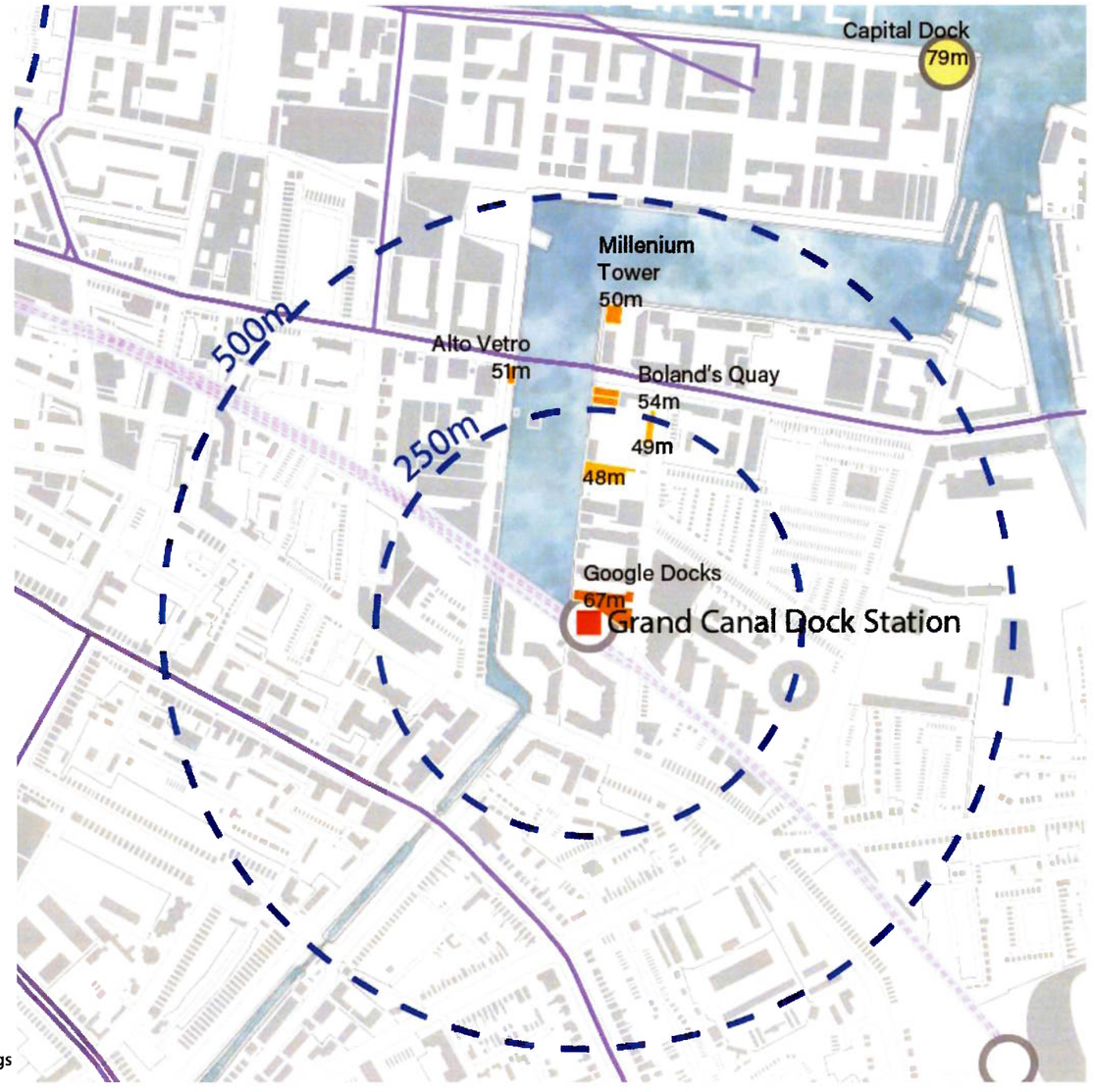



Figure 19. City Scale Tall Building Cluster - Grand Canal Cluster

# 4.3 *IMPACT ON SURROUNDING AREA*

The proposed development is the correct response to the site, situated in an opportune area of the city, due to its proximity to a major transit station. Though the Planner's Report notes that the location of the site and its proximity to important historic areas is negative, we must disagree. The proposed development is centrally located in a well-connected area that can benefit from revitalization while safeguarding areas of the city that have an important historic past. It allows for a denser cluster within the Georges Quay, by providing investment into the area and the Metro Link project. With the Tara Street Station serving as the central hub and the vital location of important transit infrastructure, the City Quay site is the next logical location for a substantial height and scale, located just 165m east of Tara Street rail station. Similarly, the Apollo House site is located approximately 100 metres from the Station and around 200 metres from the proposed development and is expected to be 78.95 metres tall. The same benefits can be applied to both sites.

The proposed scheme improves and redefines the streetscape along Moss Street and the Quay by replacing the brownfield site. It is at a distinct location at one of the busiest river crossings in Dublin. The building envelope at the ground level has been pulled back to allow for a larger open space at the intersection of Moss Street and the Quay. It is further framed by the George's Plaza development to the west of the proposal. The replacement of the existing vacant building with a generous ground floor which includes a public art centre will enhance the public realm by adding to the street level vibrancy of the location and further the benefits of the cluster as a whole.

The proposed development does face some unique challenges due to its adjacency to the neighbourhing school and church site however, any redevelopment of the site, including a mid-rise building as was originally envisioned by the outdated Georges Quay LAP, would impact existing uses. Several mitigation tactics have been employed to address these impacts. The massing is further eroded and cranked on the east side to create a set back from the adjacent school and church buildings. The treatment of the east boundary of the proposed development has been carefully designed to maintain the privacy of the properties and is described in detail by the accompanying materials provided by Mahoney Architecture.

Currently, due its location, the school yard is already significantly overshadowed by the existing buildings on the site and by the recent developments to the east by the Grant Thornton building and to the south by the new hotel. The proposed new building lies to the west of the school and church grounds and only casts a shadow on the external space from midafternoon onwards which falls outside school hours. Further, the proposed development does not cast shadow on any classroom windows. While the existing hotel to the south does cast shadow on the south facing

Figure 21. View of city centre cluster from Samuel Beckett Bridge (View 46)

# 4.4 *IMPACTS ON THE CITY OF DUBLIN*

While the Planner's Report mentions that the addition of the building among the skyline would be a negative one, we believe this argument is rooted in the opinion that the building is seen as a departure from the approved Tara Street Station and Apollo House developments. As an addition to these buildings, the views of this building in conjunction with Tara Street Station and signal the new and emerging cluster as a destination where a proper response is being made to support recent transit investment, while safeguarding the nearby historic character that is strong in its own identity. Impact and responses views and the skyline are discussed in the accompanying analysis by Mahoney Architecture and the Report on Townscape and Visual Impact by Model Works.

As highlighted in the accompanying response from Cushman and Wakefield, significant economic changes have taken place since many of the local policy reports providing guidance on this site were written. The growth of tech and financial services sectors in Dublin in recent years has been undeniable. This can be seen in the success and growth of multi-national companies like Google, Meta, Linkedln, Service Now, Salesforce, Workday and TikTok in the city. This is a direct result of the national and EU policy, and investment.

Unfortunately, with local land-use policy lagging behind, this has led to a tightening of the quality office market in Dublin.At present, with in the Dublin Central Business District there is a net vacancy rate currently of 5.9% or 1.44 million square feet. Since 2016, the average annual take up was recorded at 1.53 million square feet. Based on these numbers, Dublin is currently only has enough supply for the next 11 months. About half of the 3.9 million square feet of office space that is currently under construction is already reserved.

Additionally, due to the climate crisis, global and national policy is pushing for land use intensification, the reduction of car dependency and for significant increases in active transport modes connections to transport and bike/ped corridors. The sustainability criteria of buildings have become essential indicators for businesses looking to occupy commercial space. The proposed building is targeting an "A" energy rating in line with the current occupational tenant's preference.

Figure 22. View 30 from O'Connell Street Bridge and Eden Quay beside Rosie Hackett

Figure 23. View 45 from Liffey Bridges/Quays to East of the Site in the Docklands

Figure 24. Aerial View of proposal within context

Figure 25. **Aerial View of proposal within context**

# 5.0 CONCLUSION

# 5.1 *CONCLUSIONS*

The Urban Development and Building Height Guidelines for Planning Authorities 2018 report provides an important overall guide for the consideration of the City Quays proposal. It states in SPPR-3 that "where a proposal complies with the criteria, taking account of the wider strategic and national policy parameters set out in the NPF and the content of the guidelines, the planning authority may approve the development, even when specific objectives of the relevant development plan or local area plan indicate otherwise".

What this national guidance calls for is a strategic and balanced approach to urban planning and development approvals. Such balance is lacking in the Planner's Report. It takes a very constrained view of the policy context, relying entirely on a critique of building design and massing drawn from limited sections of the DCDP and the George's Quay LAP.

The objections to the City Quay proposal rest heavily on the perceived impact on Dublin's unique and distractive historic character. These are important considerations, which have been carefully examined from a view and vista perspective, and found to have no negative or intrusive impact. It must also be noted that the site is not in the historic core nor in a designated conservation area. Nor is the area immediately surrounding the Custom House and along the river edge.

The argument is advanced that approval of a building of this height and use would constitute a 'precedent' for further such buildings. Few such sites in the city centre are as benefitted by such exemplary accessibility, by presence in a cluster intended for high-quality employment uses, by its ability to contribute to wider city goals of animating this important district with unique arts uses, and by its strategic location between the city centre and the Docklands. If other sites benefit from such advantages, City Quay would be a worthy precedent.

The economic development importance of the City Quay development, its excellent transport connectivity, its convenience for walking and biking, its accommodation of an arts centre that will animate the immediate and wider environment are given little weight. The calls elsewhere in the DCDP for an expansion of the city centre's first-class office provision and the opportunities presented by a development pattern to connect the City Centre and the Docklands are ignored.

Other reports submitted as a part of this appeal deal with the urban design and architectural critiques on which the refusal rests. The criticisms of visual and shadow impact are refuted, particularly those with respect to purported impacts on the Custom House, given significant weight in the Planner's Report.

The City Quay proposal meets both the broad and particular objectives of national, regional and city planning policy. It will be a fine addition to Dublin's cityscape, sustainability and economic development objectives and constitutes good urban planning practice.

# 6.0 APPENDIX 1

# 6.1 PERFORMANCE CRITERIA IN ASSESSING PROPOSALS FOR ENHANCED HEIGHT, DENSITY AND SCALE (TABLE 3 - DUBLIN DRAFT DEVELOPMENT PLAN)

**To structure the detailed justification of the proposal for a tall, and landmark, building at City Quay, this report has drawn upon the detailed assessment criteria set out in the Draft Dublin Development Plan, and uses that structure to organise this tall building statement. The Plan provides two sets of criteria: those to be used in assessing proposals for enhanced height, density and scale (Table 3); and those for assessing landmark, tall buildings( Table 4).**

The City Quay propossal is assessed against both sets of criteria below.

Figure 26. **Photomontage of the proposal as viewed from the Liffey River**

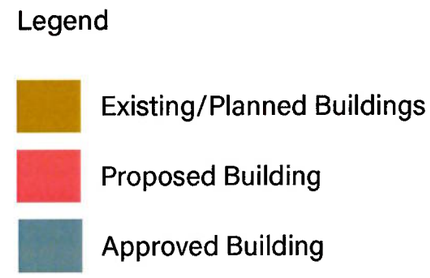
# Enhanced Height, Density and Scale - Objective 1:
# To promote development with a sense of place and character

*Enhanced density and scale should:*

- *respect and/or complement existing and established surrounding urban structure, character and local context, scale and built and natural heritage and have regard to any development constraints,*
- *have a positive impact on the local community and environment and contribute to 'healthy placemaking',*
- *create a distinctive design and add to and enhance the quality design of the area,*
- *be appropriately located in highly accessible places of greater activity and land use intensity,*
- *have sufficient variety in scale and form and have an appropriate transition in scale to the boundaries of a site/adjacent development in an established area,*
- *not be monolithic and should have a well considered design response that avoids long slab blocks,*
- *ensure that set back floors are appropriately scaled and designed.*

## THE 'CITY QUAY' DEVELOPMENT

The City Quay development will contribute to the growth of a distinctive new place in Dublin's urban structure that will contribute to and enhance the cluster of higher intensity development occurring in the George's Quay district. It contributes to 'healthy placemaking' by its location in a highly accessible place of growing land use activity at high density. Within the emerging cluster of buildings in George's Quay, the City Quay building provides a distinctive easterly element that forms a compelling composition with the Tara St and Apollo House developments and the existing George's Plaza. A relatively slim building, the City Quay tower is sculpted with setbacks to recognise the height datums of development further east, and provides orientation on the tower facades to enhance the longer distance views from the north, south and west. Considerable attention has been paid during the evolution of the design to ensuring its compatible integration with the local and city context.



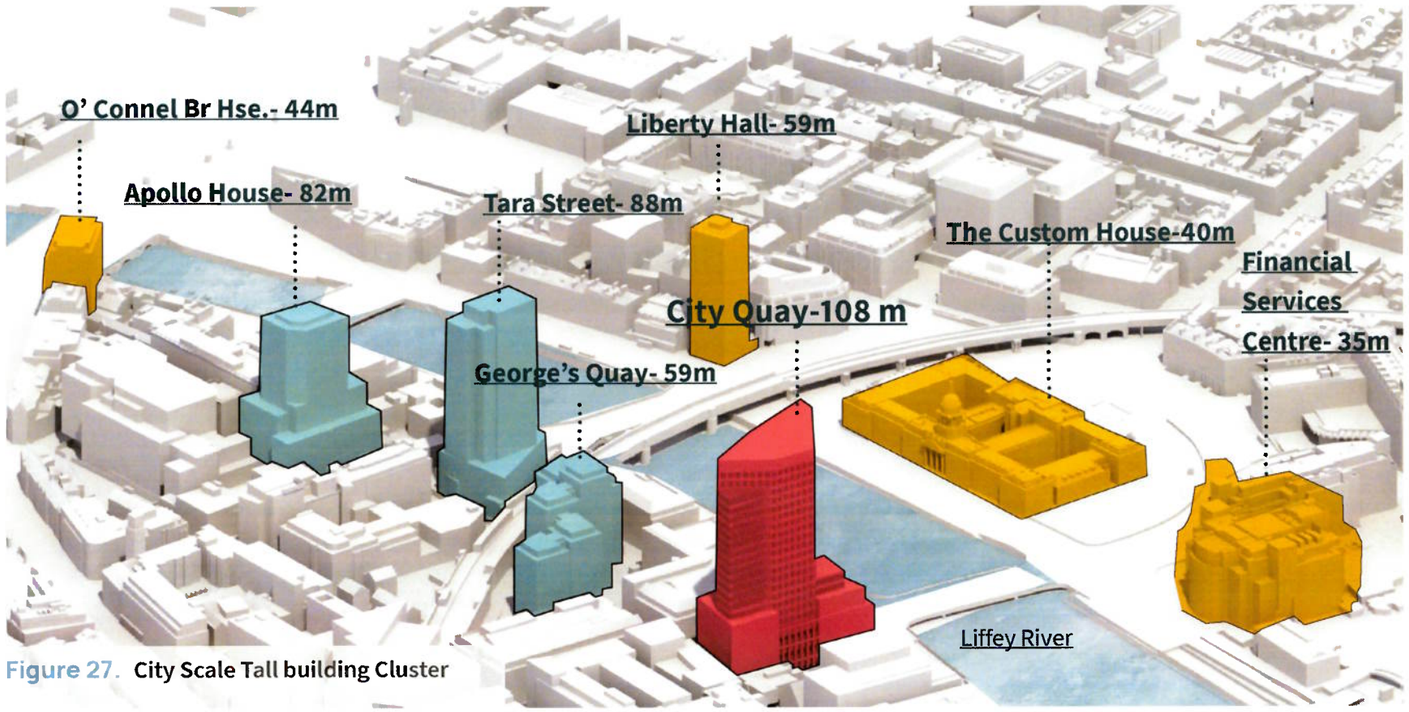




Figure 27. City Scale Tall building Cluster

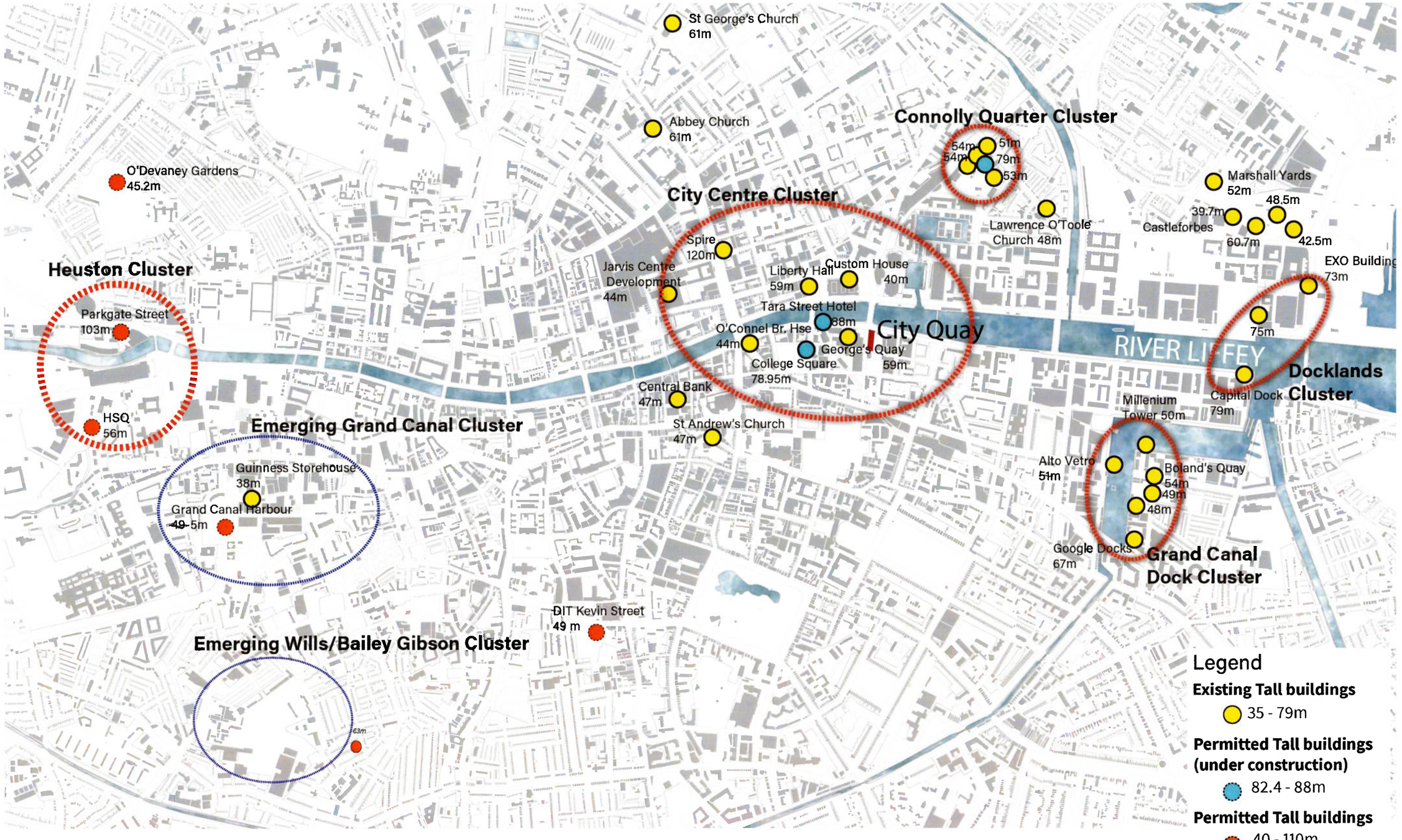



Figure 28. City Scale Tall Building Cluster

Figure 30. Aerial View of proposal within context

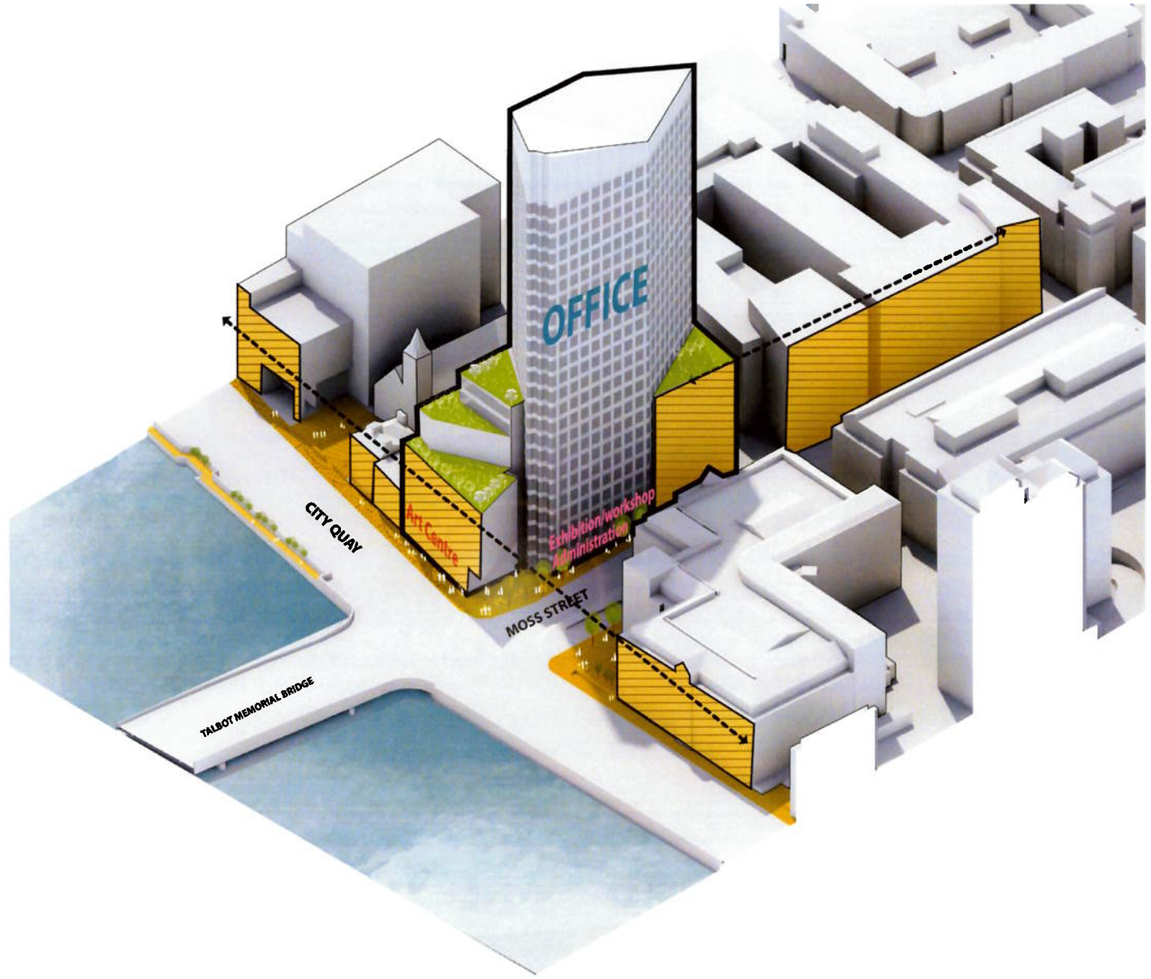



Figure 29. Massing response to streets and context

# Enhanced Height, Density and Scale - Objective 2:
## To provide appropriate legibility

*Enhanced density and scale should:*

- *make a positive contribution to legibility in an area in a cohesive manner,*
- *reflect and reinforce the role and function of streets and places and enhance permeability.*

### THE 'CITY QUAY' DEVELOPMENT

The height and density of the City Quay building contribute to the coherence and legibility of the George's Quay building cluster, which consists of three buildings at its east, west and south corners, providing a frame for The Custom House to the north across the river.

The positioning and function of the City Quay building add legibility to the George's Quay block structure, whose largely rectilinear grid pattern is bisected by the LUAS viaduct.

The City Quay tower forms part of a cluster defined by three taller buildings and marks the easterly extent of the city centre.

Figure 31. George's Quay Building Cluster

## Enhanced Height, Density and Scale - Objective 3:

# To provide appropriate continuity and enclosure of streets and spaces

*Enhanced density and scale should:*

- *enhance the urban design context for public spaces and key thoroughfares,*
- *provide appropriate level of enclosure to streets and spaces,*
- *not produce canyons of excessive scale and overbearing of streets and spaces,*
- *generally be within a human scale and provide an appropriate street width to building height ratio of 1:1.5 – 1:3,*
- *provide adequate passive surveillance and sufficient doors, entrances and active uses to generate street-level activity, animation and visual interest.*

## THE 'CITY QUAY' DEVELOPMENT

The City Quay building provides an appropriate response to its adjacent streets and properties in terms of scale and enclosure. On its westerly and southerly facades the building responds on its lower floors to the character and scale of Moss Street and Gloucester Street. By creating a stepback or the general streetscale, no 'canyon'-type spaces are created. To the east and north, the building design responds to the presence of the lower scale National School and church structures and to the predominant heights of new development along the south bank of the River Liffey.

The Arts Centre and gym spaces on the ground and lower floor levels, as well as the building lobby, will significantly increase street level activity and provide an animated, identifiable destination on the corner of City Quay and the Talbot Memorial Bridge.

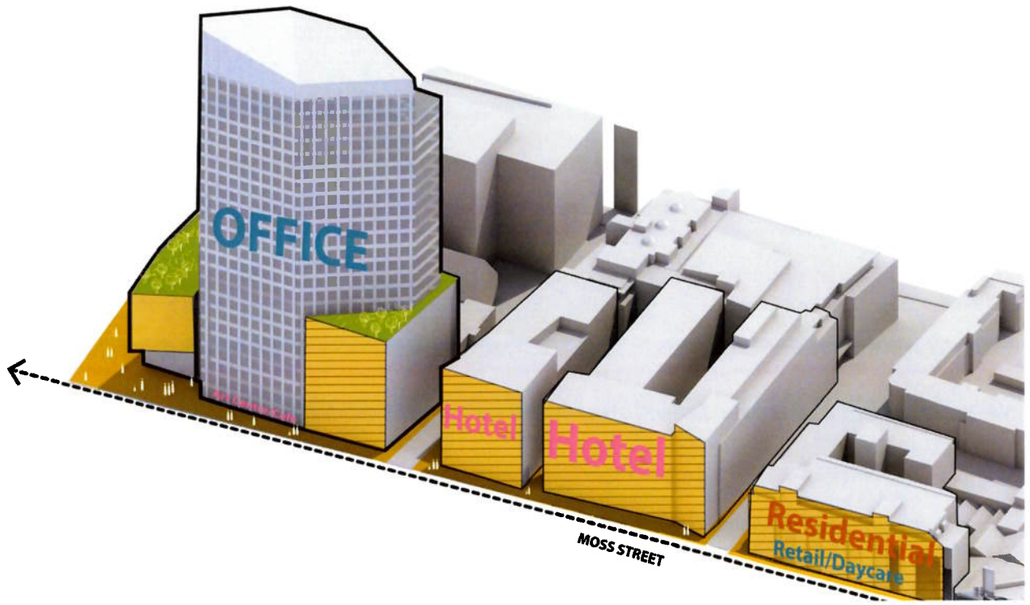



Figure 33. Moss street character

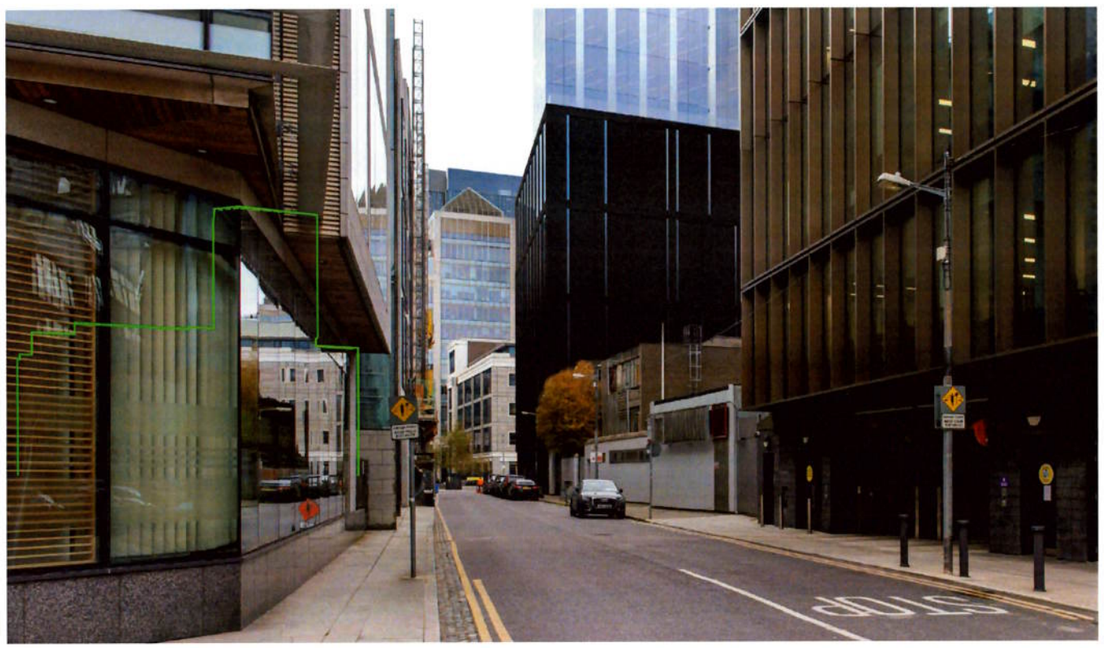


Figure 32. Proposed building within the built context along Moss street


Figure 34. Entrance to Artscape from Intersection of City Quay & Moss Street

# Enhanced Height, Density and Scale - Objective 4:
## To provide well connected, high quality and active public and communal spaces

*Enhanced density and scale should:*

- *integrate into and enhance the public realm and prioritises pedestrians, cyclists and public transport,*
- *be appropriately scaled and distanced to provide appropriate enclosure/exposure to public and communal spaces, particularly to residential courtyards,*
- *ensure adequate sunlight and daylight penetration to public spaces and communal areas is received throughout the year to ensure that they are useable and can support outdoor recreation, amenity and other activities – see Appendix 16,*
- *ensure the use of the perimeter block is not compromised and that it utilised as an important typology that can include courtyards for residential development,*
- *ensure that potential negative microclimatic effects (particularly wind impacts) are avoided and or mitigated,*
- *provide for people friendly streets and spaces*

### THE 'CITY QUAY' DEVELOPMENT

While these considerations apply principally to residential developments, the City Quay development is appropriately scaled at the street level to ensure their appropriate use in terms of sunlight and daylight penetration. The ground floor is highly activated and interior space visible from the exterior public realm.

The Wind Microclimate Assessment found that ground level wind conditions around the existing site were found to be suitable for any pedestrian activity at all measurement locations during both the summer and winter seasons. There were no distress criteria exceedances during either the summer or winter season. The ground level wind conditions for the Proposed Development showed that the wind conditions are suitable for any pedestrian activity during the summer.

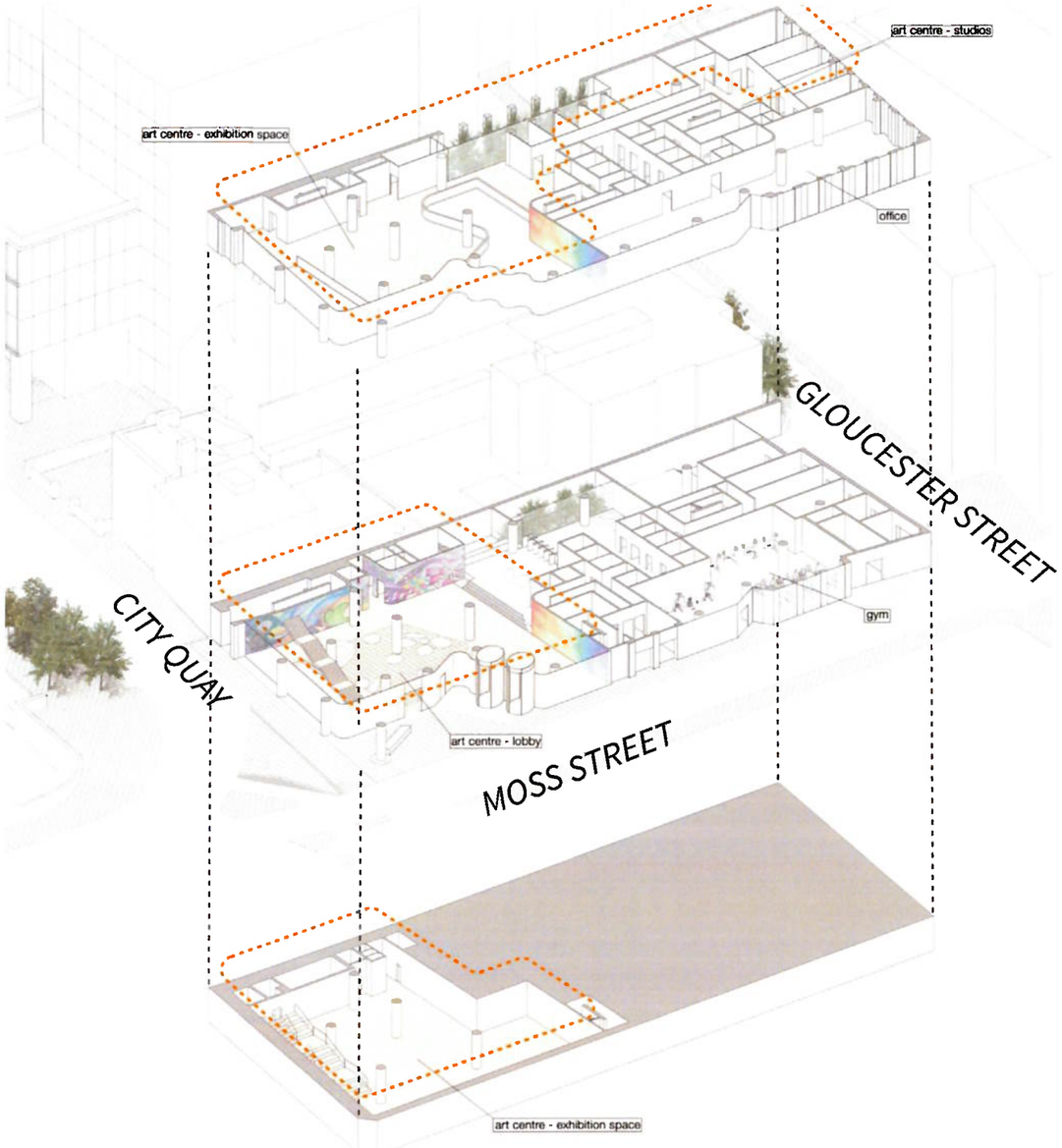



Figure 35. Art centre at the ground floor, lower ground floor and first floor

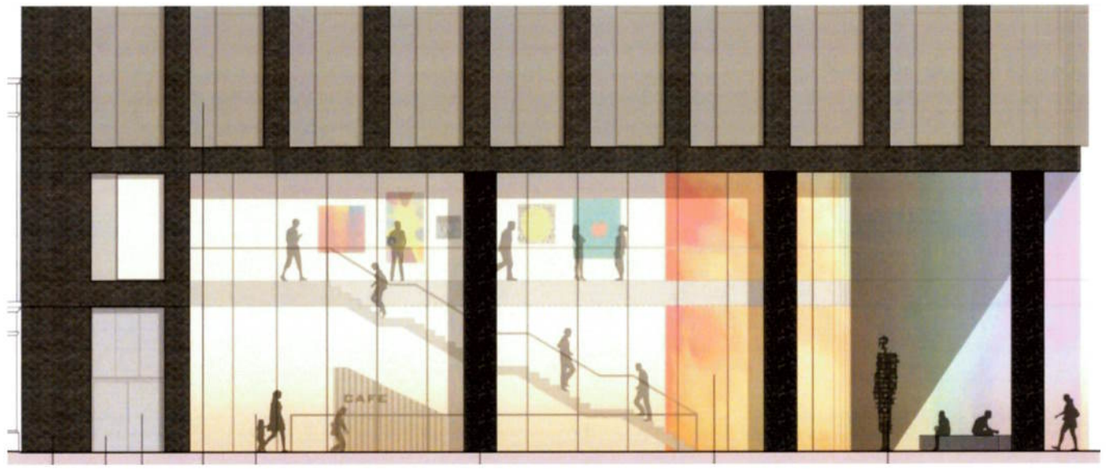



Figure 37. Active Frontage with the Art CentreLobby along City Quay


Figure 36. Active Frontage with the Art CentreLobby & the Gym along Moss Street

## Enhanced Height, Density and Scale - Objective 5:

# To provide high quality, attractive and useable private spaces

*Enhanced density and scale should:*

- *ensure that private space is usable, safe, accessible and inviting,*
- *ensure windows of residential units receive reasonable levels of natural light, particularly to the windows of residential units within courtyards – see Appendix 16,*
- *assess the microclimatic effects to mitigate and avoid negative impacts,*
- *retain reasonable levels of overlooking and privacy in residential and mixed use development.*

Figure 38. Light Filled lobby with Double Ceiling Height lobby and a mezzanine

## THE 'CITY QUAY' DEVELOPMENT

Careful architectual, landscape and urban design considerations have been made in order to provide high quality, attractive, and useable spaces to all those that interact with the proposed building.

The main entrance to the building, located in the north east corner of the site off City Quay is set back from the site boundary to form a small plaza which opens into a light filled double height lobby. Additional outdoor spaces are provided through a series of stepped back terraces at 7th, 9th and 11th floors. Wind conditions at all spaces on the ground level and on terraces and roof are suitable for any pedestrian activity during the summer.

The floor plate depth and ceiling height ensures high levels of daylight penetrate to the full extent of the office accommodation.

Photovoltaic panels are located on the south south east and south west facing façades of the tower and employed to provide the renewable power sources for the building. They are purposefully positioned so that they will not impact on light penetration into the building or views from the tenant space.

The façade performance specification has been optimised to maximise natural daylight.

Details on overlooking and privacy are addressed in repsonse to Objective 7. The accompanying Sunlight and Daylight Study and the Micro Climate and Wind Assessment reports provide greater detail on this Objective.


Figure 39. Ground Floor Landscape Masterplan

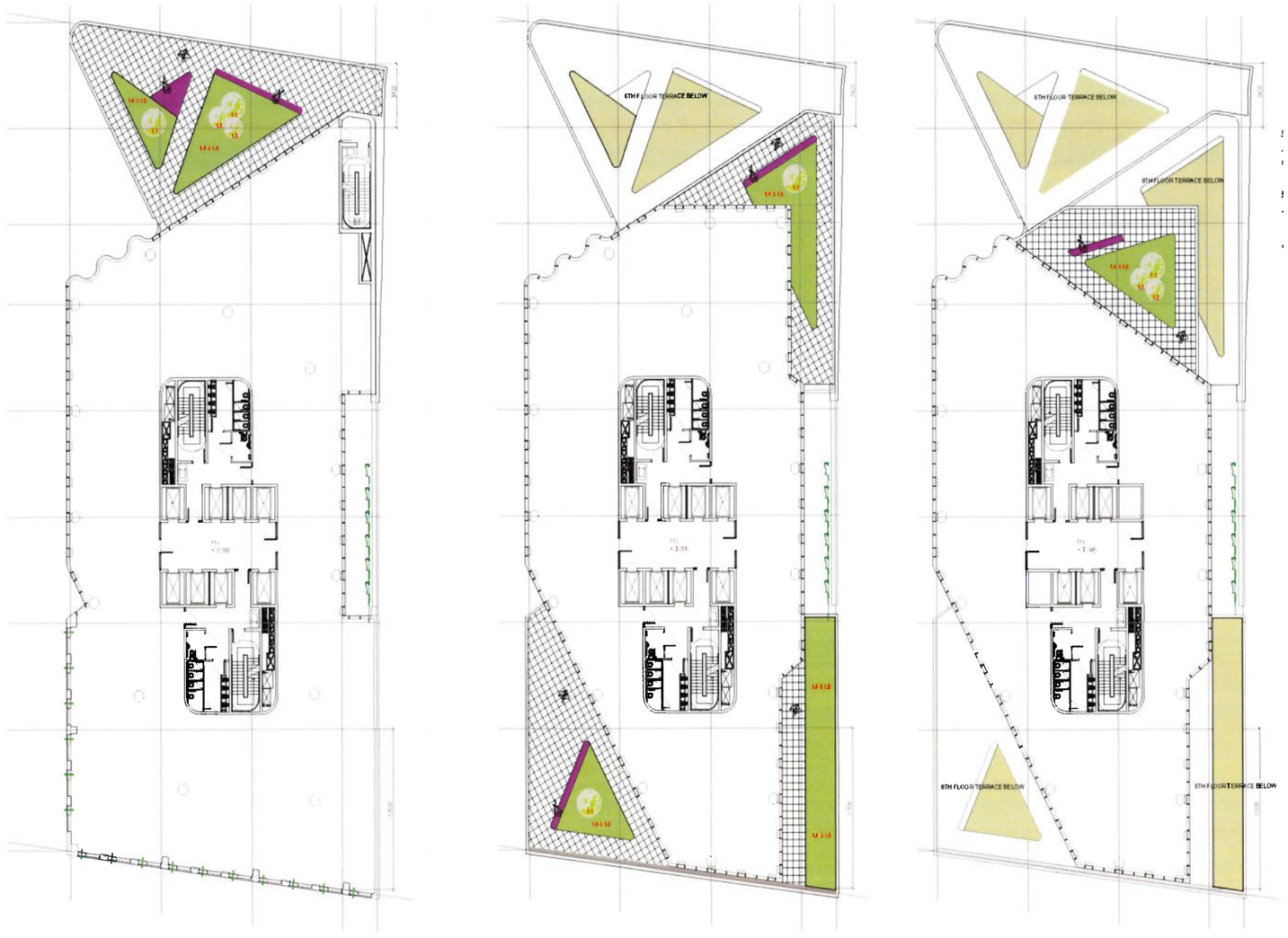



Figure 40. 6th-8th-10th Floor Terrace Plans

## Enhanced Height, Density and Scale - Objective 6:

# To promote mix of use and diversity of activities

*Enhanced density and scale should:*

- *promote the delivery of mixed use development including housing, commercial and employment development as well as social and community infrastructure,*
- *contribute positively to the formation of a 'sustainable urban neighbourhood';*
- *include a mix of building and dwelling typologies in the neighbourhood,*
- *provide for residential development, with a range of housing typologies suited to different stages of the life cycle.*

### THE 'CITY QUAY' DEVELOPMENT

These considerations are related to residential rather than office and associated arts/food service-type building development. The building provides much needed office space in the City Centre. The development also includes an Art Centre, Gym and Ammenity Space.

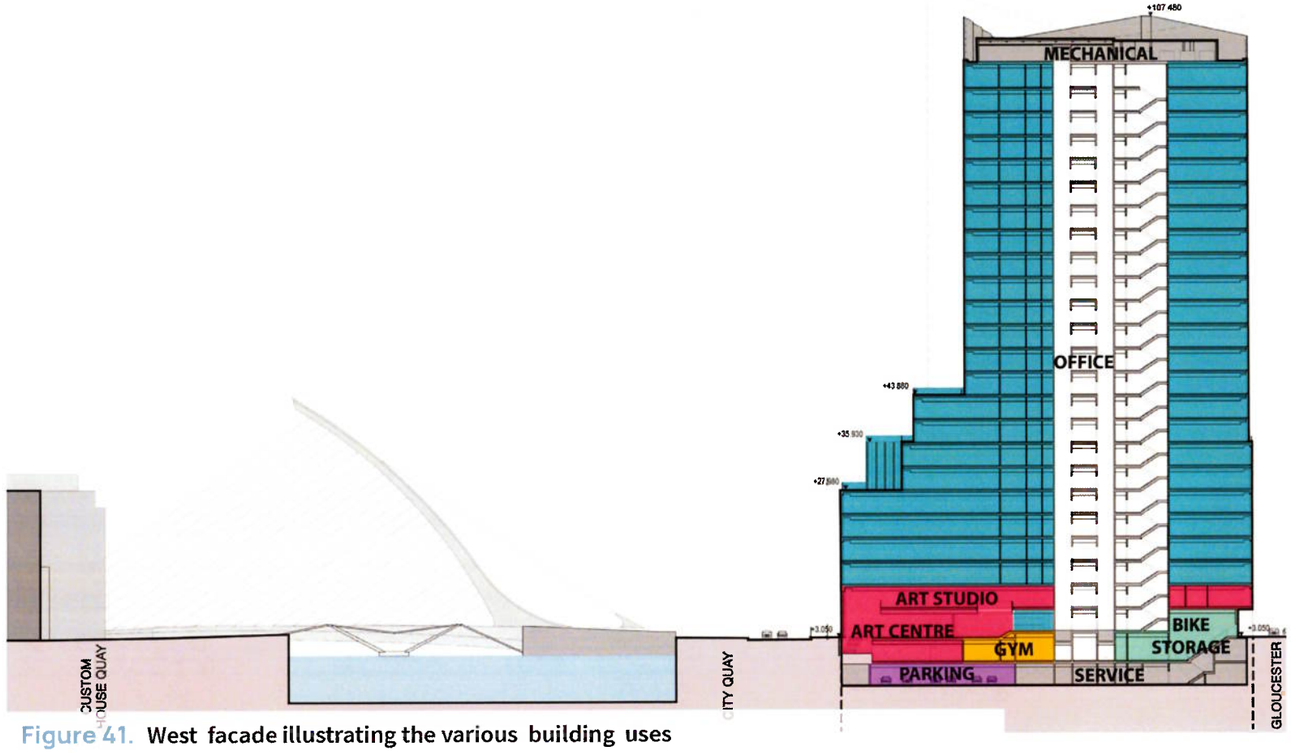



Figure 41. West facade illustrating the various building uses

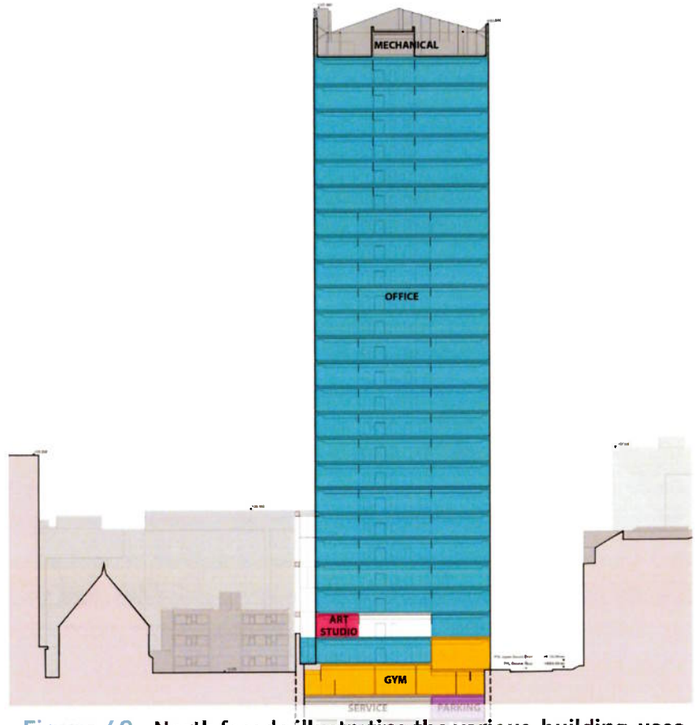



Figure 42. North facade illustrating the various building uses

# Enhanced Height, Density and Scale - Objective 7:
## To ensure high quality and environmentally sustainable buildings

*Enhanced density and scale should:*

- *be carefully modulated and orientated so as to maximise access to natural daylight, ventilation, privacy, and views to minimise overshadowing and loss of light – see Appendix 16,*
- *not compromise the ability of existing or proposed buildings and nearby buildings to achieve passive solar gain,*
- *ensure a degree of physical building adaptability as well as internal flexibility in design and layout,*
- *ensure that the scale of plant at roof level is minimised and have suitable finish or screening so that it is discreet and unobtrusive,*
- *maximise the number of homes enjoying dual aspect, to optimise passive solar gain, achieve cross ventilation and for reasons of good street frontage,*
- *be constructed of the highest quality materials and robust construction methodologies,*
- *incorporate appropriate sustainable technologies, be energy efficient and climate resilient,*
- *have appropriate and reasonable regard to quantitative approaches to assessing daylighting and sun lighting proposals. Where appropriate, satisfactory, alternative compensatory design solutions should be provided for a failure to meet reasonable daylighting provisions, in the context of a constrained site or securing wider objectives such as comprehensive urban regeneration or an effective urban design and streetscape solution – see Appendix 16,*
- *incorporate an Integrated Surface Water Management Strategy to ensure necessary public surface water infrastructure and nature based SUDS solutions are in place – see Appendix 13,*
- *include a flood risk assessment - see SFRA Volume 7.*

## THE 'CITY QUAY' DEVELOPMENT

The criteria raised in this objective are met as follows.

- The brick surface of the podium responds to the local scale of the streetscape and the glazed surface of the tower responds to the broader city scale and the emerging cluster of tall buildings.
- Photovoltaic panels are located on the south south east and south west facing façades of the tower. These panels will provide the renewable power sources for the building and, due to the quantity achievable, can deliver excess capacity which can be fed into the energy grid.
- The eastern façade bordering the Immaculate Heart of Mary Church and City Quay National School maintains visual privacy for these properties through a number of measures:
- A translucent interlayer contained within the glazing extends from floor level to a height of 1.8 m on each floor to fully prevent any overlooking of the school property below;
- This glazing is set back 3.3 m from the eastern boundary and is further screened from the adjacent properties by the open brick clad frame
- The eastern façade bordering the Immaculate Heart of Mary Church and City Quay National School features a trellis of climbing plants, Fallopia baldschuanica (Mile a minute vine), which which is an fast growing evergreen climber previously used by the landscape architects at the Irish Stock Exchange Building. Set between the brick frame and horizontal louvres on the set back glazing to ensure the visual privacy for these properties The selected planting is trained vertically by tensioned cables and grows from a substantial trough at ground level which

ensures convenient accessible maintenance.

- The lower basement level provides plant rooms, including spaces for sprinkler pumps, flood defence barriers and water tanks, as well as waste management space.

More detail is provided in the Climate Action and Sustainable Energy Statement by PMEP which addresses a number of these issues.

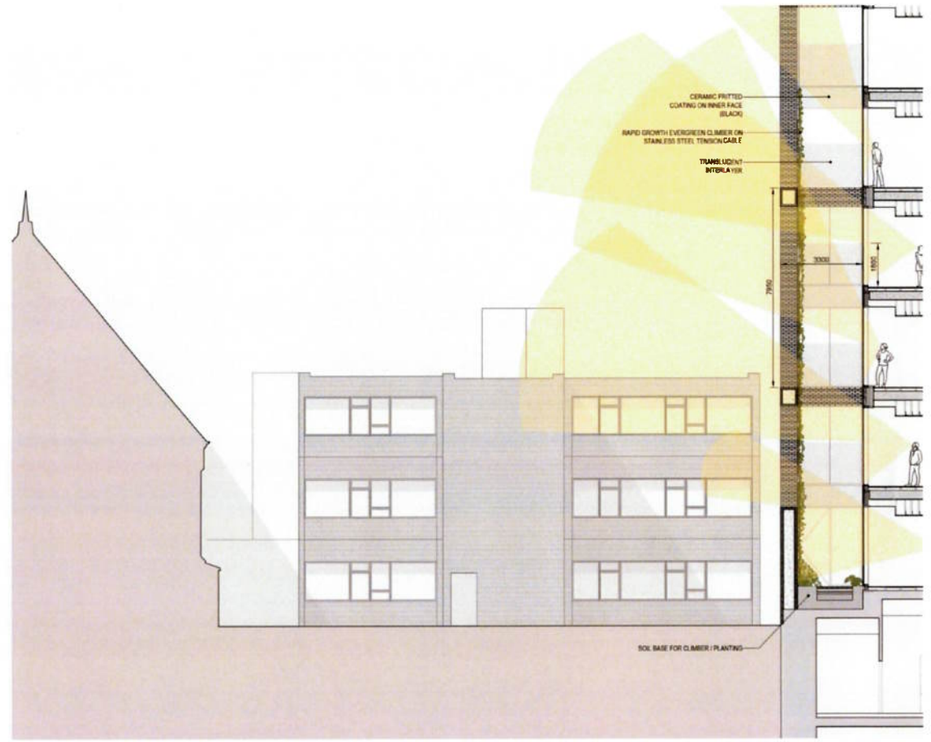



Figure 44. East Facade

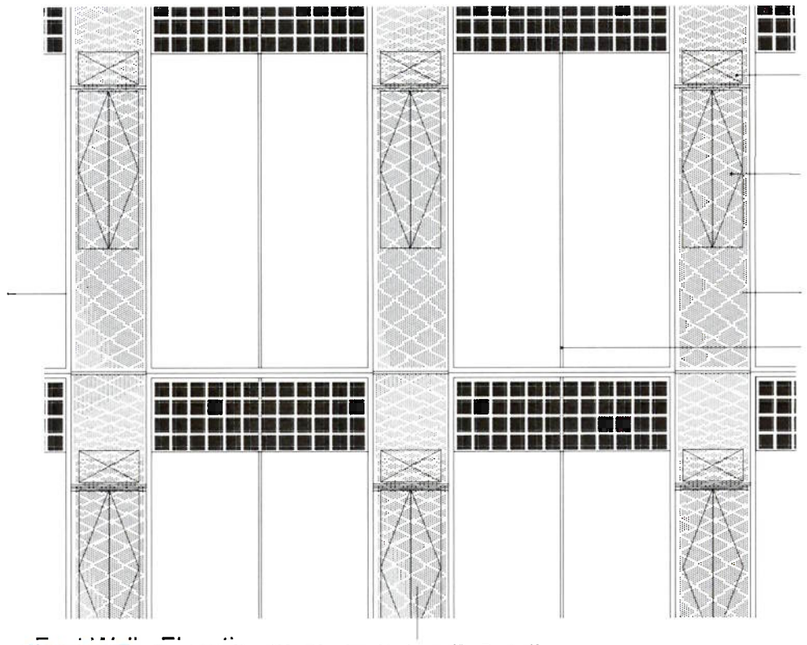


Figure 43. East Wall with Photvoltaic cells Details

## Enhanced Height, Density and Scale - Objective 8:

# To secure sustainable density, intensity at locations of high accessibility

*Enhanced density and scale should:*

- *be at locations of higher accessibility well served by public transport with high capacity frequent service with good links to other modes of public transport,*
- *look to optimise their development footprint; accommodating access, servicing and parking in the most efficient ways possible integrated into the design*

### THE 'CITY QUAY' DEVELOPMENT

The City Quay site occupies one of the most highly accessible locations in Dublin. The Tara Street DART station is approximately 150 metres to the west. Stations serving the LUAS network are located at 500 and 300 metres to the west and north. Connolly Station, with main line rail service to the north and Belfast is located less than 500 metres to the north of the site. Few if any other sites in Dublin have comparable transport accessibility, a locational advantage that should be recognised by enhanced density and scale.

The site is also well-served by bike and walking routes along City Quay, across Talbot Memorial Bridge and to the south of the site connecting to routes serving Trinity College and the city centre. The scheme also provides shower and changeroom facilities for active transport users.

Taking advantage of this superior accessibility by transport and active nodes, parking has been accommodated in a highly efficient manner. Only 11 spaces have been provided in two underground levels, a ratio of 0.3 per 1,000 metres squared , significantly lower than prevailing industry standards.

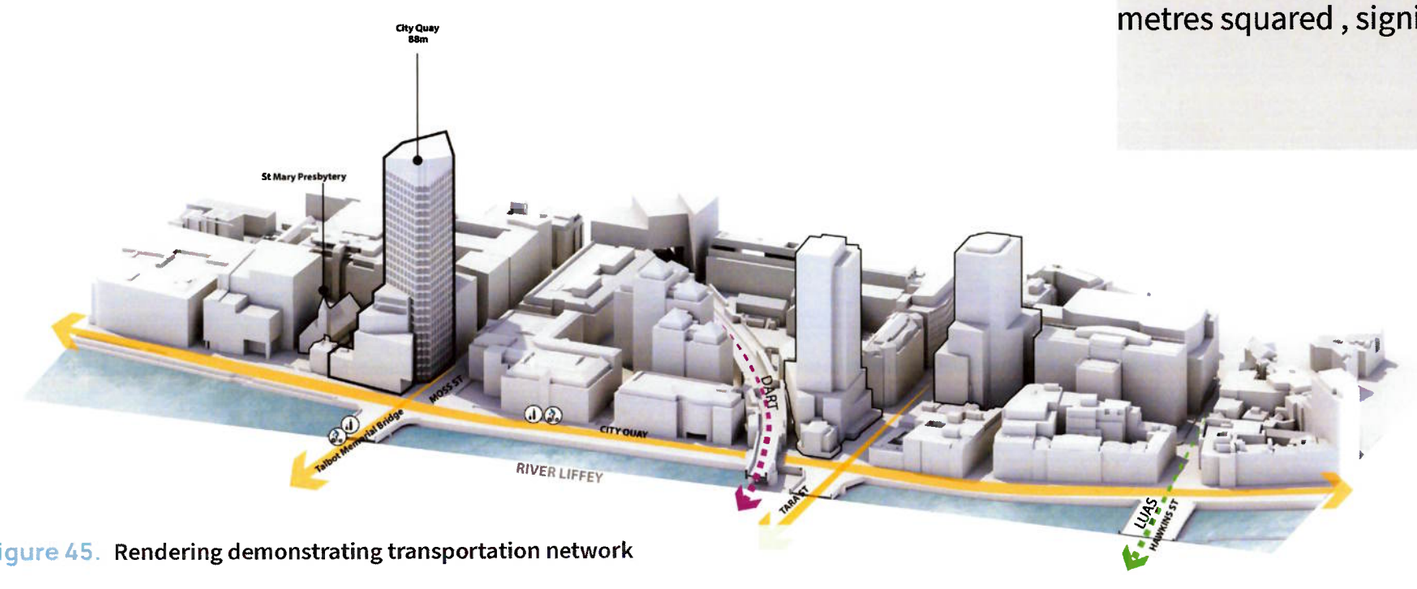



Figure 45. Rendering demonstrating transportation network

# Enhanced Height, Density and Scale - Objective 9:
# To protect historic environments from insensitive development

*Enhanced density and scale should:*

- *not have an adverse impact on the character and setting of existing historic environments including Architectural Conservation Areas, Protected Structures and their curtilage and National Monuments – see section 6 below.*
- *be accompanied by a detailed assessment to establish the sensitives of the existing environment and its capacity to absorb the extent of development proposed,*
- *assess potential impacts on keys views and vistas related to the historic environment.*

## THE 'CITY QUAY' DEVELOPMENT

City Quay is not located in an existing historic environment or Architectural Conservation Area. The Cultural and Heritage Assessment as included in EIAR provides greater detail.

The form of the proposed tower is shifted slightly forward and rotated precisely to the alignment of the Gardiner Street Axis. This will create a strong symmetrical massing when viewed from Gardiner Street therefore reinforcing the axis and introducing a new focal point in the cityscape. This is a common urban design response in both historic set pieces and contemporary interventions.

The proposed development also pays homage to the historic past of the site which was home to the City Arts Centre from 1987 to 2001. The New City Arts Centre will re establish the historic use of the site and will deliver a creative core at the entrance to the building. Additonally, the original City Arts Centre neon sign was left attached to the building and has been salvaged by the current owners for restoration and reuse in the new building.

No specific view or vista impacts are created with respect to any historic environment.

A comprehensive Visual Impact Analysis for City Quays is found below in response to Item 6, Table 4: Performance Criteria in Assessing Proposals for Landmark Tall Buildings.

The following views compare the proposed development ( 24 floors) with the LAP as well as a 16, 20 and 30 floors massing.

Figure 46. View of LAP rom Gardiner Street

Figure 47. View of 16 Floors Massing from Gardiner Street

Figure 48. View of 20 Floors Massing from Gardiner Street

Figure 49. View of 24 Floors Massing from Gardiner Street ( current proposed )

Figure 50. View of 30 Floors Massing from Gardiner Street

Figure 51. View of LAP from Kildare Street at Molesworth Street

Figure 52. View of 16 Floors Massing from Kildare Street at Molesworth Street

Figure 53. View of 20 Floors Massing from Kildare Street at Molesworth Street

Figure 54. View of 24 Floors Massing from Kildare Street at Molesworth Street ( current proposed development)

Figure 55. View of 30 Floors Massing ffrom Kildare Street at Molesworth Street

Figure 56. View of LAP from Rosie Hackett Bridge- Eden Quay

Figure 57. View of 16 Floors Massing from Rosie Hackett Bridge- Eden Quay

Figure 58. View of 20 Floors Massing from Rosie Hackett Bridge- Eden Quay

Figure 59. View of 24 Floors Massing from Rosie Hackett Bridge- Eden Quay (Current proposed development)

Figure 60. View of 30 Floors Massing from Rosie Hackett Bridge- Eden Quay

Figure 61. View of LAP from Sean O'Casey Bridge

Figure 62. View of 16 Floors Massing from Sean O'Casey Bridge

Figure 63. View of 20 Floors Massing from Sean O'Casey Bridge

Figure 64. View of 24 Floors Massing from Sean O'Casey Bridge ( Current proposed development)

Figure 65. View of 30 Floors Massing from Sean O'Casey Bridge

# Enhanced Height, Density and Scale - Objective 10:
# To ensure appropriate management and maintenance

*Enhanced density and scale should:*

- *Include an appropriate management plan to address matters of security, management of public/communal areas, waste management, servicing etc.*

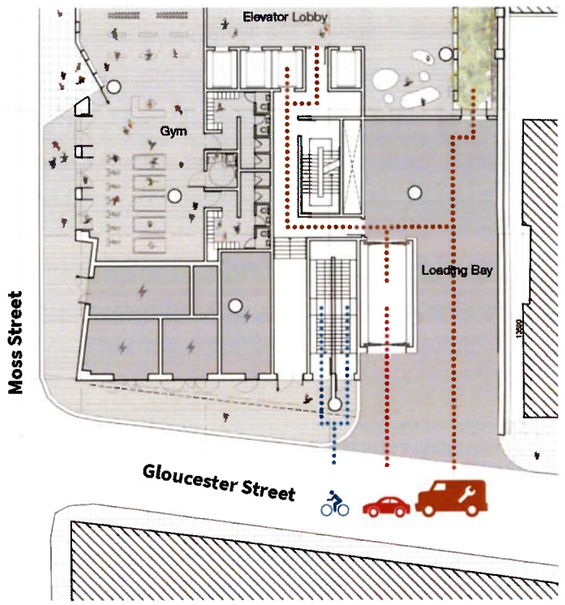



Figure 66. Service, Vehicle & Cycle Access from Gloucester Street

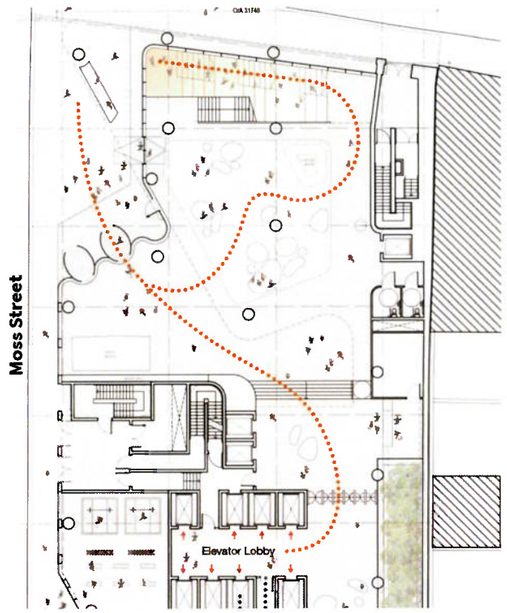



Figure 67. Discrete access from main entrance to the Elevator lobby controlled by Tumstiles

## RESPONSE TO CRITERIA

A facilities management company will provide 24/7 management and security services for the building. The main entrance lobby will have a discreet security presence to ensure a welcoming atmosphere for the public visiting the Arts Centre. Office reception personal will man the office reception desk, located on the raised ground level, from where they will monitor and control access to the lifts and upper floors. Access to the lifts serving the office floors will be controlled by a series of turnstiles positioned close to the reception desk.

Access to the cycle and car parking facilities located at the rear of the building and will be CCTV monitored from the main reception desk and adjacent security room. There are 2 dedicated lifts which transport occupants from the basement floors to the ground floor office reception area, from where they gain access to the main lift core through the security turnstiles.

The Arts Centre will be administered and curated by a separate specialist studio provider. This provider will manage leasing of the artist studios. Access to the Arts Centre will be completely independent from the office floors.

# 6.2 PERFORMANCE CRITERIA IN ASSESSING PROPOSALS FOR LANDMARK TALL BUILDING/S (TABLE 4 DUBLIN DRAFT DEVELOPMENT PLAN)

## Landmark Tall Buildings - Objective 1:
## Exemplary Architecture

- *All proposals must be accompanied by a detailed design statement that demonstrates the achievement of excellent design and the highest standards for future occupants.*
- *The development should make a significant contribution to the built environment of the city. Detailed consideration must be given to the scale, form, massing and proportions of the building. A slenderness ratio of 3:1 is desirable.*
- *The facades must be carefully articulated and animated. This can be achieved through the use of high quality materials, colour, fenestration, reflectiveness and/or expression of depth. Large, blank or inactive gables should be avoided.*
- *The building form and layout must have regard to the density and character of the surrounding development. The applicant will be required to demonstrate the relationship and potential impacts of the proposal to the surrounding context, including topography, built form, scale, height, urban grain, streetscape, public realm, open spaces, rivers and waterways, important views and prospects, skyline and that these factors have been considered in the design approach.*
- *Detailed consideration will be required for all lighting proposals to ensure that they are energy efficient, contribute to the design and quality of the building whilst limiting the potential for excessive light spill, glare and sky glow.*
- *The impact of the roofscape (including telecommunications apparatus and plant rooms) must be considered and it should be designed to make an appropriate contribution to the city's skyline.*
- *Where a landmark/tall building/s proposal abuts a lower density areas, such sites should be planned to provide lower level buildings at the perimeter assisting the transition in scale from the landmark/ tall building/s down to the surrounding context.*
- *Where a proposal of significant height is proposed, the process of design selection should preferably be by means of an architectural competition.*

## RESPONSE TO CRITERIA

The City Quay building is designed to add to the quality and enjoyment of the built environment of Dublin. The City Quay building will form part of a composition of buildings completing the George's Quay cluster. That cluster, which now consists of the George's Plaza complex, the College Square development under construction at Hawkins Street and the approved building at Tara Street will define the edges of a tight, triangular grouping of taller buildings.

That grouping will be supported by a surround of modern lower buildings found in the George's Quay local area, acting to provide transition to the lower-scale Georgian quarter to the south-east and east along City Quay, to the scale of Pearse Street and Trinity College, and to the city centre and River Liffey frontage further west.

The grouping also exists in relation to the pattern of development across the river. The Custom House establishes a formally powerful road and bridge connection to George's Quay, with the Tara Street and Talbot Memorial Bridges clearly leading to important destinations on the south bank. Two taller buildings at these key arrival points mark the significance of this cluster, with the Hawkins Street building marking its southern extent. The existing George's Plaza buildings are contained within this frame.

This pattern of development, of lower buildings at the centre of the cluster contained within higher surrounding structures is indeed found in the existing pattern north of the river, where the lower-scale wings of The Custom House on either side of the pergola are contained within the taller Liberty Building and the mid-scale office structures to the east.

The George's Quay cluster will be the first of three newer clusters anticipated in the centre of Dublin at points of high transport accessibility. Similarly tight patterns of taller existing and approved development around Heuston and Connolly Stations will join the existing more dispersed pattern of tall buildings found in the Docklands.

Further detail is provided in the Architectural Design Statement.

## RESPONSE TO CRITERIA

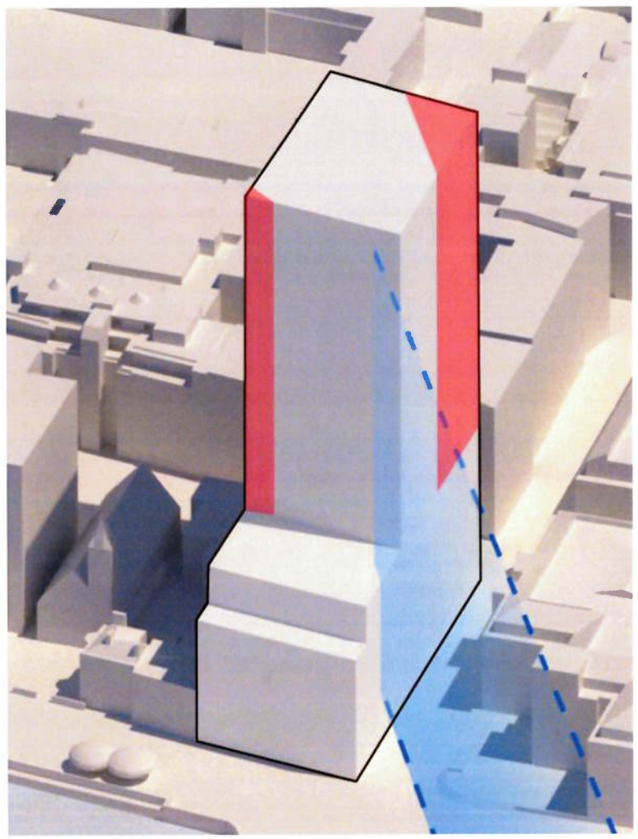
Considerable attention has gone into the articulation and design of the City Quay facades to ensure the building warrants its prominence at both the local and city-wide scale.

The essential massing of the City Quay block involves first sculpting the extruded block of the site to recognise the predominant building scale along City Quay to the west. Step backs are articulated at the 6th, 8th, and 10th floors.

The east face of the tower portion is also set back to defer to the scale and character of the National School and church buildings.

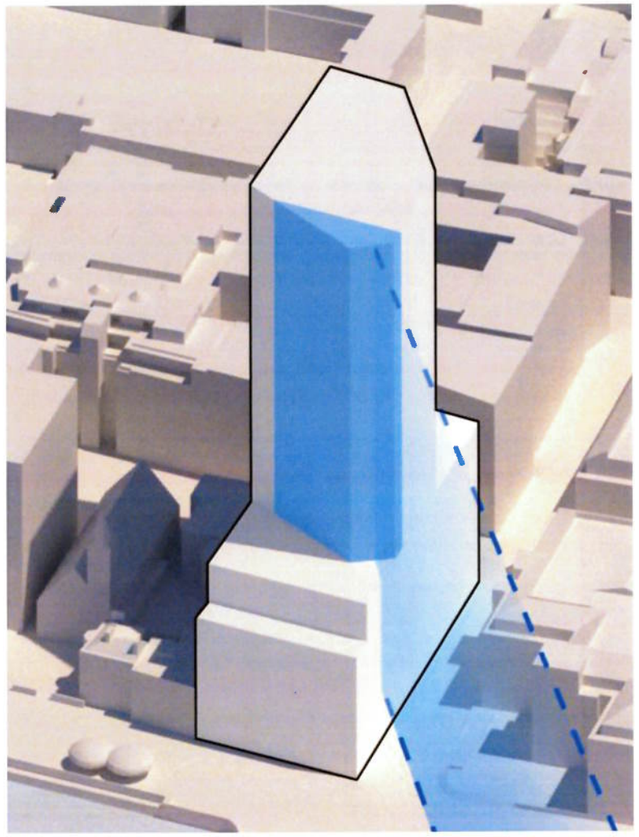
Within the upper tower shaft, the façade has been chamfered to acknowledge the distinct long views of the building from the approach down Gardiner Street from the north north-west and along Kildare Street to the south-west. These triangulated chamfers, acting as 'prows' establishing the presence on the skyline, will act to focus the view rather than extend it across the north and south facades.

Considerable attention has been give to the upper building glazing articulation to ensure its slimness and verticality is emphasised. At the lower levels a masonry façade is introduced to reflect building treatments along City Quay.



**Built Form**

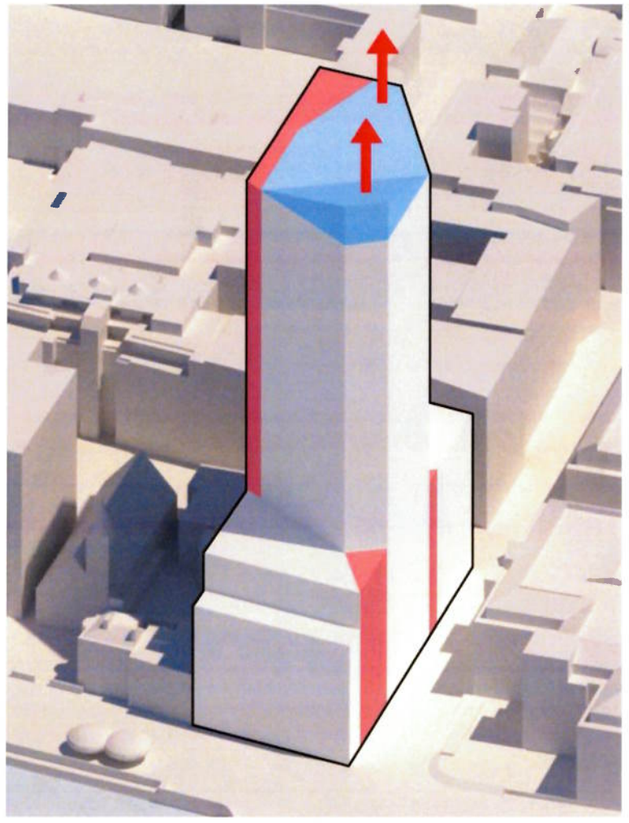
East & west corner of the massing trimmed to mitigate the presence in the view from Gardiner Street.



**Built form**

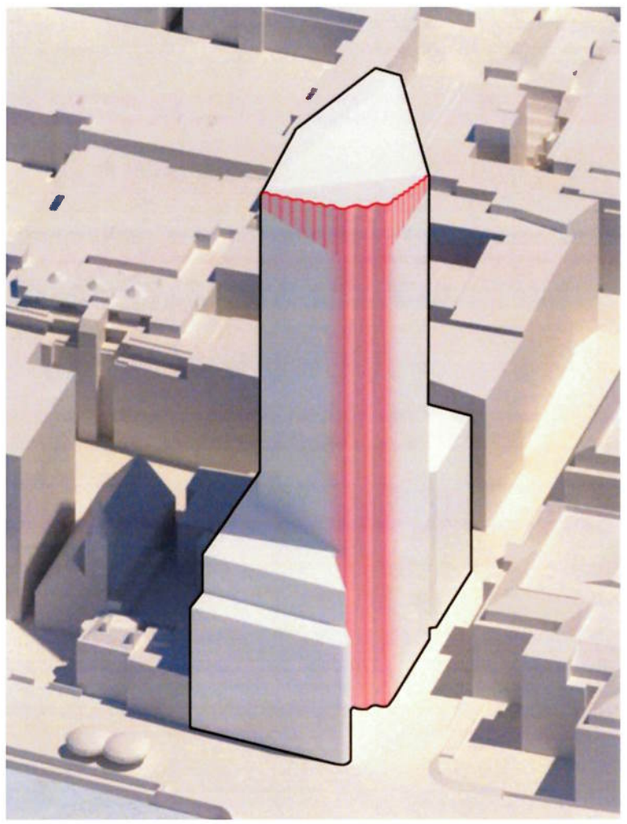
Alignment of building mass to the Gardiner Street axis to reinforce a new focal point in the cityscape.

Figure 68. **Massing response to the urban context**



**Roofline**

Pitched Roofline to reinforce the verticality and skyline distinctiveness.



**Facade**

Fluted facade accentuates its unique built form in the city's skyline and by view corridors.

**Public Realm**

Stepped podium echoing adjacent building massing allows extensive green roofs.

The public realm strategy introduces a plaza that expands into the proposed Art Centre & gym at the ground floor.

Figure 69. **Massing response to the urban context**

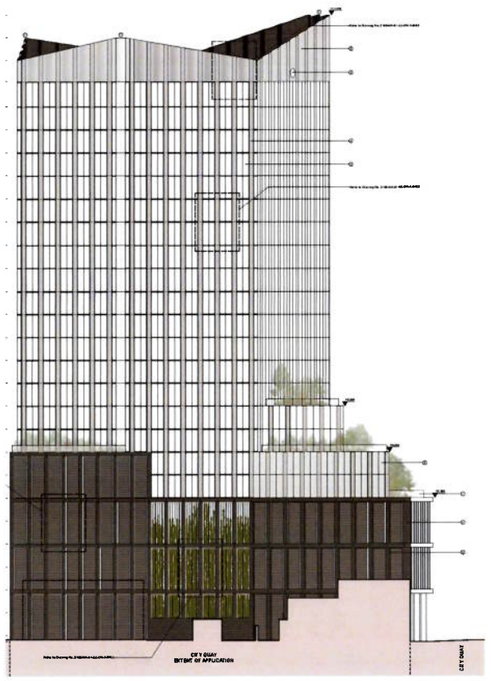


Figure 70. East Elevation

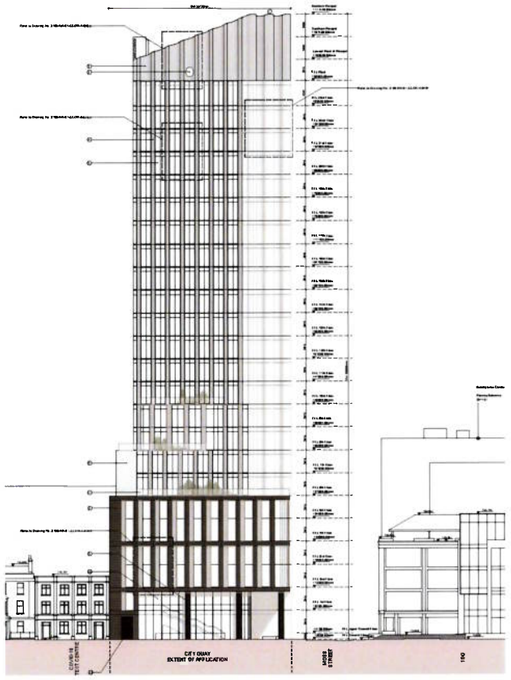


Figure 73. North Elevation

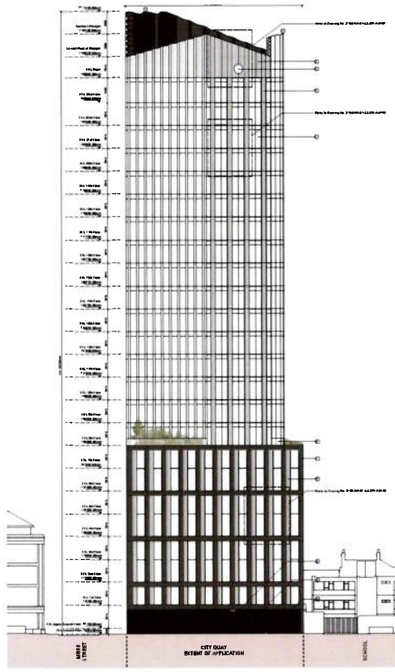


Figure 71. South Elevation

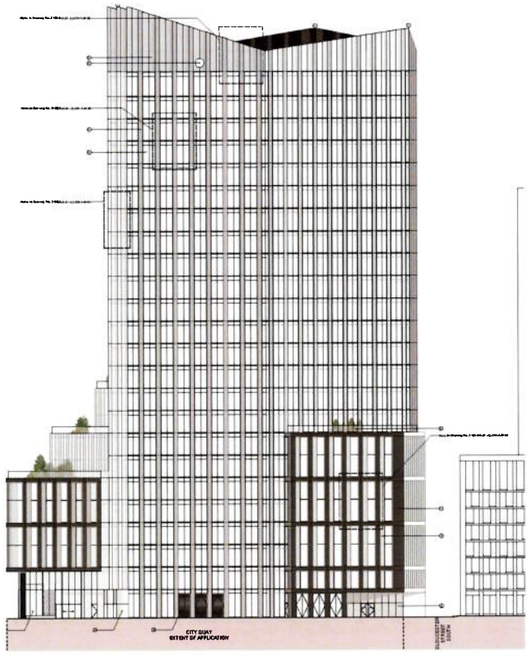


Figure 72. West Elevation

## RESPONSE TO CRITERIA

As indicated above the City Quay building essentially consists of three sections in elevation.

The double height ground floor is highly animated, open and accessible. In addition to its function as the office building lobby, the arts centre and associated café/restaurant activity will add to the vitality of the City Quay and Moss Street streetscape, helping connect what is now something of a 'dead spot' in the animation of the river edge and Docklands/City Centre in this section. An outside plaza on the principal corner of the scheme will also mark a point where that liveliness can spread out directly onto the street, helping to animate the new rather formal George's Plaza landscape treatment.

The mid-section of the building offers large floor plates to businesses requiring that functionality. Its facades are calm and brick-coloured, carrying the predominant scale and materiality of the City Quay frontage to the north and of Gloucester Street to the south.

The glazed façade treatment of the upper floors of the tower shaft were described above, intended to lighten the building in the skyline and emphasize its verticality, at the same time responding to both the overall city view and the specific views along Gardiner and Kildare Streets.

The triangular roof line of the building was designed to be of visual interest in the skyline while acknowledging the distinctive pyramidal roof lines of the George's Plaza complex immediately west.

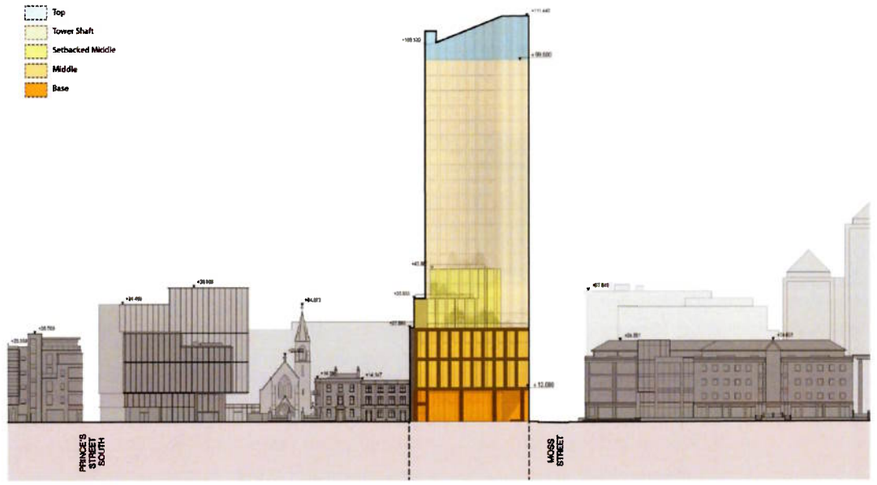



Figure 74. Elevation of Proposed Building's Base and Mid-Section along City Quay

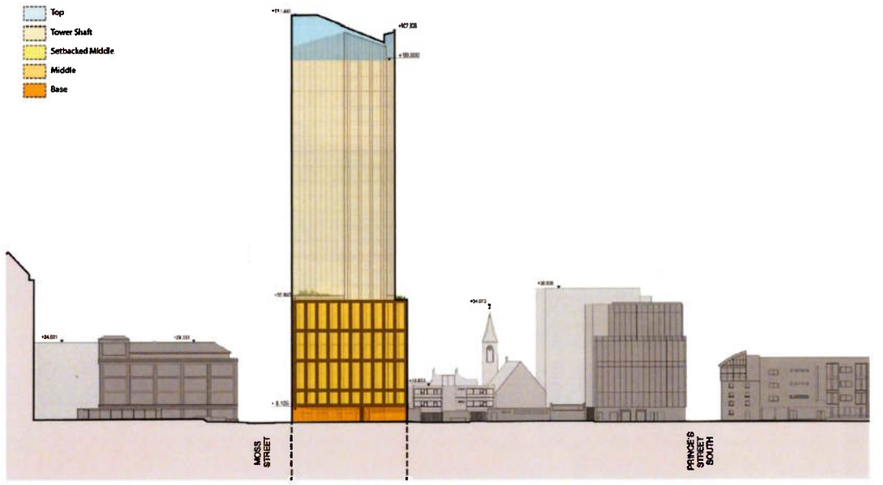



Figure 76. Elevation of Proposed Building's Mid Section from Gloucester Street

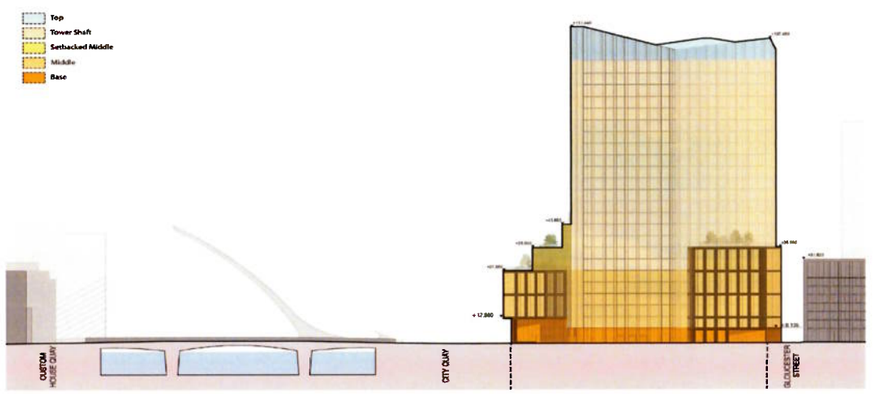



Figure 75. Elevation of Proposed Building's Tower Shaft from Gardiner Street

Figure 78. View of Proposal from Samuel Beckett Bridge

Figure 77. View of Proposal from Tom Clarke bridge looking West

# Landmark Tall Buildings - Objective 2:
# Sustainable Design and Green Credentials

- *Landmark/tall buildings should set exemplary standards in terms of sustainability. Proposals should incorporate appropriate technologies and design features to minimise energy use.*
- *The applicant must demonstrate that the design is innovative and flexible and can be adapted overtime*


| | Measures | Minimum Standard | Development Target |
|---|---|---|---|
| 1. | Sustainable Urban Drainage systems | Provide sustainable attenuation measures | Reusable rainwater for building functions |
| 2. | New Part L Net Zero Energy Buildings (NZEB) compliance | BER A3 | BER of A2 or better |
| 3. | Sustainable modes of Transport | Accommodating alternative transport i.e providing bicycle storage spaces | Increased levels of E-charging via Solar power |

| | Third Party Certification | Targets | Development Target |
|---|---|---|---|
| 1. | Embodied Carbon Assessment | RIAI Target 1400kg/CO2e/m2 | Exceed RIAI 2030 targets of 750kg/CO2e/m2 or Better |
| 2. | LEED Sustainability Accreditation | Silver / Gold | Platinum |
| 3. | WELL Sustainability Accreditation | Silver / Gold | Platinum |

Figure 79. **Building Energy Rating**

## RESPONSE TO CRITERIA

A holistic sustainable approach has been adopted by the design team for the proposed development. Sustainability and efficiency features have been considered throughout the design process. The proposed development will comply with non- residential Part L 2021 (Buildings other than Dwellings) and target a BER of at least A2. The optimised approach is based on the Energy Hierarchy Plan - Be Mean, Be Lean, Be Green. The Climate Action and Sustainable Energy Statement provides this information in greater detail.

- **Be Mean:** The façade performance specification has been optimised to limit heat loss in the winter, heat gain in the summer, improve air tightness and thermal transmittance, and maximise natural daylight.
- **Be Lean:** High efficiency plant will be specified to take advantage of the optimised façade design measures. A low-energy lighting design will be utilised to further reduce energy consumption and increase occupant thermal comfort.
- **Be Green:** Renewable energy technologies such as Air Source Heat Pumps (ASHP) and Solar PV Panels are utilised. A number of sustainable design features have been considered within the design to achieve the sustainability targets of the proposed development. These include the proximity of the development to public transportation networks, water efficiency measures such as low consumption sanitary fittings, and improved indoor environmental quality.

**Building Energy Rating (BER) A2:** This will be achieved primarily through passive strategies such as an energy efficient envelope, which in turn reduces the demand to items such as HVAC and renewable energy systems. This approach to reducing the energy demand significantly aids the project in obtaining the desired energy goals while reducing running costs. The energy systems design also focuses on specifying energy efficient equipment to ensure the day-to-day running of the energy systems is optimised to further reduce energy usage and related costs.

## Landmark Tall Buildings - Objective 3:
# Public Realm

- *The development should contribute positively to its surroundings at street level, help create a 'sense of place', provide appropriate passive surveillance and active ground floor uses. The design of the base of landmark/tall building/s must be of a proportion, composition and scale that appropriately defines and enhances the public realm, and provides for a safe and comfortable pedestrian experience. Particular attention must be paid to the design and location of public entrances to ensure that they are legible and accessible.*
- *Detailed design and hard and soft landscape measures for the treatment of the public realm both within and external to the development must be provided.*
- *Opportunities to improve the permeability of the site and wider area should be maximised, particularly where increased pedestrian and cycle flows are envisaged.*

## RESPONSE TO CRITERIA

City Quay has been carefully designed at its lower levels to contribute to the immediate and wider sense of place at the corner of City Quay and Moss Street. The location of the arts centre and building lobby in a multi-storey space will create both activity and animation and a welcoming sense of arrival at this key city corner, without the uniformity and dullness of too many office building lobbies. The somewhat formal open area of George's Plaza, opposite City Quay, can benefit from the activity generated by the indoor and outdoor ground floor activities of the Arts Centre to create an interesting place on City Quay and the River Liffey.

That sense of place and activty will spill out into the street - the public plaza area becoming a spill-out space for the activities of the building's ground floors. City Quay along the Liffey is a very public place and the building is designed to enhance that feeling of welcome and interest.

Figure 80. View of Built form from City Quay

Figure 81. Entrance to Artscape from Intersection of City Quay & Moss Street

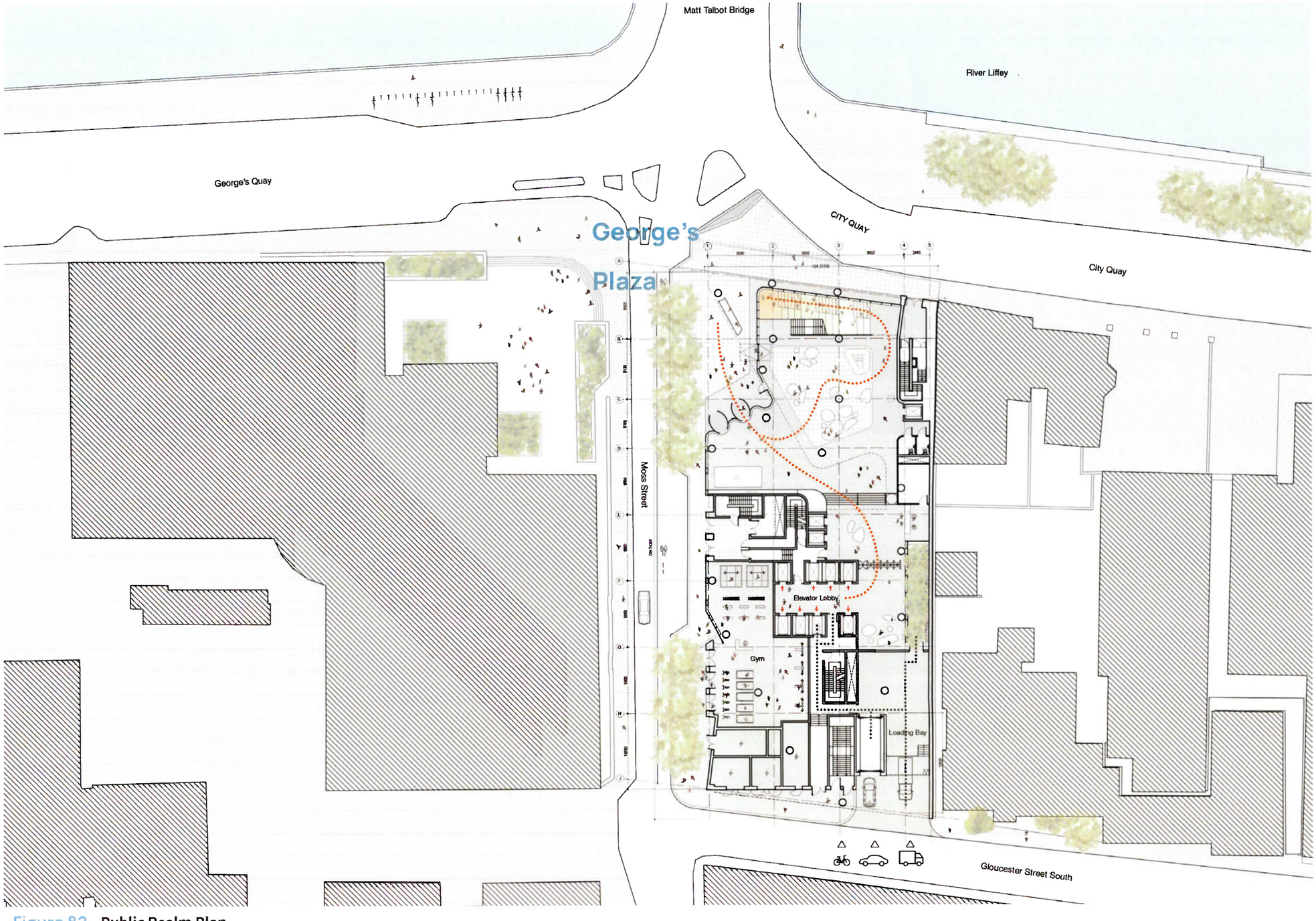



Figure 82. **Public Realm Plan**

# Landmark Tall Buildings - Objective 4:
# Environmental Impacts

- *Applications must be accompanied by detailed technical analysis and supporting reports to demonstrate how potential environmental impacts can be appropriately mitigated and avoided. It must be proven that the development will not affect the surroundings adversely in terms of microclimate, wind turbulence, overshadowing, noise and reflected glare. This should be done through the testing of accurate physical and three dimensional models, conducting wind tunnel studies, sun path studies, as well as other suitable impact simulation methods. Impacts on adjacent properties should be tested through detailed section analysis and three dimensional (3D) computer models.*
- *Potential impacts to sensitive bird or bat species should be considered where appropriate.*
- *Where the development would have a significant environmental impact, EIA screening will be required and an Environmental Impact Statement may be required.*

## RESPONSE TO CRITERIA

BRE were commissioned to undertake a wind tunnel study to assess the pedestrian level wind microclimate around the site of the proposed development in the City Quay area. Measurements of wind speeds were made around the existing site and the proposed development with existing surrounding buildings. These measurements were taken at 140 locations around the existing site and at 150 locations around the proposed development. The proposed development included measurement locations of roof terraces. The following findings are drawn from the study:

The ground level wind conditions around the existing site were found to be suitable for any pedestrian activity at all measurement locations during both the summer and winter seasons.

• There were no distress criteria exceedances for the existing site during either the summer or winter season.

• The ground level wind conditions for the Proposed Development showed that the wind conditions are suitable for any pedestrian activity during the summer.

• For the proposed development, measurements taken on the roof terraces showed that wind conditions are suitable for any pedestrian activity during the summer.

• For the proposed development, none of the test locations have higher distress ("unsafe") wind conditions.

• For the proposed development, the wind conditions in winter mean that at a few test locations have occasional lower wind distress ("discomfort) conditions, and depending upon their intended pedestrian usage, some locations might have unsuitable wind comfort conditions. These locations are

highlighted in the detailed BRE report, and where appropriate attention is directed to commonly used wind mitigation measures .

• Minor changes to the tower profile were made subsequent to the wind tunnel test investigation. It is judged that the wind impacts of these changes are likely to be negligible.

A Daylight & Sunlight Assessment of the proposed development has been prepared by John Healy (MSc Environmental Design of Buildings) Digital Dimensions.

The report assesses the impact of the development on the daylight and sunlight in accordance with BR209(2022 3rd edition)-BRE guidance document, Site Layout Planning for Daylight and Sunlight (BR209).

The report assesses the availability of daylight and sunlight to the surrounding buildings and provides shadow studies for various times of year and hours of the day.

The proposed development is in an inner-city location and there are a mixture of buildings uses surrounding the site including residential, office, educational and hotel accommodation. Different building uses have different requirements for daylight which are set out in the BRE guidelines.

The report measures the reduction in available daylight for all windows and identifies that these will retain a Vertical Sky Component in excess of the BRE guidance target of 9%.

The study also identifies that the available sunlight hours for the outdoor amenity would also remain within the guidance for inner city locations.

Please see the EIA document by AWN and effects of Sunlight and Daylight Assessment for further detail.

Figure 83. 1;250 model of proposed development in the BRE wind Tunnel ( view from South)

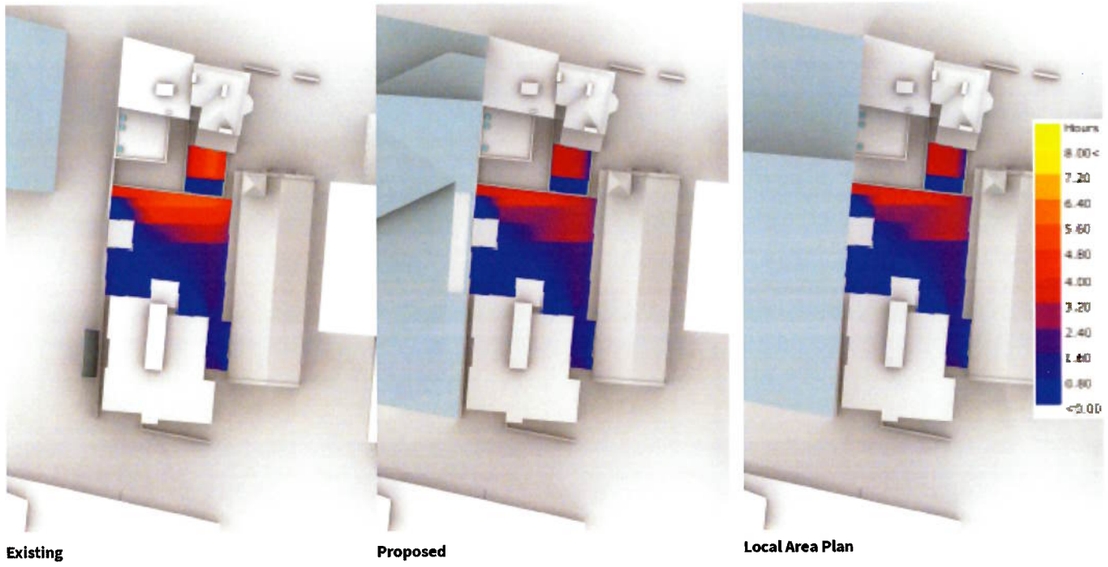



Figure 84. Radiation maps generated through the calculation of sun on the ground, on the 21st March. The massing are the Existing, Proposed and Local Area Plan scenarios. Scale indicates 0-8 hours of sunlight.

Figure 85. **Shadow Diagram March 21st - 9**

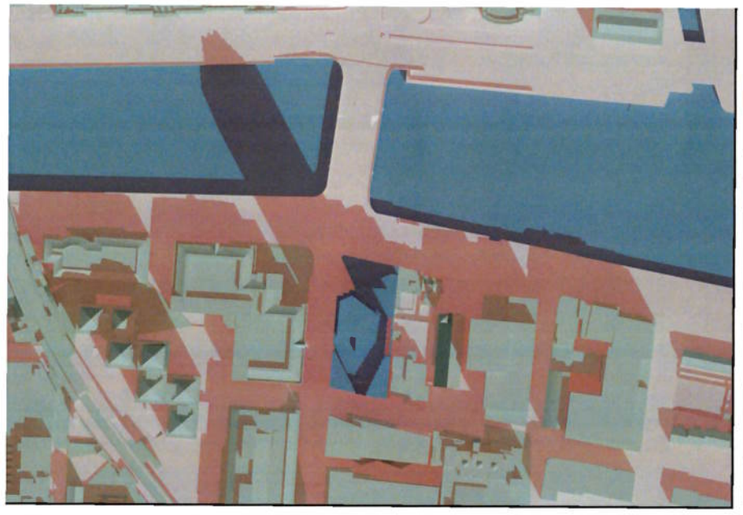


Figure 86. **Shadow Diagram March 21st -**

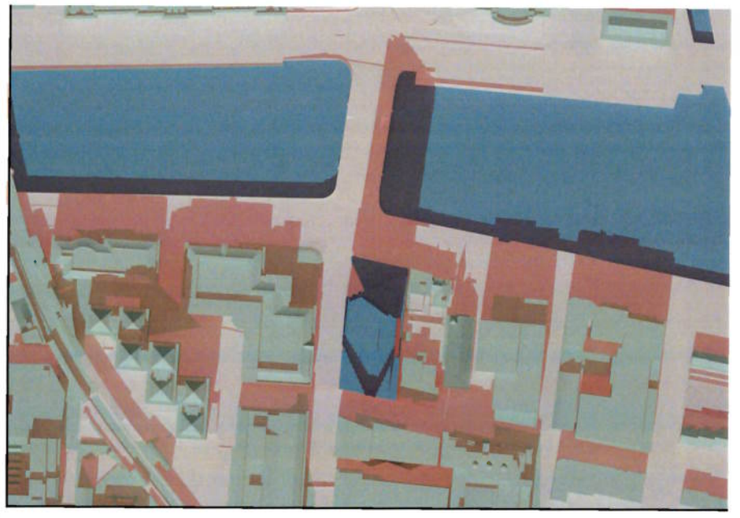


Figure 87. **Shadow Diagram March 21st -**

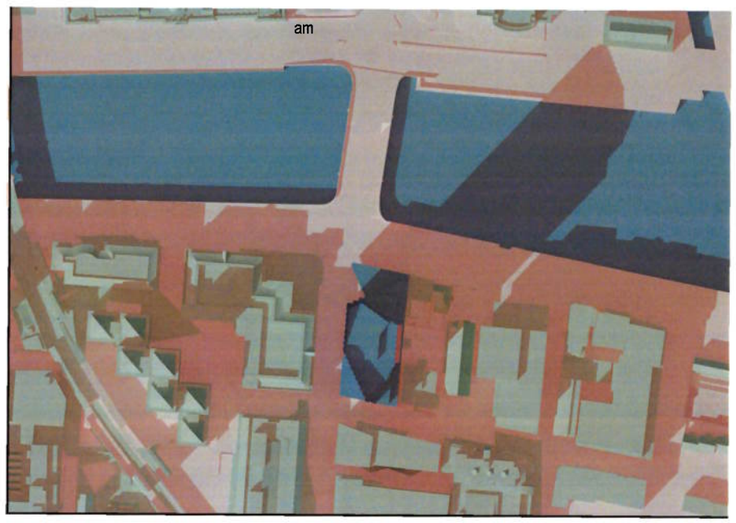



Figure 88. **Shadow Diagram March 21st - 15pm**


Figure 89. **Shadow Diagram March 21st -17 pm**

## MARCH EQUINOX

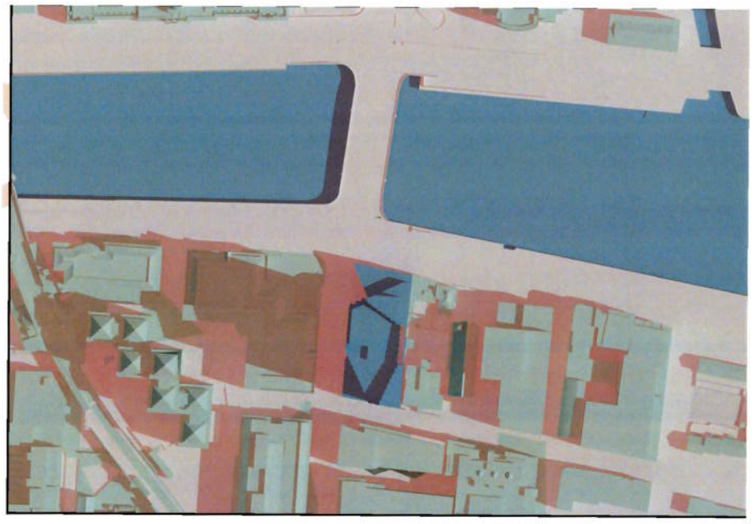


Figure 90. Shadow Diagram June 21st - **10**

Figure 91. Shadow Diagram June 21st - **12pm**

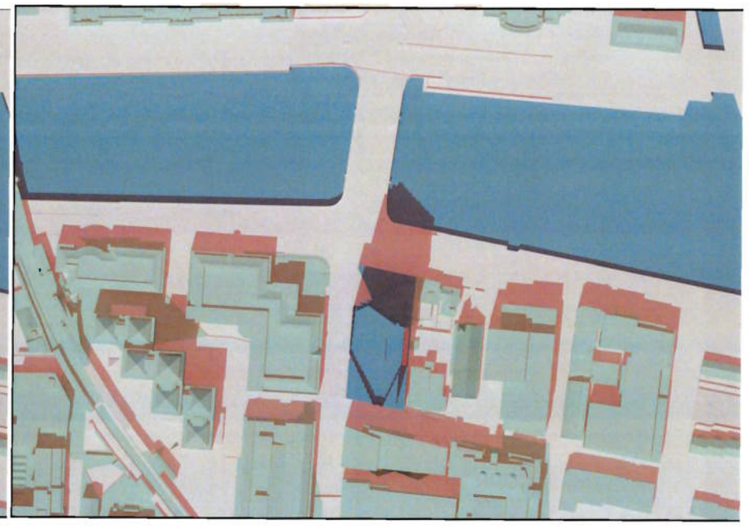


Figure 92. Shadow Diagram June 21st - **14pm**

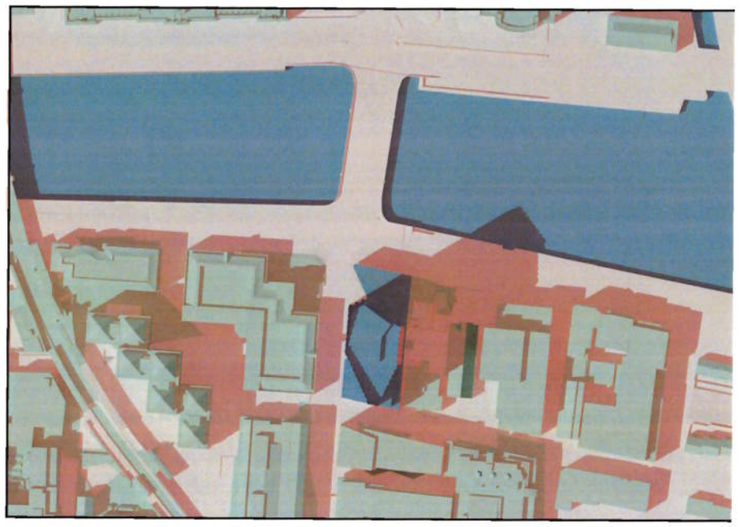


Figure 93. Shadow Daigram June 21st - **16pm**

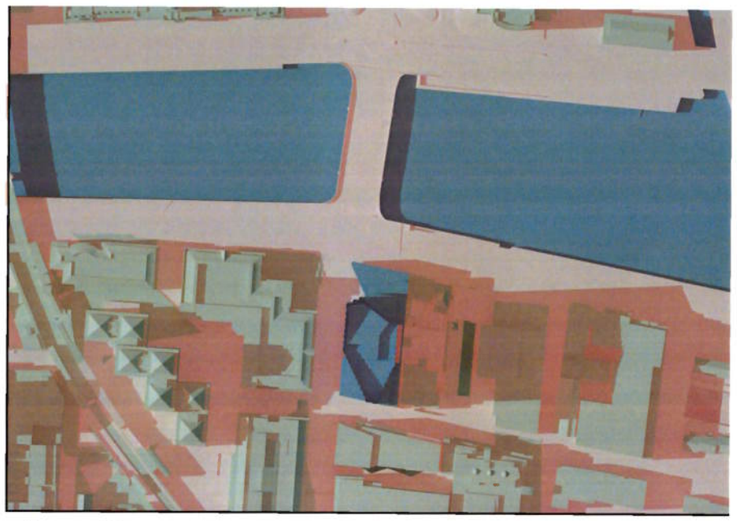


Figure 94. Shadow Diagram June 21st -**18 pm**

## JUNE SOLSTICE

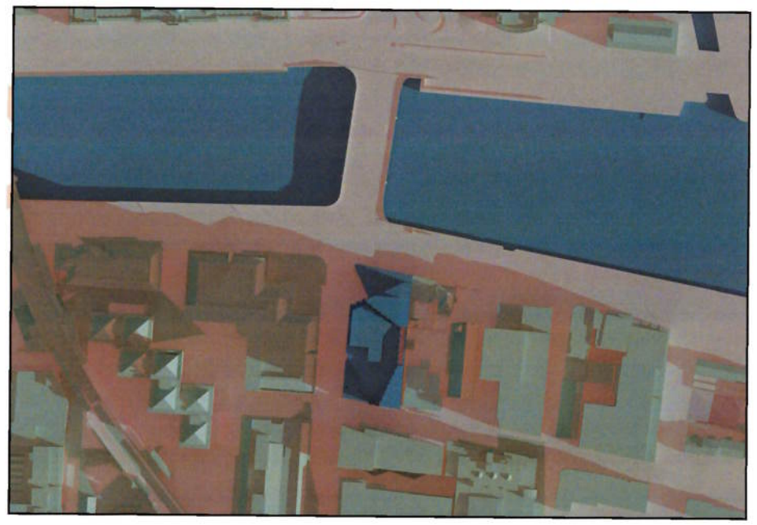


Figure 95. Shadow Diagram Septemer 21st-9 am

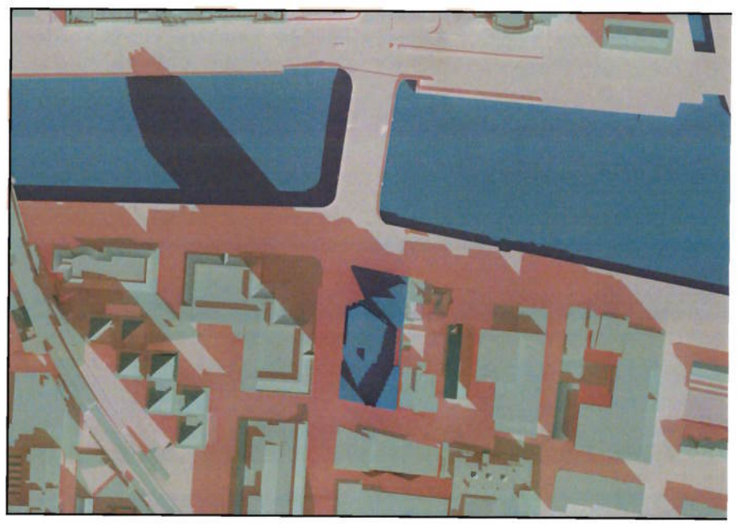


Figure 96. Shadow Diagram Septemer 21st-11pm

Figure 97. Shadow Diagram Septemer 21st-13pm

Figure 98. Shadow Diagram Septemer 21st-15pm

Figure 99. Shadow Diagram Septemer 21st-17 pm

## SEPTEMBER EQUINOX

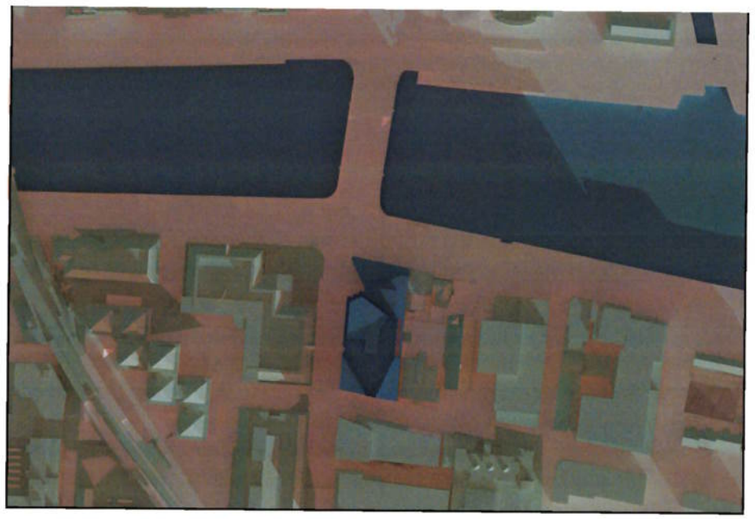


Figure 100. Shadow Diagram December 21st - 10

Figure 101. Shadow Diagram December 21st - 12pm

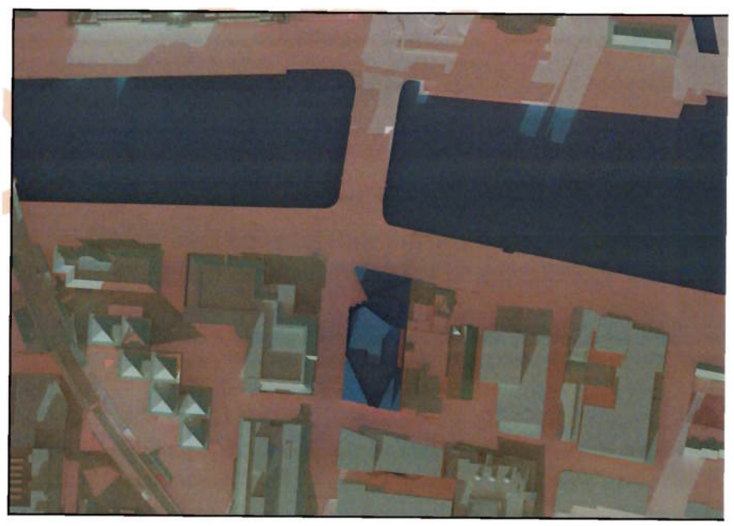


Figure 102. Shadow DiagramDecember 21st - 14pm

## WINTER SOLSTICE

# Landmark Tall Buildings - Objective 5:
# Public Safety and Functional Impacts

- *Landmark/tall building proposals must demonstrate that the development creates a pleasant, safe and healthy environment for its future occupants.*
- *The design of the building should follow best practice to minimise the threats from fire, flood and other hazards. All applications must be accompanied by an assessment on potential interference with aviation, navigation and telecommunications.*
- *It must be demonstrated that buildings can be serviced, maintained and managed in a manner that will not cause disturbance or inconvenience to surrounding public realm.*
- *Entrances, access routes, and ground floor uses should be designed and placed to allow for peak time use and to ensure there is no unacceptable overcrowding in the surrounding areas.*
- *All tall building proposals must be accompanied by a full transport capacity assessment. The intensity of use associated with tall buildings will only be appropriate if it is supported by an appropriate level of transport capacity to ensure good pedestrian and public transport access.*

## RESPONSE TO CRITERIA

The building will be serviced from Gloucester Street South where access to a loading bay is provided. This loading bay is linked directly to the office reception area and lift core where a service lift connects to all floors above ground level. two of the eight lifts in the building serve as fire fighting lifts with dual access to the main lift lobby and fire fighting core.

A car lift is located next to the loading bay and serves the two basement levels, allowing for the vertical transportation of cars, motorbikes, cyclists and the waste storage area. Car and motorbike parking is provided at the lower basement level 9 standard size parking spaces and two disabled car parking spaces are provided. The electricity supply sub stations are also accessed from Gloucester Street South. Bins are transported from the office floors to the loading bay area and then taken to the bin storage area in the lower basement level via the car lift.

The proposed building is sited at a very busy location at the junction of City Quay, Moss Street and Talbot Memorial Bridge. As such, the envelope of the building at ground floor level, has been pulled back from the boundary line at the northwest corner to increase the size of the open space at the main entrance which opens into a 448 sqm light filled part double height lobby, shared by an Arts Centre and office users. The lobby floor is surfaced to read as an extension of the exterior public realm and functions as a gathering space an internalised public space. Additionally, the entrance recess formed by the tower volume is accompanied by a series of tall folding doors, designed to be opened in mild weather to further animate the streetscape.

More detail is provided in the Flood Risk Assessment, Aviation Impact Assessment, Telecommunications Assessment and Transport and Mobility Statement submitted with the application.

# Landmark Tall Buildings - Objective 6:
# Visual Impact and Cityscape Analysis

- *All applications must be accompanied by a detailed visual impact and cityscape assessment to illustrate the impact on the context, especially on residential amenities, conservation areas and significant views.*
- *The cityscape analysis should include a detailed assessment including accurate visual modelling of the existing characteristics of the built form. It should identify strategic views and present detailed verifiable fully rendered photomontages (day and night) of the proposed tall building in the context of the surrounding area (existing, proposed and cumulative). It should be demonstrated that the development makes a positive contribution to long range, mid-range and immediate views.*
- *It must be demonstrated that the landmark/tall building/s will reinforce the spatial hierarchy of the local and wider context and aid legibility and wayfinding.*
- *The cityscape study should include a simulation of the building within a 3D digital model to demonstrate the impact of the proposal.*
- *The cumulative impact of a tall building proposal in the context of other existing and proposed tall building proposals must be considered.*
- *Landmark/tall building proposals must demonstrate the impacts on the historic context, including the need to ensure that the proposal will preserve and/or enhance historic buildings, sites, landscapes and skylines. Landmark/tall building proposals must address their effect on the setting of, and views to and from historic buildings, sites and landscapes over a wide area. It must be demonstrated that the building will have no adverse impact on the built cultural or historical heritage of the city including Architectural Conservation Areas and Protected Structures and their curtilage and National Monuments*

## RESPONSE TO CRITERIA

To assess the potential visual impact of the proposal, 52 representative viewpoints were selected for detailed assessment informed by verified photomontages. The effects on these views are individually assessed in Chapter 11: Landscape and Visual Impact of the Environmental Impact Assessment Report.

The visual impact assessment of the individual viewpoints allowed the following conclusions to be drawn on the townscape and visual effects of the proposal on the key character areas surrounding the site.

1. Talbot Memorial Bridge
2. George's Quay
3. City Quay - A
4. City Quay - B
5. Moss Street alongside Site
6. Moss Street approaching from the south
7. Junction of Shaw Street and Pearse Street
8. Gloucester Street South beside school and church
9. Gloucester Street South approaching site from east - A
10. Gloucester Street South approaching site from east - B
11. Townsend Street
12. Trinity College, Parliament Square - A
13. Trinity College, Parliament Square - B
14. Trinity College, Parliament Square - C
15. Trinity College, Library Square
16. Trinity College, Berkely Library Entrance
17. Trinity College, Fellows' Square
18. Trinity College, Path beside Rugby Ground
19. Trinity College, Path beside Fitzgerald Building
20. Trinity College, The Pavilion
21. Trinity College, Moyne Institute entrance
22. Nassau St beside Trinity
23. Kildare St at Molesworth St junction
24. Kildare St at St Stephen's Green North junction
25. Merrion Square
26. College Green
27. College Street
28. Grattan Bridge
29. Ha'penny Bridge
30. O'Connell St Bridge
31. Eden Quay beside Rosie Hackett Bridge
32. Custom House near Loopline Bridge

32b. Custom House Quay near Loopline Bridge

33. Custom House, front steps

33b. Custom House Quay across Liffey from site

34. Beresford Place/Memorial Rd beside Custom House - A

34b. Beresford Place/Memorial Rd beside Custom House - B

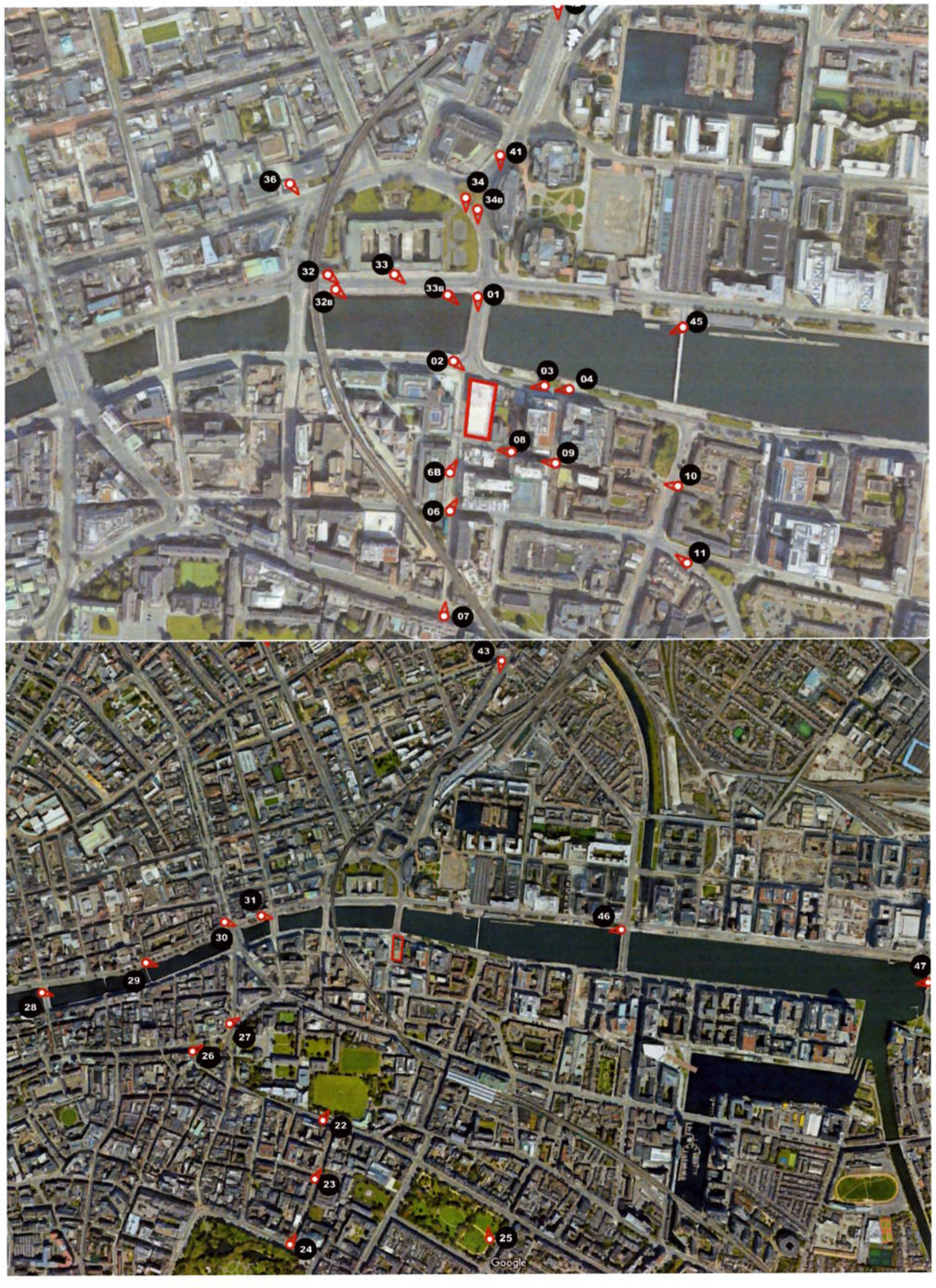
35. Beresford Place at Gardiner St junction - A

35b. Beresford Place at Gardiner St junction - B

36. Irish Life Centre
37. Gardiner St at corner of Mountjoy Sq
38. Gardiner St, middle stretch - A

38a. Gardiner St, middle stretch - B

39. Gardiner St, lower stretch approaching Loopline Bridge
40. Gardiner St junction with Beresford Place
41. Amiens Street beside Busaras and the IFSC
42. Amiens Street at Talbot Street junction opposite Connolly Station
43. Amiens Street at junction of Portland Row and Seville Place
44. George's Dock
45. Sean O'Casey Bridge
46. Samuel Beckett Bridge
47. East Link Bridge



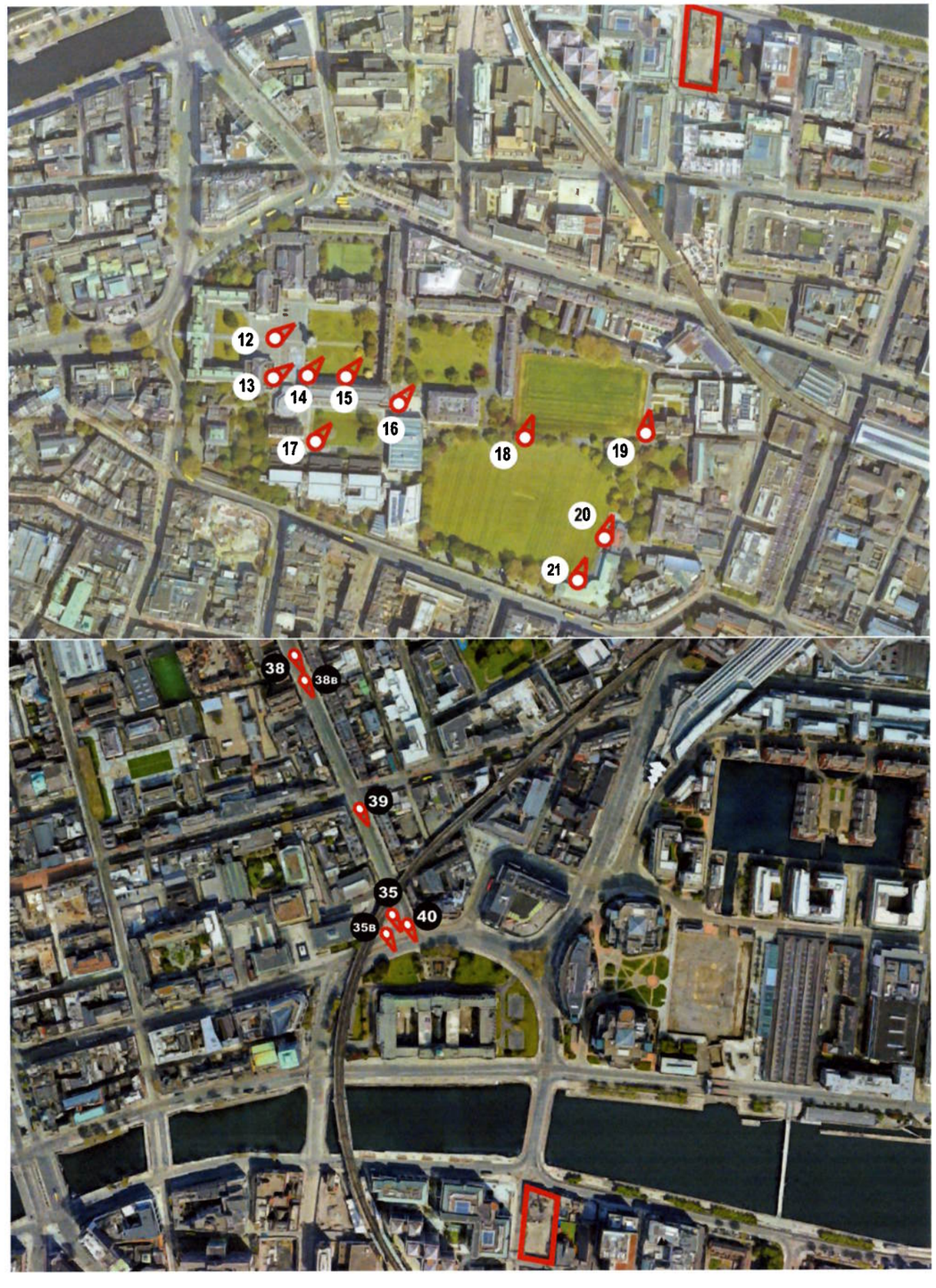




Figure 103. Map showing view locations

## SUMMARY OF TOWNSCAPE IMPACTS: THE IMMEDIATE/ SURROUNDING PUBLIC REALM – SIGNIFICANT POSITIVE

The introduction of a building of landmark stature and quality would cause a significant change in character to the Talbot Bridge, George's Quay and City Quay, Moss St and Gloucester St South. It would become the focal point of the view when crossing Talbot Bridge, and views along Moss St / Shaw St, would have a strong place-making effect. This is appropriate.

For several reasons the place warrants a marker. These include (a) the site's river-front position at one end of an important river crossing, opposite one of the city's most important historical buildings; (b) its position at the arrival and distribution point for vehicular and pedestrian traffic from north of the Liffey into the old city and Docklands; (c)its position in the transitional zone between the old city and the Docklands, an area that was and remains the crucible for tall buildings in Dublin; (d) its unrivalled access to the city and to public transport.

While there are valued townscape assets in the immediate environs (the Liffey, Custom House and the nearby church), the site is squarely in the Docklands, in an area characterised by predominantly modern buildings and a particularly diverse mix of building typologies, scale and architecture. Each of these buildings (e.g. the Custom House itself, Buasáras, Liberty Hall, IFSC, George's Quay Plaza, AquaVetro and College Square) was a forerunner and a strong expression of its type and time. The proposed development fits into this character.

From the immediate environs of the site the building's design response to its context, and its refined design and material quality would be appreciable. It would be a bold intervention in terms of scale, but seen from close-up it would be beautiful. The arts centre, positioned and designed for maximum visibility from the surrounding public realm would contribute to this.

Equally important to the physical change to the townscape would be the addition of the arts centre - a public facility - to the land use mix. This would generate footfall and contribute to the place-making effect, restoring an historic use to the site. It would also contribute to overcoming the challenge of bringing the old city and the Docklands together – by establishing an attraction in the area which currently lacks reasons for visiting/staying.

Although the application site is limited outside of the building footprint, which limits the extent of public realm works proposed, the development could be a catalyst for improvements to the public realm of Moss St, City Quay, George's Quay and their junction at the landing of Talbot Bridge. The quality of the public realm in this area is a particular weakness of the townscape currently.

One of the effects of the development would be the pronounced juxtaposition of the landmark tall building with the diminutive Immaculate Heart of Mary Church and the school adjacent to the east. In the 21st century, in this location in the regenerated Docklands area of a European capital city, it is these smaller buildings that must be considered the anomaly. Such juxtaposition cannot and need not be avoided in the city.

## SUMMARY OF TOWNSCAPE IMPACTS: MERRION SQUARE – NOT SIGNIFICANT NEUTRAL

The effects on Merrion Square would at worst be not significant and neutral.

## SUMMARY OF TOWNSCAPE IMPACTS: COLLEGE GREEN AND COLLEGE STREET – MODERATE-SIGNIFICANT POSITIVE

In summer the proposed building would be largely screened from view from College Square. In winter, although filtered through the tree canopies, the building would be visible protruding above the roofline of Trinity West Front. The effects on College Street would be more significant - and the effects must be considered in combination with the College Square and AquaVetro developments currently under construction.

Cumulative: When completed the College Square development will dramatically change the townscape and views of College Street. The broad lower volume will be more impactful than the tower; the tower will add welcome articulation and diversity to the new built form. Only a small part of the AquaVetro building will be, but the difference in architecture identifies it as a separate development.

The proposed development would take its place comfortably in this new composition, complementing the two other tall buildings, strengthening the perception of a contemporary high density city quarter adjacent to the old city. The location of this cluster is appropriate, being outside of the sensitive historic city, but equally central to the metropolitan area and with unrivalled access to all modes of public transport. Where the three developments are seen together and clearly delineated against the historic city, as in View 27, the juxtaposition would benefit both the old and new character areas - and the city centre as a whole.

One of the effects of the development would be the pronounced juxtaposition of the landmark tall building with the diminutive Immaculate Heart of Mary Church and the school adjacent to the east. In the 21st century, in this location in the regenerated Docklands area of a European capital city, it is these smaller buildings that must be considered the anomaly. Such juxtaposition cannot and need not be avoided in the city.

## SUMMARY OF TOWNSCAPE IMPACTS: TRINITY COLLEGE – MODERATE POSITIVE

The building would be visible from certain positions in Parliament Square and other parts of Trinity, with the greatest degree of visibility from the central open spaces. The Trinity campus is a highly valued pocket of distinct, historic character in the city centre townscape, featuring numerous protected structures. It is noteworthy, however, that Trinity has not avoided the introduction of contemporary architecture to the campus itself. Some of the finest buildings are modern, as is the case in the surrounding city.

The proposed development would introduce a contemporary tall building of strong identity and design quality to views from parts of the campus. The extent of its protrusion above the existing sky/roofline would be sufficient that (a) it would be identifiable as a separate building well removed from Trinity, (b) it would avoid distorting/reducing the legibility of the Trinity roofline in the foreground, and (c) its design quality would be appreciable; it would add a building of distinction to the city centre skyline. The character of Parliament Square (and Trinity generally) is so strong that it can withstand such change in the surrounding city centre without losing its own integrity and charm.

Cumulative: This fact has already been acknowledged with the grants of permission for the AquaVetro and College Square buildings. There are views from Trinity in which one or both of these will be visible and the proposed building would not, and vice versa. The proposed development would turn a tightly spaced pair of tall buildings (AquaVetro and College Square) into a more balanced, visually pleasing trio. This would read as a more substantial character area or quarter of contemporary high density development in a particular part of the city centre. (Knowing that this cluster is concentrated around, and identifies, the hub of public transport in the city would add to the acceptability of the change.) The design quality of the building is such that it would improve the appearance of the cluster (as well as adding visual interest through diversity).

Overall, the development would 'enhance the skyline of the inner city' as seen from Trinity, and 'make a positive contribution to the urban character of the city'.

Figure 107. View point 01 - Talbot Memorial Bridge

Figure 106. View point 02 - George's Quay

Figure 105. View point 03 - City Quay East of Site

Figure 104. View point 13 - Trinity College, Parliament Square

Figure 108. View point 12 - Trinity College, Parliament Square

Figure 109. View point 21 - Trinity College, Central Open Spaces

## SUMMARY OF TOWNSCAPE IMPACTS: KILDARE STREET (INCLUDING ST STEPHEN'S GREEN NORTH) – MODERATE POSITIVE

Kildare Street and St Stephen's Green have a high level of cultural historic and visual amenity value. However, similar to Trinity, Kildare Street is very clearly delineated/ contained as a character area. If change takes place within or at the edge of that area, then it affects the character and amenity of the street. In contrast, if change takes place outside of the area, due to the street's 'visual containment' such development would be clearly seen as being external, particularly if that development were of different character.

The introduction of a tall building in a focal-point position in views from Kildare Street (and from its junction with St Stephen's Green North) would constitute a significant visual impact. However, the photomontages show that due to (a) the strong delineation/enclosure of the Kildare Street character area, (b) the distance of the site from Kildare Street, and (c) the development's dramatically different character (its verticality, sculpted form, contemporary materials), it would read as being completely separate from the foreground character area. It would appear as a prominent but distant feature, adding to the visual interest of the composition without harming the historic street in the foreground. The slenderness (as seen from this angle), distinctive form and roof profile are critical attributes of the building in these views. They ensure that the building itself would be attractive and recognisable, as required for the building to function positively as a landmark.

Opportunities to deliver such gains in legibility are few in the densely built up urban environment. The fact that the building would function as a landmark in views from the north (Gardiner Street), south (Kildare Street) and east and west (along the Liffey) is significant. If sites were being sought to make a meaningful improvement to the city's legibility, few if any sites could deliver the same potential.

## SUMMARY OF TOWNSCAPE IMPACTS: MERRION SQUARE – NOT SIGNIFICANT NEUTRAL

The effects on Merrion Square would at worst be not significant and neutral.

## SUMMARY OF TOWNSCAPE IMPACTS: COLLEGE GREEN AND COLLEGE STREET – MODERATE-SIGNIFICANT POSITIVE

In summer the proposed building would be largely screened from view from College Square. In winter, although filtered through the tree canopies, the building would be visible protruding above the roofline of Trinity West Front. The effects on College Street would be more significant - and the effects must be considered in combination with the College Square and AquaVetro developments currently under construction.

Cumulative: When completed the College Square development will dramatically change the townscape and views of College Street. The broad lower volume of College Square will be more impactful than the tower; the tower will add welcome articulation and diversity to the new built form. Only a small part of the AquaVetro building will be visible, but the difference in architecture identifies it as a separate development. The proposed development would take its place comfortably in this new composition, complementing the two other tall buildings, strengthening the perception of a contemporary high density city quarter adjacent to the old city. The location of this cluster is appropriate, being outside of the sensitive historic city, but equally central to the metropolitan area and with unrivalled access to public transport. Where the three developments are seen together and clearly delineated against the historic city, as in View 27, the juxtaposition would benefit both the old and new character areas - and the city centre as a whole.

## SUMMARY OF TOWNSCAPE IMPACTS: AMINES STREET – SLIGHT MODERATE POSITIVE

Amiens Street is another important route of entry to the city centre from the north. The street is wider than Gardiner St and is lined with a wider variety of buildings including a greater proportion of modern buildings. This creates more capacity to accommodate change. Another noticeable characteristic of the street is the gradation in development intensity as the road approaches the city centre.

The photomontages for the sequence of views along Amiens St show that the proposed development's visibility and visual effect would increase along the approach to the city centre - initially just catching the eye, then gaining in prominence until it is fully revealed after passing by the IFSC, just before crossing the Liffey. This changing effect is appropriate and positive. The building would reinforce the existing pattern of land use intensity along Amiens St but bring it to another level.

Figure 112. View point 24 - Kildare Street

Figure 113. View point 29 - Grattan Bridge and Ha'penny Bridge

Figure 110. View point 31 - O'Connell Street Bridge and Eden Quay beside Rosie Hackett Bridge

Figure 111. View point 27 - College Street

Figure 114. View point 30 - O'Connell Street Bridge and Eden Quay beside Rosie Hackett Bridge

Figure 115. View point 34 - Beresford Place / Memorial Road approaching Talbot Bridge Beside the Custom House

## SUMMARY OF TOWNSCAPE IMPACTS: LIFFEY RIVER CORRIDOR WEST OF LOOPLINE BRIDGE – SIGNIFICANT POSITIVE

The sequence of views along the Liffey shows the very different character of the Liffey corridor between the old city to the west of O'Connell St and the transition to the Docklands stretch to the east (see existing views from Grattan Bridge and Eden Quay below).

The permitted/baseline view from Rosie Hackett Bridge (Viewpoint 31) shows that with the development of the AquaVetro and College Square buildings a contemporary, high density character area will be realised along the Liffey corridor in the transition between the old city and the Docklands. This will add visual interest and character to the townscape. However, the new character area will end abruptly and inexplicably at George's Quay Plaza beside the Loopline Bridge, reinforcing the existing division between the old city and the Docklands. The introduction of a third tall, contemporary building on the south side of the Liffey corridor is a significant change. However, considering the ongoing trend, as evidenced by the sequence of Viewpoints 28-31, the building would not appear out of place; rather, a next step in the continuing evolution of the river corridor in the city centre (see below, the cumulative photomontage for Viewpoint 31, Eden Quay).

Being of similar typology and scale to College Square and AquaVetro, and comparing favourably in design and material quality, the development would expand the contemporary high density cluster east along the Liffey. It would complement the existing/ permitted buildings and strengthen the emerging character, but most importantly – by this new character area's extension west towards the old city and east into the Docklands, and straddling the Loopline Bridge – it would reduce the bridge's severing effect and contribute to the integration of the old city and the Docklands into a larger, more diverse city centre tied together by the Liffey (note the following statement in the DCDP: "The challenge here is to ensure that the character of the Docklands is retained and is enhanced, and that good connectivity between the city centre and the Docklands is achieved such that the Docklands is seen as being an integral part of the city centre, rather than as a separate entity").

## SUMMARY OF TOWNSCAPE IMPACTS: LIFFEY RIVER CORRIDOR EAST OF SITE - MODERATE-SIGNIFICANT, MIXED (POSITIVE AND NEGATIVE)

The dominant element in views along the Liffey to the east of the site is the river itself, which widens to well over 100m along this stretch. Comparing the three views, those with the highest visual amenity are from the Sean O'Casey and East Link bridges (Views 45 and 47). In these there is greater variety in the buildings, including buildings of height which (a) create visual interest, (b) complement (as opposed to yield to) the river, and (c) have place-making effect. The middle stretch, as seen from the Samuel Beckett Bridge (View 46) is the less interesting view.

The Liffey corridor, including the Docklands stretch, is covered by CA designation, and the view west from the East Link Bridge is a protected view. However, the width of the river corridor, the predominance of contemporary buildings and the variety in the buildings, including in height, creates capacity for change without compromise of existing character or sensitivities.

The visibility and visual effect of the building would increase with proximity to the site. In View 45, the building would be a very prominent addition. The low podium block, clad in dark grey brick framing a vertical grid of river-facing windows, reads clearly and fits comfortably into the river-front composition of buildings. The two steps from the podium to the set-back tower are very effective from this angle in transitioning to the vertical form. The tower itself presents its broad but sculpted elevation to the viewer, and the angled roofline adds to the interest and elegance of the form. The refinement of the tower façade is appreciable from this distance. Overall, the building – for its type and considering the site proportions (a rectangle perpendicular to the river) – is a bold but responsive and attractive architectural composition.

In View 46 the composition is less successful and the building height is emphasised, causing it to dominate the view.

In View 47 (East Link Bridge), in which the development is shown in the full context of the Docklands stretch of the Liffey corridor, the building would again be a prominent and positive addition, seen to be commensurate in scale with the river. It would constitute an event in the built form, adding visual

interest, bookending the south quays in combination with Capital Dock, and indicating a place of importance.

Overall, the Docklands stretch of the Liffey corridor would benefit from the addition of a new landmark in the townscape, indicating a place of significance (the Talbot Bridge crossing) and strengthening the emerging character area of contemporary, high density, mixed use development in the transition between the Docklands and the old city.

Figure 121. View point 35 -

Figure 119. View point 41 - Amiens

Figure 118. View point 46 - Liffey Bridges/Quays to East of the Site in the Docklands

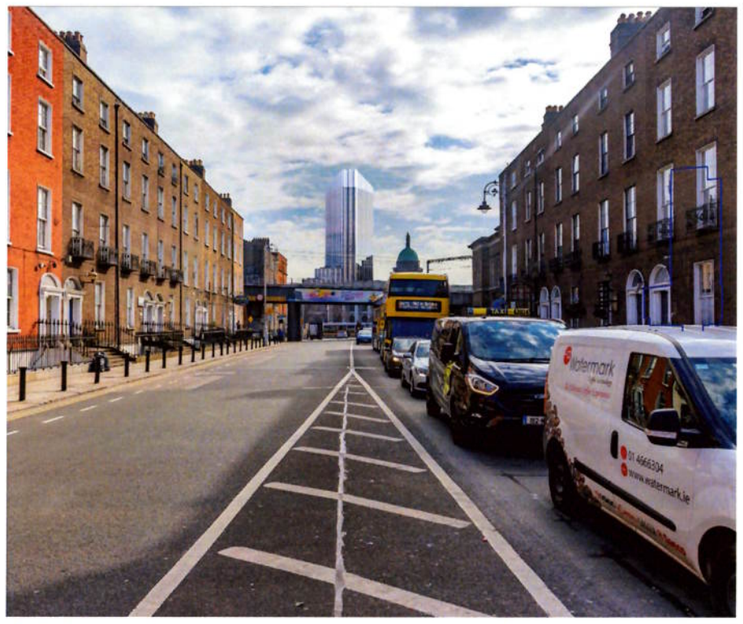


Figure 116. View poin 39 - Gardiner Street

Figure 117. View point 45 - Liffey Bridges/Quays to East of the Site in the Docklands

Figure 120. View point 47 - Liffey Bridges/Quays to

## SUMMARY OF TOWNSCAPE IMPACTS: GARDINER STREET – SIGNIFICANT POSITIVE

The view south along Gardiner St is a protected view, the street is a CA, and many of the buildings along the street are protected structures (apart from the middle stretch of the road). The view compositions are relatively simple and close to the original Georgian form, although there are modern interventions in the street elevations. Not unlike Kildare St, Gardiner Street is experienced as a distinct character area in itself. This is due to its enclosure from the surrounding townscape (including the closure of the vista by the Custom House), and the uniformity of development along the street. It is only from the elevated northern stretch of the street that the modern Docklands (the George's Quay area in particular) forms a distant backdrop to the view.

If the protection of the view from Gardiner St is interpreted as requiring development on the site to avoid affecting the Custom House, then it would need to be limited to six storeys. This would not constitute sustainable use of the site. The question then becomes, what form of building best preserves the legibility of the Custom House. A tall, slender building of clearly contrasting materials – as proposed - would achieve this.

The juxtaposition of the development with the Gardiner St character and view compositions is both challenging to that character and of benefit to its continued clear definition. In the photomontages the building clearly stands outside of the historic foreground, marking a place of significance in the city, in the distance across the river, and representing a new era in the city's evolution. The building itself is elegant and even from a distance its refined façade design and materials would be appreciable.

Its position as a backdrop to the wide, low body of the Custom House would reduce the legibility of that element of the historic structure (as would any building on the site over six storeys). The relative prominence of the cupola would also be reduced (and it would be replaced as the focal point of the view), but the mitigation measures to preserve the visibility and legibility of the cupola are effective. The building's height allows its width to be reduced so that there is a clear gap of sky space between the building and the cupola. (It must be recognised that the Custom House cupola is not a building; it is a decorative feature of a building. While the preservation of its visibility and legibility is a valid objective, its small scale should not determine the scale of buildings in its environs – particularly not on sites that due to multiple factors are suitable for buildings of landmark scale and character.)

Gardiner St is an important approach route to the city centre, and to a key river crossing in the centre. The site is at the arrival/distribution point of that route into the old city and the Docklands, and forms part of the transition zone between these key city centre character areas. It also benefits from the highest level of access to public transport. The site is a valid location for a landmark building. The fact that the development would function as a landmark in views from the Gardiner St to the north, Kildare St to the south, and from the Liffey to east and west is significant. If sites were being sought to make a meaningful change to the city's legibility, few if any sites could deliver the same potential.

The net effect on Gardiner St – as a townscape character area and visual resource - would be to elevate it to a new status and level of visual interest, retaining the historic character of the foreground (due to the building's clear separation from it in space and character), and emphasising that character through juxtaposition. The effect would be very significant, but would constitute an enhancement of the townscape character overall.

## SUMMARY OF TOWNSCAPE IMPACTS: CUSTOM HOUSE ENVIRONS – SIGNIFICANT POSITIVE

The Custom House is recognised and valued as one of Dublin's most important buildings. However, it should also be recognised that it exists in a townscape characterised by diversity of built form, scale and architecture, which has undergone constant change since the Custom House was built. Its original prominence was undermined by the Loopline Bridge and since then its context has altered to the point where the building retains its own integrity but the strongest characteristic of the area is its diversity and juxtapositions. Many of the developments in the area can be considered forerunners and strong architectural expressions of their type and time, for example the Custom House itself, Busáras, Liberty Hall, IFSC, George's Quay Plaza, AquaVetro and College Square (the latter two buildings being the first two 21st century, city centre tall buildings). In a sense, despite its prominence, the proposed development would fit comfortably into this character area.

It would nonetheless have a transformational effect on the stretch of the Liffey corridor east of the Loopline, and on the Custom House character area, introducing a building of landmark scale and character to the townscape. The photomontages show that the building design is distinctive but demonstrably responsive to the context, particularly to the Custom House itself (and the related views from Gardiner St). Additionally the design is refined the materials and finish of the highest quality, so that despite its significant presence in the Custom House environs (e.g. when seen from the north side of the river in front of the Custom House or protruding above the Custom House roofline in views from Beresford Place), its effect can be considered positive.

# Landmark Tall Buildings - Objective 7:
## Tall Building Clusters

- *In general, opportunities for singular landmark/ tall buildings in the city is likely to be limited. It is acknowledged from an architectural and land use perspective that it is preferable that landmark/ tall buildings are clustered and the City Council supports this approach in the locations identified as suitable for taller buildings. A cohesive group of landmark/tall buildings maximises their economic and sustainable advantages.*
- *here clusters of landmark/tall buildings are proposed, careful attention must be paid to the roof profile in the context of the whole cluster.*

*Clusters of such towers should be composed with the tallest at the centre of the group, falling away to the edges.*

### RESPONSE TO CRITERIA

As described previously, City Quay is designed to be a part of the wider cluster of taller buildings in the St George's Quay grouping.

Its roof profile and design is designed to echo the pyramidal shapes of George's Plaza. In height it forms a grouping with the new Hawkins and Tara St buildings. to cleanly define the edges of the cluster. The east facade of City Quay also makes a strong statement about the entrance to the city centre from the east and an important connecting gesture to the cluster of taller buildings in the Docklands. It also provides and strong sense of arrival to the city centre down the important Gardiner St corridor connecting to north Dublin, as an iconic presence in that view corridor.

Uniquely in Dublin's development to date, this cluster will be more contained than pyramdic. The buildings of George's Plaza will be contained within the urban space defined by the new Hawkins St. buildings, the approved Tara St. building and City Quay, all three of approximately the same height. A similar cluster is seen across the river around Custom House.

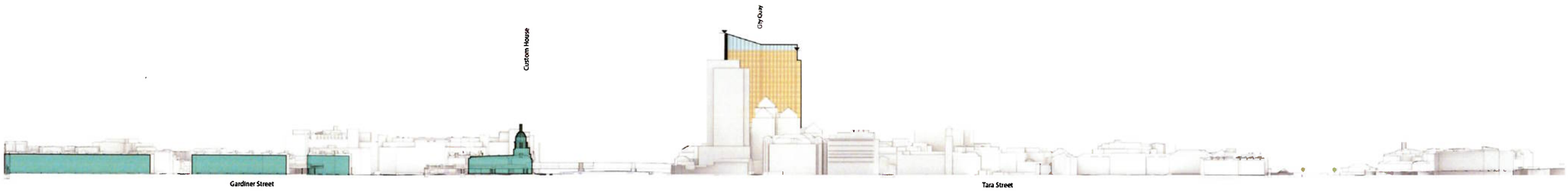
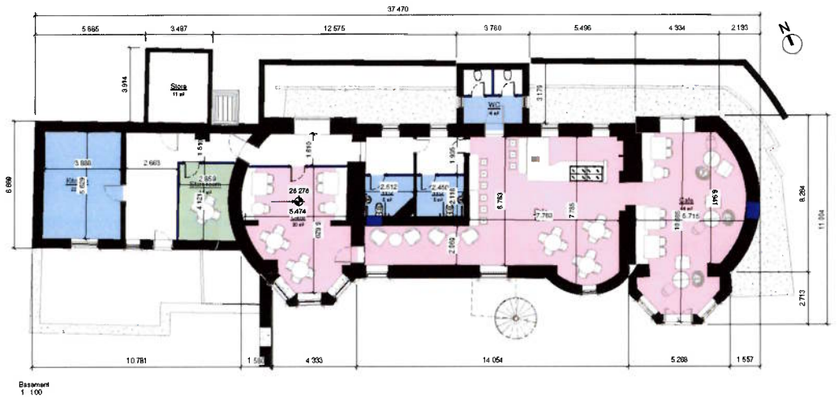
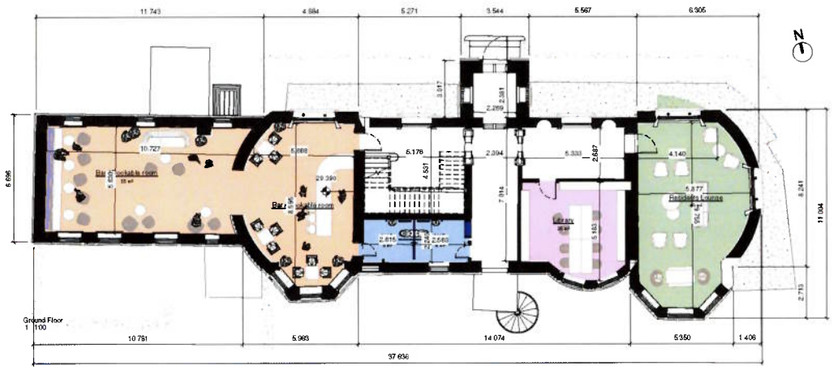



Figure 122. **Elevation of Proposed Building's Tower Shaft from Gardiner Street to Kildare Street**

# 4.1 Dalguise House

As the focal point to the scheme, Dalguise House will be fully renovated to include 3 apartments and Internal Amenity spaces for all the residents to use and public accessible Cafe/Restaurant.
The new and more formal setting proposed for the 18th century house will give it a new lease of life at the heart of a vibrant new community in Monkstown.





**Dalguise House** (3D draft View)

**Dalguise House - Existing**

# 4.2 Coach House

GROUND FLOOR



FIRST FLOOR

**Coach House** (3D draft View)

**Coach House - Existing**

**Coach House - Existing**

# 5.0 | Housing Quality Assessment

# 5.1 Apartment Schedules

**Block A, Dalguise**
Monkstown

| Floor | Apartment No. | Unit Type | No. of beds 1 | No. of beds 2 | Unit Type | Floor Area m² | Part V | Aspect | Living/Dining Kitchen Area m² | Bedroom 01 Area m² | Bedroom 02 Area m² | Agg Bedroom Area m² | Storage in Unit m² | Total Storage m² | Private Amenity Space m² ** | Number of Balconies |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| L02 | A_02_01 | 1 Bed | • | | 1B_2P_01 | 47 m² | • | Dual | 23 | 14.3 | 0 | 14.3 | 3 | 3 | | |
| L02 | A_02_02 | 1 Bed | • | | 1B_2P_01 | 47m² | • | Single | 23 | 14.2 | 0 | 14.2 | 3 | 3 | 5 | 1 |
| L02 | A_02_03 | 1 Bed | • | | 1B_2P_01 | 47m² | • | Single | 23 | 14.2 | 0 | 14.3 | 3 | 3 | | |
| L02 | A_02_04 | 1 Bed | • | | 1B_2P_02 | 50m² | • | Dual | 28.4 | 12.6 | 0 | 12.6 | 3 | 3 | 6 | 1 |
| L03 | A_03_01 | 1 Bed | • | | 1B2P_01 | 47 m² | | Dual | 23 | 14.3 | 0 | 14.3 | 3 | 3 | 5 | 1 |
| L03 | A_03_02 | 1 Bed | • | | 1B2P_01 | 47m² | | Single | 23 | 14.2 | 0 | 14.3 | 3 | 3 | | |
| L03 | A_03_03 | 2 Bed | | • | 2B4P_01 | 79.5m² | • | Dual | 30.4 | 14.5 | 13.6 | 28.1 | 6 | 6 | 7 | 2 |
| L03 | A_03_04 | 1 Bed | • | | 1B2P_02 | 50m² | | Dual | 28.4 | 12.6 | 0 | 12.6 | 3 | 3 | | |
| L04 | A_04_01 | 1 Bed | • | | 1B2P_01 | 47 m² | | Dual | 23 | 14.3 | 0 | 14.3 | 3 | 3 | | |
| L04 | A_04_02 | 1 Bed | • | | 1B2P_01 | 47m² | | Single | 23 | 14.2 | 0 | 14.3 | 3 | 3 | 5 | 1 |
| L04 | A_04_03 | 2 Bed | | • | 2B4P_01 | 79.5m² | | Dual | 30.4 | 14.5 | 13.6 | 28.1 | 6 | 6 | 7 | 1 |
| L04 | A_04_04 | 1 Bed | • | | 1B2P_02 | 50m² | | Dual | 28.4 | 12.6 | 0 | 12.6 | 3 | 3 | 5 | 1 |
| L05 | A_05_01 | 1 Bed | • | | 1B2P_01 | 47 m² | | Dual | 28.4 | 14.3 | 0 | 14.3 | 3 | 3 | 5.2 | 1 |
| L05 | A_05_02 | 1 Bed | • | | 1B2P_01 | 47m² | | Single | 23 | 14.2 | 0 | 14.3 | 3 | 3 | | |
| L05 | A_05_03 | 2 Bed | | • | 2B4P_01 | 79.5m² | | Dual | 30.4 | 14.5 | 13.6 | 28.1 | 6 | 6 | 7 | 2 |
| L05 | A_05_04 | 1 Bed | • | | 1B2P_02 | 50m² | | Dual | 28.4 | 12.6 | 0 | 12.6 | 3 | 3 | | |
| L06 | A_06_01 | 2 Bed | | • | 2B4P_02 | 73.5m² | | Dual | 35.2 | 14.3 | 11.6 | 25.9 | 6.5 | 6.5 | 22 | |
| L06 | A_06_02 | 1 Bed | • | | 1B2P_03 | 53m² | | Dual | 24.1 | 14.8 | 0 | 14.8 | 5.8 | 5.8 | | |
| L06 | A_06_03 | 1 Bed | • | | 1B2P_04 | 54m² | | Dual | 30 | 12.6 | 0 | 12.6 | 4.4 | 4.4 | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | 74.2 | 11 |

**Dalguise, Block B+C**

| Floor | Apartment No. | Description | No. of beds | | | Unit Types | Floor Area m² | Part V | Aspect | Living/Dining Kitchen Area m² | Bedroom 01 Area m² | Bedroom 02 Area m² | Agg Bedroom Area m² | Storage in Unit m² | Total Storage m² | Private Amenity Space m² ** | Number of Balconies |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | 2 | 3 | | | | | | | | | | | | |
| 00 PL | BC_00_01 | 2 Bed | | • | | 2B_4P_03 | 77.5m² | • | Dual | 30 | 13.7 | 11.4 | 25.1 | 6 | 6 | | |
| 00 PL | BC_00_02 | 1 Bed | • | | | 1B_2P_05 | 50m² | • | Single | 23.6 | 14.3 | 0 | 14.3 | 3 | 3 | | |
| 00 PL | BC_00_03 | 1 Bed | • | | | 1B_2P_05 | 50m² | • | Single | 23.6 | 14.3 | 0 | 14.3 | 3 | 3 | | |
| 00 PL | BC_00_04 | 2 Bed | | • | | 2B_4P_03 | 77.5 m² | • | Dual | 30 | 13.7 | 11.4 | 25.1 | 6 | 6 | 7 | 1 |
| L01 | BC_01_01 | 1 Bed | • | | | 1B2P_05 | 60.6m² | • | Dual | 23.6 | 14.3 | 0 | 14.3 | 3 | 3 | | |
| L01 | BC_01_02 | 1 Bed | • | | | 1B2P_05 | 50m² | • | Single | 23.6 | 14.3 | 0 | 14.3 | 3 | 3 | 5 | 1 |
| L01 | BC_01_03 | 1 Bed | • | | | 1B2P_05 | 50m² | • | Dual | 23.6 | 14.3 | 0 | 14.3 | 3 | 3 | 5 | 1 |
| L01 | BC_01_04 | 2 Bed | | • | | 2B4P_03 | 73.9m² | • | Dual | 30 | 13.7 | 11.4 | 25.1 | 6 | 6 | 7 | 1 |
| L01 | BC_01_05 | 1 Bed | • | | | 1B2P_05 | 63.4m² | • | Dual | 23.6 | 14.3 | 0 | 14.3 | 3 | 3 | | |
| L01 | BC_01_06 | 1 Bed | • | | | 1B2P_05 | 50m² | • | Dual | 23.6 | 14.3 | 0 | 14.3 | 3 | 3 | | |
| L01 | BC_01_07 | 1 Bed | • | | | 1B2P_05 | 50m² | • | Single | 23.6 | 14.3 | 0 | 14.3 | 3 | 3 | | |
| L01 | BC_01_08 | 1 Bed | • | | | 1B2P_05 | 60m² | • | Dual | 23.6 | 14.3 | 0 | 14.3 | 3 | 3 | | |
| L02 | BC_02_01 | 1 Bed | • | | | 1B2P_05 | 60.6m² | • | Dual | 23.6 | 14.3 | 0 | 14.3 | 3 | 3 | 5 | 1 |
| L02 | BC_02_02 | 1 Bed | • | | | 1B2P_05 | 50m² | • | Single | 23.6 | 14.3 | 0 | 14.3 | 3 | 3 | | |
| L02 | BC_02_03 | 1 Bed | • | | | 1B2P_05 | 50m² | • | Dual | 23.6 | 14.3 | 0 | 14.3 | 3 | 3 | | |
| L02 | BC_02_04 | 2 Bed | | • | | 2B4P_03 | 73.9m² | • | Dual | 30 | 13.7 | 11.4 | 25.1 | 6 | 6 | | |
| L02 | BC_02_05 | 2 Bed | | • | | 2B4P_03 | 75.8m² | • | Dual | 30 | 13.7 | 11.4 | 25.1 | 6 | 6 | | |
| L02 | BC_02_06 | 1 Bed | • | | | 1B2P_05 | 50m² | • | Single | 23.6 | 14.3 | 0 | 14.3 | 3 | 3 | | |
| L02 | BC_02_07 | 1 Bed | • | | | 1B2P_05 | 50m² | • | Dual | 23.6 | 14.3 | 0 | 14.3 | 3 | 3 | | |
| L02 | BC_02_08 | 1 Bed | • | | | 1B2P_05 | 60m² | • | Dual | 23.6 | 14.3 | 0 | 14.3 | 3 | 3 | | |
| L03 | BC_03_01 | 1 Bed | • | | | 1B2P_05 | 60.6m² | • | Dual | 23.6 | 14.3 | 0 | 14.3 | 3 | 3 | | |
| L03 | BC_03_02 | 1 Bed | • | | | 1B2P_05 | 50m² | • | Single | 23.6 | 14.3 | 0 | 14.3 | 3 | 3 | 5 | 1 |
| L03 | BC_03_03 | 1 Bed | • | | | 1B2P_05 | 50m² | • | Dual | 23.6 | 14.3 | 0 | 14.3 | 3 | 3 | 5 | 1 |
| L03 | BC_03_04 | 2 Bed | | • | | 2B4P_03 | 73.9m² | • | Dual | 30 | 13.7 | 11.4 | 25.1 | 6 | 6 | 7 | 1 |
| L03 | BC_03_05 | 2 Bed | | • | | 2B4P_03 | 75.8m² | • | Dual | 30 | 13.7 | 11.4 | 25.1 | 6 | 6 | 7 | 1 |
| L03 | BC_03_06 | 1 Bed | • | | | 1B2P_05 | 50m² | • | Single | 23.6 | 14.3 | 0 | 14.3 | 3 | 3 | 5 | 1 |
| L03 | BC_03_07 | 1 Bed | • | | | 1B2P_05 | 50m² | • | Dual | 23.6 | 14.3 | 0 | 14.3 | 3 | 3 | 5 | 1 |
| L03 | BC_03_08 | 1 Bed | • | | | 1B2P_05 | 60m² | • | Dual | 23.6 | 14.3 | 0 | 14.3 | 3 | 3 | 5 | 1 |
| L04 | BC_04_01 | 1 Bed | • | | | 1B2P_05 | 60.6m² | • | Dual | 23.6 | 14.3 | 0 | 14.3 | 3 | 3 | 5 | 1 |
| L04 | BC_04_02 | 1 Bed | • | | | 1B2P_05 | 50m² | • | Single | 23.6 | 14.3 | 0 | 14.3 | 3 | 3 | | |
| L04 | BC_04_03 | 1 Bed | • | | | 1B2P_05 | 50m² | • | Dual | 23.6 | 14.3 | 0 | 14.3 | 3 | 3 | | |
| L04 | BC_04_04 | 2 Bed | | • | | 2B4P_03 | 73.9m² | • | Dual | 30 | 13.7 | 11.4 | 25.1 | 6 | 6 | | |
| L04 | BC_04_05 | 2 Bed | | • | | 2B4P_03 | 75.8m² | • | Dual | 30 | 13.7 | 11.4 | 25.1 | 6 | 6 | | |
| L04 | BC_04_06 | 1 Bed | • | | | 1B2P_05 | 50m² | • | Single | 23.6 | 14.3 | 0 | 14.3 | 3 | 3 | | |
| L04 | BC_04_07 | 1 Bed | • | | | 1B2P_05 | 50m² | • | Dual | 23.6 | 14.3 | 0 | 14.3 | 3 | 3 | | |
| L04 | BC_04_08 | 1 Bed | • | | | 1B2P_05 | 60m² | • | Dual | 23.6 | 14.3 | 0 | 14.3 | 3 | 3 | | |
| L05 | BC_05_01 | 1 Bed | • | | | 1B2P_05 | 60.6m² | • | Dual | 23.6 | 14.3 | 0 | 14.3 | 3 | 3 | | |
| L05 | BC_05_02 | 1 Bed | • | | | 1B2P_05 | 50m² | • | Single | 23.6 | 14.3 | 0 | 14.3 | 3 | 3 | 5 | 1 |
| L05 | BC_05_03 | 1 Bed | • | | | 1B2P_05 | 50m² | • | Dual | 23.6 | 14.3 | 0 | 14.3 | 3 | 3 | 5 | 1 |
| L05 | BC_05_04 | 2 Bed | | • | | 2B4P_03 | 73.9m² | • | Dual | 30 | 13.7 | 11.4 | 25.1 | 6 | 6 | 7 | 1 |
| L05 | BC_05_05 | 2 Bed | | • | | 2B4P_03 | 75.8m² | • | Dual | 30 | 13.7 | 11.4 | 25.1 | 6 | 6 | 7 | 1 |
| L05 | BC_05_06 | 1 Bed | • | | | 1B2P_05 | 50m² | • | Single | 23.6 | 14.3 | 0 | 14.3 | 3 | 3 | 5 | 1 |
| L05 | BC_05_07 | 1 Bed | • | | | 1B2P_05 | 50m² | • | Dual | 23.6 | 14.3 | 0 | 14.3 | 3 | 3 | 5 | 1 |
| L05 | BC_05_08 | 1 Bed | • | | | 1B2P_05 | 60m² | • | Dual | 23.6 | 14.3 | 0 | 14.3 | 3 | 3 | 5 | 1 |
| L06 | BC_06_01 | 2 Bed | | • | | 2B3P_03 | 63m² | • | Dual | 30.2 | 11.6 | 11.5 | 23.1 | 6 | 6 | 7 | 1 |
| L06 | BC_06_02 | 2 Bed | | • | | 2b3P_02 | 77.3m² | • | Dual | 30.2 | 11.6 | 11.5 | 23.1 | 6 | 6 | | |
| L06 | BC_06_03 | 2 Bed | | • | | 2B4P_02 | 91.4m² | • | Dual | 32.4 | 14 | 13.7 | 27.9 | 6.8 | 6.8 | 7 | 1 |
| L06 | BC_06_04 | 2 Bed | | • | | 2B3P_01 | 75.3m² | • | Dual | 29 | 13.9 | 7.3 | 18.7 | 5 | 5 | | |
| | | | | | | | | | | | | | | | | | Total |
| | | | | | | | | | | | | | | | | 126 | 22 |

## Block D

| Floor | Apartment No. | Description | No. of beds | | | Unit Types | Floor Area m² | Aspect | Living/Dining Kitchen Area m² | Bedroom 01 Area m² | Bedroom 02 Area m² | Bedroom 03 Area m² | Agg Bedroom Area m² | Storage in Unit m² | Total Storage m² | Private Amenity Space m² ** | Number of Balconies |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | 2 | 3 | | | | | | | | | | | | |
| 00 PL | D_00_01 | 2 Bed | | • | | 2B_4P_08 | 73m² | Dual | 30.2 | 13 | 11.6 | 0 | 24.6 | 6 | 6 | 7 | 1 |
| 00 PL | D_00_02 | 1 Bed | • | | | 1B_2P_06 | 45 m² | Single | 23.9 | 12.7 | 0 | 0 | 12.7 | 3.2 | 3.2 | | |
| 00 PL | D_00_03 | 1 Bed | • | | | 1B_2P_06 | 45m² | Single | 23.9 | 12.7 | 0 | 0 | 12.7 | 3.2 | 3.2 | | |
| 00 PL | D_00_04 | 2 Bed | | • | | 2B_4P_09 | 82 m² | Dual | 40.1 | 14.8 | 13.2 | 0 | 28 | 6 | 6 | 7 | 1 |
| 00 PL | D_00_05 | 1 Bed | • | | | 1B_2P_07 | 48 m² | Single | 25.3 | 12.3 | 0 | 0 | 12.3 | 4.4 | 6 | | |
| 00 PL | D_00_06 | 1 Bed | • | | | 1B_2P_07 | 48 m² | Single | 25.3 | 12.3 | 0 | 0 | 12.3 | 4.4 | 6 | | |
| L01 | D_01_01 | 2 Bed | | • | | 2B_4P_08 | 73 m² | Dual | 30.2 | 13 | 11.6 | 0 | 24.6 | 6 | 6 | | |
| L01 | D_01_02 | 1 Bed | • | | | 1B_2P_06 | 45 m² | Single | 23.9 | 12.7 | 0 | 0 | 12.7 | 3.2 | 3.2 | 5 | 1 |
| L01 | D_01_03 | 1 Bed | • | | | 1B_2P_06 | 45 m² | Single | 23.9 | 12.7 | 0 | 0 | 12.7 | 3.2 | 3.2 | 5 | 1 |
| L01 | D_01_04 | 2 Bed | | • | | 2B_4P_01 | 78 m² | Dual | 30.4 | 14.5 | 13.6 | 0 | 28.1 | 6 | 6 | 7 | 1 |
| L01 | D_01_05 | 2 Bed | | • | | 2B_4P_09 | 82 m² | Dual | 40.1 | 14.8 | 13.2 | 0 | 28 | 6 | 6 | 7 | 1 |
| L01 | D_01_06 | 1 Bed | • | | | 1B_2P_07 | 48m² | Single | 25.3 | 12.3 | 0 | 0 | 12.3 | 4.4 | 4.4 | | |
| L01 | D_01_07 | 1 Bed | • | | | 1B_2P_07 | 48 m² | Single | 25.3 | 12.3 | 0 | 0 | 12.3 | 4.4 | 4.4 | | |
| L01 | D_01_08 | 2 Bed | | • | | 2B_4P_01 | 78 m² | Dual | 30.4 | 14.5 | 13.6 | 0 | 28.1 | 6 | 6 | 7 | 2 |
| L02 | D_02_01 | 2 Bed | | • | | 2B_4P_08 | 73 m² | Dual | 30.2 | 13 | 11.6 | 0 | 24.6 | 6 | 6 | 7 | 1 |
| L02 | D_02_02 | 1 Bed | • | | | 1B_2P_06 | 45 m² | Single | 23.9 | 12.7 | 0 | 0 | 12.7 | 3.2 | 3.2 | | |
| L02 | D_02_03 | 1 Bed | • | | | 1B_2P_06 | 45 m² | Single | 23.9 | 12.7 | 0 | 0 | 12.7 | 3.2 | 3.2 | | |
| L02 | D_02_04 | 2 Bed | | • | | 2B_4P_01 | 78 m² | Dual | 30.4 | 14.5 | 13.6 | 0 | 28.1 | 6 | 6 | | |
| L02 | D_02_05 | 2 Bed | | • | | 2B_4P_09 | 82 m² | Dual | 40.1 | 14.8 | 13.2 | 0 | 28 | 6 | 6 | 7 | 1 |
| L02 | D_02_06 | 1 Bed | • | | | 1B_2P_07 | 48m² | Single | 25.3 | 12.3 | 0 | 0 | 12.3 | 4.4 | 4.4 | 5 | 1 |
| L02 | D_02_07 | 1 Bed | • | | | 1B_2P_07 | 48 m² | Single | 25.3 | 12.3 | 0 | 0 | 12.3 | 4.4 | 4.4 | 5 | 1 |
| L02 | D_02_08 | 2 Bed | | • | | 2B_4P_01 | 78 m² | Dual | 30.4 | 14.5 | 13.6 | 0 | 28.1 | 6 | 6 | | |
| L03 | D_03_01 | 2 Bed | | • | | 2B_4P_08 | 73 m² | Dual | 31 | 13 | 11.6 | 0 | 24.6 | 6 | 6 | | |
| L03 | D_03_02 | 1 Bed | • | | | 1B_2P_06 | 45 m² | Single | 23.9 | 12.7 | 0 | 0 | 12.7 | 3.2 | 3.2 | 5 | 1 |
| L03 | D_03_03 | 1 Bed | • | | | 1B_2P_06 | 45 m² | Single | 23.9 | 12.7 | 0 | 0 | 12.7 | 3.2 | 3.2 | 5 | 1 |
| L03 | D_03_04 | 2 Bed | | • | | 2B_4P_01 | 78 m² | Dual | 30.4 | 14.5 | 13.6 | 0 | 28.1 | 6 | 6 | 7 | 1 |
| L03 | D_03_05 | 2 Bed | | • | | 2B_4P_09 | 82 m² | Dual | 40.1 | 14.8 | 13.2 | 0 | 28 | 6 | 6 | 7 | 1 |
| L03 | D_03_06 | 1 Bed | • | | | 1B_2P_07 | 48m² | Single | 25.3 | 12.3 | 0 | 0 | 12.3 | 4.4 | 4.4 | 5 | 1 |
| L03 | D_03_07 | 1 Bed | • | | | 1B_2P_07 | 48 m² | Single | 25.3 | 12.3 | 0 | 0 | 12.3 | 4.4 | 4.4 | 5 | 1 |
| L03 | D_03_08 | 2 Bed | | • | | 2B_4P_01 | 78 m² | Dual | 30.4 | 14.5 | 13.6 | 0 | 28.1 | 6 | 6 | 7 | 2 |
| L04 | D_04_01 | 2 Bed | | • | | 2B_4P_08 | 73 m² | Dual | 30.2 | 13 | 11.6 | 0 | 24.6 | 6 | 6 | 7 | 1 |
| L04 | D_04_02 | 1 Bed | • | | | 1B_2P_06 | 45 m² | Single | 23.9 | 12.7 | 0 | 0 | 12.7 | 3.2 | 3.2 | | |
| L04 | D_04_03 | 1 Bed | • | | | 1B_2P_06 | 45 m² | Single | 23.9 | 12.7 | 0 | 0 | 12.7 | 3.2 | 3.2 | | |
| L04 | D_04_04 | 2 Bed | | • | | 2B_4P_01 | 78 m² | Dual | 30.4 | 14.5 | 13.6 | 0 | 28.1 | 6 | 6 | | |
| L04 | D_04_05 | 2 Bed | | • | | 2B_4P_09 | 82 m² | Dual | 40.1 | 14.8 | 13.2 | 0 | 28 | 6 | 6 | 7 | 1 |
| L04 | D_04_06 | 1 Bed | • | | | 1B_2P_07 | 48m² | Single | 25.3 | 12.3 | 0 | 0 | 12.3 | 4.4 | 4.4 | 5 | 1 |
| L04 | D_04_07 | 1 Bed | • | | | 1B_2P_07 | 48 m² | Single | 25.3 | 12.3 | 0 | 0 | 12.3 | 4.4 | 4.4 | 5 | 1 |
| L04 | D_04_08 | 2 Bed | | • | | 2B_4P_01 | 78 m² | Dual | 30.4 | 14.5 | 13.6 | 0 | 28.1 | 6 | 6 | | |
| L05 | D_05_01 | 2 Bed | | • | | 2B_4P_08 | 73 m² | Dual | 30.2 | 13 | 11.6 | 0 | 24.6 | 6 | 6 | | |
| L05 | D_05_02 | 1 Bed | • | | | 1B_2P_06 | 45 m² | Single | 23.9 | 12.7 | 0 | 0 | 12.7 | 3.2 | 3.2 | 5 | 1 |
| L05 | D_05_03 | 1 Bed | • | | | 1B_2P_06 | 45 m² | Single | 23.9 | 12.7 | 0 | 0 | 12.7 | 3.2 | 3.2 | 5 | 1 |
| L05 | D_05_04 | 2 Bed | | • | | 2B_4P_01 | 78 m² | Dual | 30.4 | 14.5 | 13.6 | 0 | 28.1 | 6 | 6 | 7 | 1 |
| L05 | D_05_05 | 2 Bed | | • | | 2B_4P_09 | 85 m² | Dual | 40.1 | 14.8 | 13.2 | 0 | 28 | 6 | 6 | 7 | 1 |
| L05 | D_05_06 | 1 Bed | • | | | 1B_2P_07 | 48m² | Single | 25.3 | 12.3 | 0 | 0 | 12.3 | 4.4 | 4.4 | 5 | 1 |
| L05 | D_05_07 | 1 Bed | • | | | 1B_2P_07 | 48 m² | Single | 25.3 | 12.3 | 0 | 0 | 12.3 | 4.4 | 4.4 | 5 | 1 |
| L05 | D_05_08 | 2 Bed | | • | | 2B_4P_01 | 78 m² | Dual | 30.4 | 14.5 | 13.6 | 0 | 28.1 | 6 | 6 | 7 | 2 |
| L06 | D_06_01 | 2 Bed | | • | | 2B_4P_16 | 89m² | Dual | 30.7 | 13.1 | 7 | 0 | 20.1 | 5.2 | 5 | 7 | 1 |
| L06 | D_06_02 | 2 Bed | | • | | 2B_4P_17 | 78m² | Dual | 30 | 13.1 | 11.5 | 7 | 31.6 | 9 | 9 | 9 | 1 |
| L06 | D_06_03 | 2 Bed | | • | | 2B_4P_18 | 74m² | Dual | 30 | 13 | 11.2 | 0 | 24.2 | 5.3 | 5.3 | 7 | 1 |
| L06 | D_06_04 | 2 Bed | | • | | 2B_4P_19 | 80m² | Dual | 30.7 | 13.1 | 11.8 | 0 | 24.9 | 6 | 6 | 12.7 | 1 |
| | | | | | | | | | | | | | | | | | Total |
| | | | | | | | | | | | | | | | | 210.7 | 36 |

## Block E

| Floor | Apartment No. | Apt. Description | No. of beds | | Unit Types | Floor Area m² | Aspect | Living/Dining Kitchen Area m² | Bedroom 01 Area m² | Bedroom 02 Area m² | Agg Bedroom Area m² | Storage in Unit m² | Total Storage m² | Private Amenity Space m² ** | Number of Balconies |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | 2 | | | | | | | | | | | |
| L01 | E_01_01 | 2 Bed | | • | 2B4P_10 | 74 m² | Dual | 31.2 | 16 | 13 | 29 | 6 | 6 | | |
| L01 | E_01_02 | 1 Bed | • | | 1B2P_05 | 46 m² | Single | 23.6 | 14.3 | 0 | 14.3 | 3 | 3 | | |
| L01 | E_01_03 | 2 Bed | | • | 2B4P_01 | 75 m² | Dual | 30.6 | 14.5 | 13.6 | 28.1 | 6 | 6 | 7 | 1 |
| L01 | E_01_04 | 2 Bed | | • | 2B4P_11 | 88 m² | Dual | 34.2 | 16.1 | 12.9 | 29 | 6.2 | 6.2 | | |
| L01 | E_01_05 | 1 Bed | • | | 1B2P_05 | 47 m² | Single | 23.6 | 14.3 | 0 | 14.3 | 3 | 3 | | |
| L01 | E_01_06 | 1 Bed | • | | 1B2P_09 | 46 m² | Single | 26.6 | 12.3 | 0 | 12.3 | 3.2 | 3.2 | | |
| L01 | E_01_07 | 1 Bed | • | | 1B2P_09 | 46 m² | Single | 26.6 | 12.3 | 0 | 12.3 | 3.2 | 3.2 | | |
| L01 | E_01_08 | 2 Bed | | • | 2B4P_01 | 75 m² | Dual | 30.6 | 14.5 | 13.6 | 28.1 | 6 | 6 | 7 | 1 |
| L02 | E_02_01 | 2 Bed | | • | 2B4P_10 | 74 m² | Dual | 32.4 | 16 | 13 | 29 | 6 | 6 | 7 | 1 |
| L02 | E_02_02 | 1 Bed | • | | 1B2P_05 | 46 m² | Single | 23.6 | 14.3 | 0 | 14.3 | 3 | 3 | 5 | 1 |
| L02 | E_02_03 | 1 Bed | • | | 1B2P_09a | 47 m² | Single | 25.6 | 12.4 | 0 | 12.4 | 6.3 | 6.3 | 5 | 1 |
| L02 | E_02_04 | 1 Bed | • | | 1B2P_09a | 47 m² | Single | 25.6 | 12.4 | 0 | 12.4 | 6.3 | 6.3 | 5 | 1 |
| L02 | E_02_05 | 2 Bed | | • | 2B4P_01 | 77 m² | Dual | 30.6 | 14.5 | 13.6 | 28.1 | 6 | 6 | 7 | 1 |
| L02 | E_02_06 | 2 Bed | | • | 2B4P_11 | 88 m² | Dual | 34.2 | 16.1 | 12.9 | 29 | 6.2 | 6.2 | 7 | 2 |
| L02 | E_02_07 | 1 Bed | • | | 1B2P_05 | 46 m² | Single | 23.6 | 14.3 | 0 | 14.3 | 3 | 3 | | |
| L02 | E_02_08 | 1 Bed | • | | 1B2P_09 | 46 m² | Single | 26.6 | 12.3 | 0 | 12.3 | 3.2 | 3.2 | 5 | 1 |
| L02 | E_02_09 | 1 Bed | • | | 1B2P_09 | 47 m² | Single | 26.6 | 12.3 | 0 | 12.3 | 3.2 | 3.2 | 5 | 1 |
| L02 | E_02_10 | 2 Bed | | • | 2B4P_01 | 77 m² | Dual | 30.6 | 14.5 | 13.6 | 28.1 | 6 | 6 | 7 | 1 |
| L03 | E_03_01 | 2 Bed | | • | 2B4P_10 | 74 m² | Dual | 32.4 | 16 | 13 | 29 | 6 | 6 | 7 | 1 |
| L03 | E_03_02 | 1 Bed | • | | 1B2P_05 | 46 m² | Single | 23.6 | 14.3 | 0 | 14.3 | 3 | 3 | | |
| L03 | E_03_03 | 1 Bed | • | | 1B2P_09a | 47 m² | Single | 25.6 | 12.4 | 0 | 12.4 | 6.3 | 6.3 | | |
| L03 | E_03_04 | 1 Bed | • | | 1B2P_09a | 47 m² | Single | 25.6 | 12.4 | 0 | 12.4 | 6.3 | 6.3 | 5 | 1 |
| L03 | E_03_05 | 2 Bed | | • | 2B4P_01 | 77 m² | Dual | 30.6 | 14.5 | 13.6 | 28.1 | 6 | 6 | 7 | 1 |
| L03 | E_03_06 | 2 Bed | | • | 2B4P_11 | 88 m² | Dual | 34.2 | 16.1 | 12.9 | 29 | 6.2 | 6.2 | 7 | 2 |
| L03 | E_03_07 | 1 Bed | • | | 1B2P_05 | 46 m² | Single | 23.6 | 14.3 | 0 | 14.3 | 3 | 3 | 5 | 1 |
| L03 | E_03_08 | 1 Bed | • | | 1B2P_09 | 46 m² | Single | 26.6 | 12.3 | 0 | 12.3 | 3.2 | 3.2 | | |
| L03 | E_03_09 | 1 Bed | • | | 1B2P_09 | 47 m² | Single | 26.6 | 12.3 | 0 | 12.3 | 3.2 | 3.2 | 5 | 1 |
| L03 | E_03_10 | 2 Bed | | • | 2B4P_01 | 77 m² | Dual | 30.6 | 14.5 | 13.6 | 28.1 | 6 | 6 | 7 | 1 |
| L04 | E_04_01 | 2 Bed | | • | 2B4P_10 | 74 m² | Dual | 32.4 | 16 | 13 | 29 | 6 | 6 | 7 | 1 |
| L04 | E_04_02 | 1 Bed | • | | 1B2P_05 | 46 m² | Single | 23.6 | 14.3 | 0 | 14.3 | 3 | 3 | 5 | 1 |
| L04 | E_04_03 | 1 Bed | • | | 1B2P_09a | 47 m² | Single | 25.6 | 12.4 | 0 | 12.4 | 6.3 | 6.3 | 5 | 1 |
| L04 | E_04_04 | 1 Bed | • | | 1B2P_09a | 47 m² | Single | 25.6 | 12.4 | 0 | 12.4 | 6.3 | 6.3 | 5 | 1 |
| L04 | E_04_05 | 2 Bed | | • | 2B4P_01 | 77 m² | Dual | 30.6 | 14.5 | 13.6 | 28.1 | 6 | 6 | 7 | 1 |
| L04 | E_04_06 | 2 Bed | | • | 2B4P_11 | 88 m² | Dual | 34.2 | 16.1 | 12.9 | 29 | 6.2 | 6.2 | 7 | 2 |
| L04 | E_04_07 | 1 Bed | • | | 1B2P_05 | 46 m² | Single | 23.6 | 14.3 | 0 | 14.3 | 3 | 3 | | |
| L04 | E_04_08 | 1 Bed | • | | 1B2P_09 | 46 m² | Single | 26.6 | 12.3 | 0 | 12.3 | 3.2 | 3.2 | 5 | 1 |
| L04 | E_04_09 | 1 Bed | • | | 1B2P_09 | 47 m² | Single | 26.6 | 12.3 | 0 | 12.3 | 3.2 | 3.2 | 5 | 1 |
| L04 | E_04_10 | 2 Bed | | • | 2B4P_01 | 77 m² | Dual | 30.6 | 14.5 | 13.6 | 28.1 | 6 | 6 | 7 | 1 |
| L05 | E_05_01 | 2 Bed | | • | 2B4P_10 | 74 m² | Dual | 32.4 | 16 | 13 | 29 | 6 | 6 | 7 | 1 |
| L05 | E_05_02 | 1 Bed | • | | 1B2P_05 | 46 m² | Single | 23.6 | 14.3 | 0 | 14.3 | 3 | 3 | | |
| L05 | E_05_03 | 1 Bed | • | | 1B2P_09a | 47 m² | Single | 25.6 | 12.4 | 0 | 12.4 | 6.3 | 6.3 | | |
| L05 | E_05_04 | 1 Bed | • | | 1B2P_09a | 47 m² | Single | 25.6 | 12.4 | 0 | 12.4 | 6.3 | 6.3 | 5 | 1 |
| L05 | E_05_05 | 2 Bed | | • | 2B4P_01 | 77 m² | Dual | 30.6 | 14.5 | 13.6 | 28.1 | 6 | 6 | 7 | 1 |
| L05 | E_05_06 | 2 Bed | | • | 2B4P_11 | 88 m² | Dual | 34.2 | 16.1 | 12.9 | 29 | 6.2 | 6.2 | 7 | 2 |
| L05 | E_05_07 | 1 Bed | • | | 1B2P_05 | 46 m² | Single | 23.6 | 14.3 | 0 | 14.3 | 3 | 3 | 5 | 1 |
| L05 | E_05_08 | 1 Bed | • | | 1B2P_09 | 46 m² | Single | 26.6 | 12.3 | 0 | 12.3 | 3.2 | 3.2 | | |
| L05 | E_05_09 | 1 Bed | • | | 1B2P_09 | 47 m² | Single | 26.6 | 12.3 | 0 | 12.3 | 3.2 | 3.2 | 5 | 1 |
| L05 | E_05_10 | 2 Bed | | • | 2B4P_01 | 77 m² | Dual | 30.6 | 14.5 | 13.6 | 28.1 | 6 | 6 | 7 | 1 |
| L06 | E_06_01 | 2 Bed | | • | 2B4P_10 | 74 m² | Dual | 32.4 | 16 | 13 | 29 | 6 | 6 | 7 | 1 |
| L06 | E_06_02 | 1 Bed | • | | 1B2P_05 | 46 m² | Single | 23.6 | 14.3 | 0 | 14.3 | 3 | 3 | 5 | 1 |
| L06 | E_06_03 | 1 Bed | • | | 1B2P_09a | 47 m² | Single | 25.6 | 12.4 | 0 | 12.4 | 6.3 | 6.3 | 5 | 1 |
| L06 | E_06_04 | 1 Bed | • | | 1B2P_09a | 47 m² | Single | 25.6 | 12.4 | 0 | 12.4 | 6.3 | 6.3 | 5 | 1 |
| L06 | E_06_05 | 2 Bed | | • | 2B4P_01 | 77 m² | Dual | 30.6 | 14.5 | 13.6 | 28.1 | 6 | 6 | 7 | 1 |
| L06 | E_06_06 | 2 Bed | | • | 2B4P_11 | 88 m² | Dual | 34.2 | 16.1 | 12.9 | 29 | 6.2 | 6.2 | 7 | 2 |
| L06 | E_06_07 | 1 Bed | • | | 1B2P_05 | 46 m² | Single | 23.6 | 14.3 | 0 | 14.3 | 3 | 3 | | |
| L06 | E_06_08 | 1 Bed | • | | 1B2P_09 | 46 m² | Single | 26.6 | 12.3 | 0 | 12.3 | 3.2 | 3.2 | 6 | 1 |
| L06 | E_06_09 | 1 Bed | • | | 1B2P_09 | 47 m² | Single | 26.6 | 12.3 | 0 | 12.3 | 3.2 | 3.2 | 6 | 1 |
| L06 | E_06_10 | 2 Bed | | • | 2B4P_01 | 77 m² | Dual | 30.6 | 14.5 | 13.6 | 28.1 | 6 | 6 | 7 | 1 |
| L07 | E_07_01 | 1 Bed | • | | 1B2P_05 | 46 m² | Single | 23.6 | 14.3 | 0 | 14.3 | 3 | 3 | 5 | 1 |
| L07 | E_07_02 | 1 Bed | • | | 1B2P_09a | 47 m² | Single | 25.6 | 12.4 | 0 | 12.4 | 6.3 | 6.3 | | |
| L07 | E_07_03 | 1 Bed | • | | 1B2P_09a | 47 m² | Single | 25.6 | 12.4 | 0 | 12.4 | 6.3 | 6.3 | | |
| L07 | E_07_04 | 2 Bed | | • | 2B4P_01 | 77 m² | Dual | 30.6 | 14.5 | 13.6 | 28.1 | 6 | 6 | 7 | 1 |
| L07 | E_07_05 | 1 Bed | • | | 1B2P_05 | 47 m² | Single | 23.6 | 14.3 | 0 | 14.3 | 3 | 3 | 5 | 1 |
| L07 | E_07_06 | 1 Bed | • | | 1B2P_09 | 47 m² | Single | 26.6 | 12.3 | 0 | 12.3 | 3.2 | 3.2 | | |
| L07 | E_07_07 | 1 Bed | • | | 1B2P_09 | 46 m² | Single | 26.6 | 12.3 | 0 | 12.3 | 3.2 | 3.2 | 5 | 1 |
| L07 | E_07_08 | 2 Bed | | • | 2B4P_01 | 77 m² | Dual | 30.6 | 14.5 | 13.6 | 28.1 | 6 | 6 | 7 | 1 |
| | | | | | | | | | | | | | | | Total |
| | | | | | | | | | | | | | | 290 | 53 |

## Block F-G

| Floor | Apartment No. | Apt. Description | No. of beds | | | Unit Types | Floor Area m² | Aspect | Living/Dining Kitchen Area m² | Bedroom 01 Area m² | Bedroom 02 Area m² | Bedroom 03 Area m² | Agg Bedroom Area m² | Storage in Unit m² | Other Storage m² * | Total Storage m² | Private Amenity Space m² ** | Number of Balconies |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | 2 | 3 | | | | | | | | | | | | | |
| 00 PL | FG_00_01 | 2 Bed | | • | | 2B_4P_19 | 75 m² | Dual | 30 | 14 | 12.5 | 0 | 26.5 | 6.8 | | 6 | 7 | 1 |
| 00 PL | FG_00_02 | 2 Bed | | • | | 2B_3P_06 | 63 m² | Single | 28 | 13.1 | 7.2 | 0 | 20.3 | 6 | | 6 | 7 | 1 |
| 00 PL | FG_00_03 | 1 Bed | • | | | 1B_2P_10 | 51.5m² | Single | 26.7 | 14.4 | 0 | 0 | 14.4 | 3 | | 3 | 5 | 1 |
| 00 PL | FG_00_04 | 1 Bed | • | | | 1B_2P_05 | 46 m² | Single | 23.6 | 14.3 | 0 | 14.3 | 3 | 3 | 3 | 5.6 | 5 | 1 |
| 00 PL | FG_00_05 | 2 Bed | | • | | 2B_4P_19 | 75 m² | Dual | 30 | 14 | 12.5 | 0 | 26.5 | 6 | | 6 | 7 | 1 |
| 00 PL | FG_00_06 | 2 Bed | | • | | 2B_4P_19 | 75 m² | Dual | 30 | 14 | 12.5 | 0 | 26.5 | 6 | | 6 | 7 | 1 |
| 00 PL | FG_00_07 | 2 Bed | | • | | 2B4P_13 | 81.4 m² | Single | 32.3 | 16.7 | 12.9 | 0 | 29.6 | 7 | | 7 | 7 | 1 |
| 00 PL | FG_00_08 | 1 Bed | • | | | 1B_2P_11 | 51.4 m² | Single | 24.4 | 16.4 | 0 | 0 | 16.4 | 3.9 | | 3.9 | 5 | 1 |
| 00 PL | FG_00_09 | 1 Bed | • | | | 1B_2P_05 | 46 m² | Single | 23.6 | 14.3 | 0 | 14.3 | 3 | 3 | 3 | 5.6 | 5 | 1 |
| 00 PL | FG_00_10 | 2 Bed | | • | | 2B_4P_19 | 75 m² | Dual | 30 | 14 | 12.5 | 0 | 26.5 | 6 | | 6 | 7 | 1 |
| L01 | FG_01_01 | 2 Bed | | • | | 2B_4P_19 | 75 m² | Dual | 30 | 14 | 12.5 | 0 | 26.5 | 6 | | 6 | | |
| L01 | FG_01_02 | 1 Bed | • | | | 1B_2P_05 | 46 m² | Single | 23.6 | 14.3 | 0 | 14.3 | 3 | 3 | 3 | 5.6 | | |
| L01 | FG_01_03 | 1 Bed | • | | | 1B_2P_10 | 55.5 m² | Single | 26.7 | 14.4 | 0 | 0 | 14.4 | 3 | | 3 | 5 | 1 |
| L01 | FG_01_04 | 1 Bed | • | | | 1B_2P_10 | 51.5m² | Single | 26.7 | 14.4 | 0 | 0 | 14.4 | 3 | | 3 | | |
| L01 | FG_01_05 | 1 Bed | • | | | 1B_2P_05 | 46 m² | Single | 23.6 | 14.3 | 0 | 14.3 | 3 | 3 | 3 | 5.6 | | |
| L01 | FG_01_06 | 2 Bed | | • | | 2B_4P_19 | 75 m² | Dual | 30 | 14 | 12.5 | 0 | 26.5 | 6 | | 6 | 7 | 1 |
| L01 | FG_01_07 | 2 Bed | | • | | 2B_4P_19 | 75 m² | Dual | 30 | 14 | 12.5 | 0 | 26.5 | 6 | | 6 | 7 | 1 |
| L01 | FG_01_08 | 1 Bed | • | | | 1B_2P_05 | 46 m² | Single | 23.6 | 14.3 | 0 | 14.3 | 3 | 3 | 3 | 5.6 | | |
| L01 | FG_01_09 | 1 Bed | • | | | 1B_2P_12 | 45 m² | Single | 23.9 | 11.5 | 0 | 0 | 11.5 | 3.1 | | 3.1 | | |
| L01 | FG_01_10 | 1 Bed | • | | | 1B_2P_12 | 45 m² | Single | 23.9 | 11.5 | 0 | 0 | 11.5 | 3.1 | | 3.1 | | |
| L01 | FG_01_11 | 1 Bed | • | | | 1B_2P_05 | 46 m² | Single | 23.6 | 14.3 | 0 | 14.3 | 3 | 3 | 3 | 5.6 | | |
| L01 | FG_01_12 | 2 Bed | | • | | 2B_4P_19 | 75 m² | Dual | 30 | 14 | 12.5 | 0 | 26.5 | 6 | | 6 | 7 | 1 |
| L02 | FG_02_01 | 2 Bed | | • | | 2B_4P_19 | 75 m² | Dual | 30 | 14 | 12.5 | 0 | 26.5 | 6 | | 6 | 7 | 1 |
| L02 | FG_02_02 | 1 Bed | • | | | 1B_2P_05 | 46 m² | Single | 23.6 | 14.3 | 0 | 14.3 | 3 | 3 | 3 | 5.6 | 5 | 1 |
| L02 | FG_02_03 | 1 Bed | • | | | 1B_2P_10 | 55.5 m² | Single | 26.7 | 14.4 | 0 | 0 | 14.4 | 3 | | 3 | | |
| L02 | FG_02_04 | 1 Bed | • | | | 1B_2P_10 | 51.5m² | Single | 26.7 | 14.4 | 0 | 0 | 14.4 | 3 | | 3 | 5 | 1 |
| L02 | FG_02_05 | 1 Bed | • | | | 1B_2P_05 | 46 m² | Single | 23.6 | 14.3 | 0 | 14.3 | 3 | 3 | 3 | 5.6 | 5 | 1 |
| L02 | FG_02_06 | 2 Bed | | • | | 2B_4P_19 | 75 m² | Dual | 30 | 14 | 12.5 | 0 | 26.5 | 6 | | 6 | 7 | 1 |
| L02 | FG_02_07 | 2 Bed | | • | | 2B_4P_19 | 75 m² | Dual | 30 | 14 | 12.5 | 0 | 26.5 | 6 | | 6 | 7 | 1 |
| L02 | FG_02_08 | 1 Bed | • | | | 1B_2P_05 | 46 m² | Single | 23.6 | 14.3 | 0 | 14.3 | 3 | 3 | 3 | 5.6 | 5 | 1 |
| L02 | FG_02_09 | 1 Bed | • | | | 1B_2P_12 | 45 m² | Single | 23.9 | 11.5 | 0 | 0 | 11.5 | 3.1 | | 3.1 | 5 | 1 |
| L02 | FG_02_10 | 1 Bed | • | | | 1B_2P_12 | 45 m² | Single | 23.9 | 11.5 | 0 | 0 | 11.5 | 3.1 | | 3.1 | 5 | 1 |
| L02 | FG_02_11 | 1 Bed | • | | | 1B_2P_05 | 46 m² | Single | 23.6 | 14.3 | 0 | 14.3 | 3 | 3 | 3 | 5.6 | 5 | 1 |
| L02 | FG_02_12 | 2 Bed | | • | | 2B_4P_19 | 75 m² | Dual | 30 | 14 | 12.5 | 0 | 26.5 | 6 | | 6 | 7 | 1 |
| L03 | FG_03_01 | 2 Bed | | • | | 2B_4P_19 | 75 m² | Dual | 30 | 14 | 12.5 | 0 | 26.5 | 6 | | 6 | | |
| L03 | FG_03_02 | 1 Bed | • | | | 1B_2P_05 | 46 m² | Single | 23.6 | 14.3 | 0 | 14.3 | 3 | 3 | 3 | 5.6 | | |
| L03 | FG_03_03 | 1 Bed | • | | | 1B_2P_10 | 55.5 m² | Single | 26.7 | 14.4 | 0 | 0 | 14.4 | 3 | | 3 | 5 | 1 |
| L03 | FG_03_04 | 1 Bed | • | | | 1B_2P_10 | 51.5m² | Single | 26.7 | 14.4 | 0 | 0 | 14.4 | 3 | | 3 | | |
| L03 | FG_03_05 | 1 Bed | • | | | 1B_2P_05 | 46 m² | Single | 23.6 | 14.3 | 0 | 14.3 | 3 | 3 | 3 | 5.6 | | |
| L03 | FG_03_06 | 2 Bed | | • | | 2B_4P_19 | 75 m² | Dual | 30 | 14 | 12.5 | 0 | 26.5 | 6 | | 6 | 7 | 1 |
| L03 | FG_03_07 | 2 Bed | | • | | 2B_4P_19 | 75 m² | Dual | 30 | 14 | 12.5 | 0 | 26.5 | 6 | | 6 | 7 | 1 |
| L03 | FG_03_08 | 1 Bed | • | | | 1B_2P_05 | 46 m² | Single | 23.6 | 14.3 | 0 | 14.3 | 3 | 3 | 3 | 5.6 | | |
| L03 | FG_03_09 | 1 Bed | • | | | 1B_2P_12 | 45 m² | Single | 23.9 | 11.5 | 0 | 0 | 11.5 | 3.1 | | 3.1 | | |
| L03 | FG_03_10 | 1 Bed | • | | | 1B_2P_12 | 45 m² | Single | 23.9 | 11.5 | 0 | 0 | 11.5 | 3.1 | | 3.1 | | |
| L03 | FG_03_11 | 1 Bed | • | | | 1B_2P_05 | 46 m² | Single | 23.6 | 14.3 | 0 | 14.3 | 3 | 3 | 3 | 5.6 | | |
| L03 | FG_03_12 | 2 Bed | | • | | 2B_4P_19 | 75 m² | Dual | 30 | 14 | 12.5 | 0 | 26.5 | 6 | | 6 | 7 | 1 |
| L04 | FG_04_01 | 2 Bed | | • | | 2B_4P_19 | 75 m² | Dual | 30 | 14 | 12.5 | 0 | 26.5 | 6 | | 6 | 7 | 1 |
| L04 | FG_04_02 | 1 Bed | • | | | 1B_2P_05 | 46 m² | Single | 23.6 | 14.3 | 0 | 14.3 | 3 | 3 | 3 | 5.6 | 5 | 1 |
| L04 | FG_04_03 | 1 Bed | • | | | 1B_2P_10 | 55.5 m² | Single | 26.7 | 14.4 | 0 | 0 | 14.4 | 3 | | 3 | | |
| L04 | FG_04_04 | 1 Bed | • | | | 1B_2P_10 | 51.5m² | Single | 26.7 | 14.4 | 0 | 0 | 14.4 | 3 | | 3 | 5 | 1 |
| L04 | FG_04_05 | 1 Bed | • | | | 1B_2P_05 | 46 m² | Single | 23.6 | 14.3 | 0 | 14.3 | 3 | 3 | 3 | 5.6 | 5 | 1 |
| L04 | FG_04_06 | 2 Bed | | • | | 2B_4P_19 | 75 m² | Dual | 30 | 14 | 12.5 | 0 | 26.5 | 6 | | 6 | 7 | 1 |
| L04 | FG_04_07 | 2 Bed | | • | | 2B_4P_19 | 75 m² | Dual | 30 | 14 | 12.5 | 0 | 26.5 | 6 | | 6 | 7 | 1 |
| L04 | FG_04_08 | 1 Bed | • | | | 1B_2P_05 | 46 m² | Single | 23.6 | 14.3 | 0 | 14.3 | 3 | 3 | 3 | 5.6 | 5 | 1 |
| L04 | FG_04_09 | 1 Bed | • | | | 1B_2P_12 | 45 m² | Single | 23.9 | 11.5 | 0 | 0 | 11.5 | 3.1 | | 3.1 | 5 | 1 |
| L04 | FG_04_10 | 1 Bed | • | | | 1B_2P_12 | 45 m² | Single | 23.9 | 11.5 | 0 | 0 | 11.5 | 3.1 | | 3.1 | 5 | 1 |
| L04 | FG_04_11 | 1 Bed | • | | | 1B_2P_05 | 46 m² | Single | 23.6 | 14.3 | 0 | 14.3 | 3 | 3 | 3 | 5.6 | 5 | 1 |
| L04 | FG_04_12 | 2 Bed | | • | | 2B_4P_19 | 75 m² | Dual | 30 | 14 | 12.5 | 0 | 26.5 | 6 | | 6 | 7 | 1 |
| L05 | FG_05_01 | 2 Bed | | • | | 2B_3P_09 | 70 m² | Dual | 30 | 11.5 | 13 | | 24.5 | 6 | | 6 | 7 | 1 |
| L05 | FG_05_02 | 1 Bed | • | | | 1B_2P_10 | 50.5 m² | Single | 26.7 | 14.4 | 0 | 0 | 14.4 | 3 | | 3 | 5 | 1 |
| L05 | FG_05_03 | 1 Bed | • | | | 1B_2P_10 | 51.7 m² | Single | 26.7 | 14.4 | 0 | 0 | 14.4 | 3 | | 3 | | |
| L05 | FG_05_04 | 1 Bed | • | | | 1B_2P_05 | 46 m² | Single | 23.6 | 14.3 | 0 | 14.3 | 3 | 3 | 3 | 5.6 | | |
| L05 | FG_05_05 | 2 Bed | | • | | 2B_3P_09 | 70 m² | Dual | 30 | 11.5 | 13 | | 24.5 | 6 | | 6 | 6 | 1 |
| L05 | FG_05_06 | 2 Bed | | • | | 2B_4P_01 | 78.7 m² | Dual | 30 | 11.5 | 13 | | 24.5 | 6 | | 6 | 7 | 1 |
| L05 | FG_05_07 | 2 Bed | • | | | 1B_2P_12 | 45 m² | Single | 23.9 | 11.5 | 0 | 0 | 11.5 | 3.1 | | 3.1 | | |
| L05 | FG_05_08 | 1 Bed | • | | | 1B_2P_12 | 45 m² | Single | 23.9 | 11.5 | 0 | 0 | 11.5 | 3.1 | | 3.1 | | |
| L05 | FG_05_09 | 1 Bed | • | | | 1B_2P_05 | 46 m² | Single | 23.6 | 14.3 | 0 | 14.3 | 3 | 3 | 3 | 5.6 | | |
| L05 | FG_05_10 | 1 Bed | | • | | 2B_4P_01 | 78.6 m² | Dual | 30 | 11.5 | 13 | | 24.5 | 6 | | 6 | 5 | 1 |
| L06 | FG_06_01 | 2 Bed | | • | | 2B_3P_09 | 70 m² | Dual | 30 | 11.5 | 13 | | 24.5 | 6 | | 6 | 7 | 1 |
| L06 | FG_06_02 | 1 Bed | • | | | 1B_2P_10 | 50.5 m² | Single | 26.7 | 14.4 | 0 | 0 | 14.4 | 3 | | 3 | | |
| L06 | FG_06_03 | 1 Bed | • | | | 1B_2P_10 | 51.7 m² | Single | 26.7 | 14.4 | 0 | 0 | 14.4 | 3 | | 3 | | |
| L06 | FG_06_04 | 3 Bed | | | • | 3B_6P_01 | 124 m² | Dual | 41.4 | 14.1 | 14 | 12.7 | 40.8 | 9.1 | | 9.1 | | |
| L06 | FG_06_05 | 2 Bed | | • | | 2B_3P_09 | 70 m² | Dual | 24 | 11.5 | | | 11.5 | 3 | | 6 | 7 | 1 |
| L06 | FG_06_06 | 1 Bed | • | | | 1B_2P_12 | 45 m² | Single | 23.9 | 11.5 | 0 | 0 | 11.5 | 3.1 | | 3.1 | 5 | 1 |
| L06 | FG_06_07 | 1 Bed | • | | | 1B_2P_12 | 45 m² | Single | 23.9 | 11.5 | 0 | 0 | 11.5 | 3.1 | | 3.1 | 5 | 1 |
| L06 | FG_06_08 | 3 Bed | | | • | 3B_6P_01 | 123.5 m² | Dual | 41.4 | 14.1 | 14 | 12.7 | 40.8 | 9.1 | | 9.1 | | |
| | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | Total |
| | | | | | | | | | | | | | | | | | 294 | 49 |

Block H

| Floor | Apartment No. | Apt. Description | No. of beds | | | Unit Types | Floor Area m² | Aspect | Living/Dining Kitchen Area | Bedroom 01 Area m² | Bedroom 02 Area m² | Bedroom 02 Area m² | Agg Bedroom Area m² | Storage in Unit m² | Total Storage m² | Private Amenity Space m² ** | Number of Balconies |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | 2 | 3 | | | | | | | | | | | | |
| 00 LGF | H_00 LGF_01 | 2 Bed | | • | | 2B_4P_19 | 75 m² | Dual | 30 | 14 | 12.5 | 0 | 26.5 | 6 | 6 | 7 | 1 |
| 00 LGF | H_00 LGF_02 | 2 Bed | | • | | 2B_4P_19 | 75 m² | Dual | 30 | 14 | 12.5 | 0 | 26.5 | 6 | 6 | 7 | 1 |
| 00 PL | H_00_01 | 2 Bed | | • | | 2B_4P_19 | 75 m² | Dual | 30 | 14 | 12.5 | 0 | 26.5 | 6 | 6 | 7 | 1 |
| 00 PL | H_00_02 | 2 Bed | | • | | 2B3P_06 | 66 m² | Single | 28 | 13.1 | 7.2 | 0 | 20.3 | 6 | 6 | 7 | 1 |
| 00 PL | H_00_03 | 1 Bed | • | | | 1B2P_05 | 55 m² | Single | 23.6 | 14.3 | 0 | 0 | 14.3 | 3 | 3 | | |
| 00 PL | H_00_04 | 1 Bed | • | | | 1B2P_05 | 55 m² | Single | 23.6 | 14.3 | 0 | 0 | 14.3 | 3 | 3 | | |
| 00 PL | H_00_05 | 2 Bed | | • | | 2B_4P_19 | 75 m² | Dual | 30 | 14 | 12.5 | 0 | 26.5 | 6 | 6 | 9 | 1 |
| 00 PL | H_00_06 | 2 Bed | | • | | 2B_4P_19 | 75 m² | Dual | 30 | 14 | 12.5 | 0 | 26.5 | 6 | 6 | 9 | 1 |
| 00 PL | H_00_07 | 1 Bed | • | | | 1B2P_05 | 48 m² | Single | 23.6 | 14.3 | 0 | 0 | 14.3 | 3 | 3 | | |
| 00 PL | H_00_08 | 1 Bed | • | | | 1B2P12 | 56 m² | Single | 23.9 | 11.5 | 0 | 0 | 11.5 | 3.1 | 3.1 | | |
| 00 PL | H_00_09 | 2 Bed | | • | | 2B4P_13 | 81 m² | Single | 32.3 | 16.7 | 12.9 | 0 | 29.6 | 7 | 7 | | |
| 00 PL | H_00_10 | 2 Bed | | • | | 2B_4P_19 | 75 m² | Dual | 30 | 14 | 12.5 | 0 | 26.5 | 6 | 6 | 9 | 1 |
| L01 | H_01_01 | 2 Bed | | • | | 2B_4P_19 | 75 m² | Dual | 30 | 14 | 12.5 | 0 | 26.5 | 6 | 6 | | |
| L01 | H_01_02 | 1 Bed | • | | | 1B2P_05 | 48 m² | Single | 23.6 | 14.3 | 0 | 0 | 14.3 | 3 | 3 | | |
| L01 | H_01_03 | 1 Bed | • | | | 1B2P_10 | 50 m² | Single | 26.7 | 14.4 | 0 | 0 | 14.4 | 3 | 3 | 6 | 1 |
| L01 | H_01_04 | 1 Bed | • | | | 1B2P_10 | 50 m² | Single | 26.7 | 14.4 | 0 | 0 | 14.4 | 3 | 3 | | |
| L01 | H_01_05 | 1 Bed | • | | | 1B2P_05 | 50 m² | Single | 23.6 | 14.3 | 0 | 0 | 14.3 | 3 | 3 | | |
| L01 | H_01_06 | 2 Bed | | • | | 2B_4P_19 | 75 m² | Dual | 30 | 14 | 12.5 | 0 | 26.5 | 6 | 6 | | |
| L01 | H_01_07 | 2 Bed | | • | | 2B_4P_19 | 75 m² | Dual | 30 | 14 | 12.5 | 0 | 26.5 | 6 | 6 | | |
| L01 | H_01_08 | 1 Bed | • | | | 1B2P_05 | 50 m² | Single | 23.6 | 14.3 | 0 | 0 | 14.3 | 3 | 3 | | |
| L01 | H_01_09 | 1 Bed | • | | | 1B2P12 | 50 m² | Single | 23.9 | 11.5 | 0 | 0 | 11.5 | 3.1 | 3.1 | | |
| L01 | H_01_10 | 1 Bed | • | | | 1B2P12 | 50m² | Single | 23.9 | 11.5 | 0 | 0 | 11.5 | 3.1 | 3.1 | | |
| L01 | H_01_11 | 1 Bed | • | | | 1B2P_05 | 49 m² | Single | 23.6 | 14.3 | 0 | 0 | 14.3 | 3 | 3 | | |
| L01 | H_01_12 | 2 Bed | | • | | 2B_4P_19 | 75 m² | Dual | 30 | 14 | 12.5 | 0 | 26.5 | 6 | 6 | | |
| L02 | H_02_01 | 2 Bed | | • | | 2B_4P_19 | 75 m² | Dual | 30 | 14 | 12.5 | 0 | 26.5 | 6 | 6 | 9 | 1 |
| L02 | H_02_02 | 1 Bed | • | | | 1B2P_05 | 48 m² | Single | 23.6 | 14.3 | 0 | 0 | 14.3 | 3 | 3 | 5 | 1 |
| L02 | H_02_03 | 1 Bed | • | | | 1B2P_10 | 50 m² | Single | 26.7 | 14.4 | 0 | 0 | 14.4 | 3 | 3 | | |
| L02 | H_02_04 | 1 Bed | • | | | 1B2P_10 | 50 m² | Single | 26.7 | 14.4 | 0 | 0 | 14.4 | 3 | 3 | 5 | 1 |
| L02 | H_02_05 | 1 Bed | • | | | 1B2P_05 | 50 m² | Single | 23.6 | 14.3 | 0 | 0 | 14.3 | 3 | 3 | 5 | 1 |
| L02 | H_02_06 | 2 Bed | | • | | 2B_4P_19 | 75 m² | Dual | 30 | 14 | 12.5 | 0 | 26.5 | 6 | 6 | 9 | 1 |
| L02 | H_02_07 | 2 Bed | | • | | 2B_4P_19 | 75 m² | Dual | 30 | 14 | 12.5 | 0 | 26.5 | 6 | 6 | 9 | 1 |
| L02 | H_02_08 | 1 Bed | • | | | 1B2P_05 | 50 m² | Single | 23.6 | 14.3 | 0 | 0 | 14.3 | 3 | 3 | 5 | 1 |
| L02 | H_02_09 | 1 Bed | • | | | 1B2P12 | 50 m² | Single | 23.9 | 11.5 | 0 | 0 | 11.5 | 3.1 | 3.1 | 5 | 1 |
| L02 | H_02_10 | 1 Bed | • | | | 1B2P12 | 50m² | Single | 23.9 | 11.5 | 0 | 0 | 11.5 | 3.1 | 3.1 | 5 | 1 |
| L02 | H_02_11 | 1 Bed | • | | | 1B2P_05 | 49 m² | Single | 23.6 | 14.3 | 0 | 0 | 14.3 | 3 | 3 | 5 | 1 |
| L02 | H_02_12 | 2 Bed | | • | | 2B_4P_19 | 75 m² | Dual | 30 | 14 | 12.5 | 0 | 26.5 | 6 | 6 | 9 | 1 |
| L03 | H_03_01 | 2 Bed | | • | | 2B_4P_19 | 75 m² | Dual | 30 | 14 | 12.5 | 0 | 26.5 | 6 | 6 | | |
| L03 | H_03_02 | 1 Bed | • | | | 1B2P_05 | 47 m² | Single | 23.6 | 14.3 | 0 | 0 | 14.3 | 3 | 3 | | |
| L03 | H_03_03 | 1 Bed | • | | | 1B2P_10 | 47 m² | Single | 26.7 | 14.4 | 0 | 0 | 14.4 | 3 | 3 | 5 | 1 |
| L03 | H_03_04 | 1 Bed | • | | | 1B2P_10 | 47 m² | Single | 26.7 | 14.4 | 0 | 0 | 14.4 | 3 | 3 | | |
| L03 | H_03_05 | 2 Bed | | • | | 2B_4P_19 | 75 m² | Dual | 30 | 14 | 12.5 | 0 | 26.5 | 6 | 6 | 7 | 1 |
| L03 | H_03_06 | 2 Bed | | • | | 2B_4P_19 | 75 m² | Dual | 30 | 14 | 12.5 | 0 | 26.5 | 6 | 6 | 7 | 1 |
| L03 | H_03_07 | 1 Bed | • | | | 1B2P_05 | 47 m² | Dual | 23.6 | 14.3 | 0 | 0 | 14.3 | 3 | 3 | | |
| L03 | H_03_08 | 1 Bed | • | | | 1B2P12 | 47 m² | Single | 23.9 | 11.5 | 0 | 0 | 11.5 | 3.1 | 3.1 | | |
| L03 | H_03_09 | 1 Bed | • | | | 1B2P12 | 47 m² | Single | 23.9 | 11.5 | 0 | 0 | 11.5 | 3.1 | 3.1 | | |
| L03 | H_03_10 | 2 Bed | | • | | 2B_4P_19 | 75 m² | Dual | 30 | 14 | 12.5 | 0 | 26.5 | 6 | 6 | | |
| L04 | H_04_01 | 3 Bed | | | • | 3B_6P_02 | 118 m² | Dual | 49.2 | 15.9 | 15.8 | 14.3 | 46 | 9 | 9 | | |
| L04 | H_04_02 | 1 Bed | • | | | 1B2P_10 | 47 m² | Single | 26.7 | 14.4 | 0 | 0 | 14.4 | 3 | 3 | | |
| L04 | H_04_03 | 1 Bed | • | | | 1B2P_10 | 47 m² | Single | 26.7 | 14.4 | 0 | 0 | 14.4 | 3 | 3 | | |
| L04 | H_04_04 | 2 Bed | | • | | 2B_4P_19 | 75 m² | Dual | 30 | 14 | 12.5 | 0 | 26.5 | 6 | 6 | 9 | 1 |
| L04 | H_04_05 | 3 Bed | | | • | 3B_6P_02 | 127 m² | Dual | 49.2 | 15.9 | 15.8 | 14.3 | 46 | 9 | 9 | | |
| L04 | H_04_06 | 1 Bed | • | | | 1B2P12 | 47 m² | Single | 23.9 | 11.5 | 0 | 0 | 11.5 | 3.1 | 3.1 | | |
| L04 | H_04_07 | 1 Bed | • | | | 1B2P12 | 47 m² | Single | 23.9 | 11.5 | 0 | 0 | 11.5 | 3.1 | 3.1 | | |
| L04 | H_04_08 | 2 Bed | | • | | 2B_4P_01 | 74 m² | Dual | 30.4 | 14.5 | 13.6 | 0 | 28.1 | 6 | 6 | 9 | 1 |
| | | | | | | | | | | | | | | | | | Total |
| | | | | | | | | | | | | | | | | 169 | 24 |

## Block I-1&2

| Floor | Apartment No. | Apt. Description | No. of beds | | Unit Types | Floor Area m² | Aspect | Living/Dining Kitchen Area m² | Bedroom 01 Area m² | Bedroom 02 Area m² | Agg Bedroom Area m² | Storage in Unit m² | Total Storage m² | Private Amenity Space m² ** | Number of Balconies |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | 2 | | | | | | | | | | | |
| 00 PL | I_00_01 | 2 Bed | | • | 2B_4P_14 | 80 m² | Dual | 30 | 14.6 | 14.7 | 29.3 | 6.7 | 6.7 | | |
| 00 PL | I_00_02 | 2 Bed | | • | 2B_4P_14 | 80 m² | Dual | 30 | 14.6 | 14.7 | 29.3 | 6.7 | 6.7 | | |
| 00 PL | I_00_03 | 1 Bed | • | | 1B_2P_13 | 52 m² | Dual | 25.6 | 12.3 | 0 | 12.3 | 3 | 3 | | |
| 00 PL | I_00_04 | 2 Bed | | • | 2B_4P_15 | 73 m² | Dual | 30 | 13.1 | 11.8 | 24.9 | 6 | 6.1 | | |
| L01 | I_01_01 | 2 Bed | | • | 2B_4P_14 | 80 m² | Dual | 30 | 14.6 | 14.7 | 29.3 | 6.7 | 6.7 | 10 | 1 |
| L01 | I_01_02 | 2 Bed | | • | 2B_4P_14 | 80 m² | Dual | 30 | 14.6 | 14.7 | 29.3 | 6.7 | 6.7 | 10 | 1 |
| L01 | I_01_03 | 2 Bed | | • | 2B_3P_07 | 73m² | Dual | 28 | 15.6 | 7.9 | 23.5 | 6.6 | 6.6 | 7 | 1 |
| L01 | I_01_04 | 2 Bed | | • | 2B_4P_15 | 73 m² | Dual | 30 | 14.6 | 14.7 | 29.3 | 6.7 | 6.1 | 7 | 1 |
| L02 | I_02_01 | 2 Bed | | • | 2B_3P_08 | 69 m² | Dual | 30 | 13.7 | 8.5 | 22.2 | 6 | 6 | 12 | 1 |
| L02 | I_02_02 | 2 Bed | | • | 2B_3P_08 | 69 m² | Dual | 30 | 13.7 | 8.5 | 22.2 | 6 | 6 | 12 | 1 |
| L02 | I_02_03 | 1 Bed | • | | 1B_2P_14 | 47 m² | Dual | 24.8 | 11.4 | 0 | 11.4 | 3.1 | 3.1 | 5 | 1 |
| L02 | I_02_04 | 1 Bed | • | | 1B_2P_14 | 47 m² | Dual | 24.8 | 11.4 | 0 | 11.4 | 3.1 | 3.1 | 5 | 1 |
| | | | | | | | | | | | | | | | Total |
| | | | | | | | | | | | | | | 68 | 8 |

## Block J

| Floor | Apartment No. | Apt. Description | No. of beds | | | Unit Types | Floor Area m² | Aspect | Living/Dining Kitchen Area | Bedroom 01 Area m² | Bedroom 02 Area m² | Bedroom 03 Area m² | Agg Bedroom Area m² | Storage in Unit | Total Storage m² | Private Amenity Space m² ** | Number of Balconies |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | 2 | 3 | | | | | | | | | | | | |
| 00 PL | J_00_01 | 3 Bed | | | • | 3B_6P_03 | 100 m² | Dual | 34 | 13 | 13.9 | 13.6 | 40.5 | 9.2 | 9.2 | 11 | 1 |
| 00 PL | J_00_02 | 1 Bed | • | | | 1B_2P_16 | 53 m² | Single | 25.4 | 18.3 | 0 | 0 | 18.3 | 4.3 | 4.3 | 5 | 1 |
| 00 PL | J_00_03 | 1 Bed | • | | | 1B_2P_16 | 53 m² | Single | 25.4 | 18.3 | 0 | 0 | 18.3 | 4.3 | 4.3 | 5 | 1 |
| 00 PL | J_00_04 | 1 Bed | • | | | 1B_2P_15 | 53m² | Dual | 30.4 | 11.4 | 0 | 0 | 11.4 | 3.2 | 3.2 | 5 | 1 |
| L01 | J_01_01 | 3 Bed | | | • | 3B_6P_03 | 100 m² | Dual | 34 | 13 | 13.9 | 13.6 | 40.5 | 9.2 | 9.2 | 11 | 1 |
| L01 | J_01_02 | 1 Bed | • | | | 1B_2P_17 | 45 m² | Single | 23.3 | 14.7 | 0 | 0 | 14.7 | 3.4 | 3.4 | 5 | 1 |
| L01 | J_01_03 | 3 Bed | | | • | 3B_6P_03 | 100 m² | Dual | 34 | 13 | 13.9 | 13.6 | 40.5 | 9.2 | 9.2 | 10 | 1 |
| L01 | J_01_04 | 1 Bed | • | | | 1B_2P_15 | 51 m² | Dual | 30.4 | 11.4 | 0 | 0 | 11.4 | 3.2 | 3.2 | 10 | 1 |
| L01 | J_01_05 | 1 Bed | • | | | 1B_2P_16 | 53 m² | Single | 25.4 | 18.3 | 0 | 0 | 18.3 | 4.3 | 4.3 | 5 | 1 |
| L01 | J_01_06 | 1 Bed | • | | | 1B_2P_16 | 53 m² | Single | 25.4 | 18.3 | 0 | 0 | 18.3 | 4.3 | 4.3 | 5 | 1 |
| L01 | J_01_07 | 1 Bed | • | | | 1B_2P_15 | 51 m² | Dual | 30.4 | 11.4 | 0 | 0 | 11.4 | 3.2 | 3.2 | 5 | 1 |
| L02 | J_02_01 | 3 Bed | | | • | 3B_6P_03 | 100 m² | Dual | 34 | 13 | 13.9 | 13.6 | 40.5 | 9.2 | 9.2 | 10 | 1 |
| L02 | J_02_02 | 1 Bed | • | | | 1B_2P_17 | 45 m² | Single | 23.3 | 14.7 | 0 | 0 | 14.7 | 3.4 | 3.4 | 5 | 1 |
| L02 | J_02_03 | 3 Bed | | | • | 3B_6P_03 | 100 m² | Dual | 34 | 13 | 13.9 | 13.6 | 40.5 | 9.2 | 9.2 | 10 | 1 |
| L02 | J_02_04 | 1 Bed | • | | | 1B_2P_15 | 51 m² | Dual | 30.4 | 11.4 | 0 | 0 | 11.4 | 3.2 | 3.2 | 5 | 1 |
| L02 | J_02_05 | 1 Bed | • | | | 1B_2P_16 | 53 m² | Single | 25.4 | 18.3 | 0 | 0 | 18.3 | 4.3 | 4.3 | 5 | 1 |
| L02 | J_02_06 | 1 Bed | • | | | 1B_2P_16 | 53 m² | Single | 25.4 | 18.3 | 0 | 0 | 18.3 | 4.3 | 4.3 | 5 | 1 |
| L02 | J_02_07 | 1 Bed | • | | | 1B_2P_15 | 51 m² | Dual | 30.4 | 11.4 | 0 | 0 | 11.4 | 3.2 | 3.2 | 5 | 1 |
| L03 | J_03_01 | 3 Bed | | | • | 3B_6P_04 | 90 m² | Dual | 34.2 | 11.4 | 11.4 | 11.7 | 34.5 | 9.1 | 9.1 | 10 | 1 |
| L03 | J_03_02 | 3 Bed | | | • | 3B_6P_04 | 99 m² | Dual | 34.2 | 11.4 | 11.4 | 11.7 | 34.5 | 9.1 | 9.1 | 10 | 1 |
| | | | | | | | | | | | | | | | | 142 | 20 |

## Dalguise House

| Floor | Apartment No. | Apt. Description | No. of beds | | | Floor Area m² | Living/Dining Kitchen Area m² | Bedroom 01 Area m² | Bedroom 02 Area m² | Bedroom 02 Area m² | Agg Bedroom Area m² | Storage in Unit m² | Private Amenity Space m² ** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | 2 | 3 | | | | | | | | |
| L01 | DH_01_01 | 2 Bed (3) | | • | | 58.8 | 32 | 15.8 | | | 15.8 | 3 | |
| L01 | DH_01_02 | Studio | • | | | 44.7 | 41 | 30 | | | 30 | 3.4 | |
| L01 | DH_01_04 | Studio | • | | | 49.8 | 23 | 11.7 | | | 11.7 | 3 | |
| | | | | Studio | | 94.5 | | | | | | | |
| | | | | 2 bed | | 58.8 | | | | | | | |

## Coach House

| Floor | Apartment No. | Apt. Description | No. of beds | | | Floor Area m² | Living/Dining Kitchen Area m² | Bedroom 01 Area m² | Bedroom 02 Area m² | Bedroom 02 Area m² | Agg Bedroom Area m² | Storage in Unit m² | Private Amenity Space m² ** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | 2 | 3 | | | | | | | | |
| L00 | CH_00_01 | 2 Bed | | • | | 151.6 | 55.6 | 17.3 | 15.5 | | 32.8 | 11.4 | 25.7 |
| L00 | CH_00_02 | 2 Bed | | • | | 80.2 | 49.7 | 12.8 | 17.5 | | 30.3 | 7 | 21.2 |
| L00 | CH_00_03 | 1 Bed | • | | | 49.5 | 31.4 | 11.9 | | | 11.9 | 3 | 19.5 |
| | | | | | | 281.3 | | | | | | | 66.4 |
| | | | | 1 bed | | 49.5 | | | | | | | |
| | | | | 2 bed | | 231.8 | | | | | | | |

## Brick Gate Lodge

| Floor | Apartment No. | Apt. Description | No. of beds | | | Floor Area m² | Living/Dining Kitchen Area m² | Bedroom 01 Area m² | Bedroom 02 Area m² | Bedroom 02 Area m² | Agg Bedroom Area m² | Storage in Unit m² | Private Amenity Space m² ** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | 2 | 3 | | | | | | | | |
| L00 | BG_00_01 | 1 Bed | • | | | 55.7 | 27.3 | 13.2 | | | 13.2 | 3 | 5 |
| | | | | | | | | | | | | | 5 |

## North West Houses

| Floor | Apartment No. | Apt. Description | No. of beds | | | Floor Area m² | Living/Dining Kitchen Area m² | Bedroom 01 Area m² | Bedroom 02 Area m² | Bedroom 02 Area m² | Agg Bedroom Area m² | Storage in Unit m² | Private Amenity Space m² ** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | 2 | 3 | | | | | | | | |
| L01 | NW_01_01 | 3 Bed | | | • | 187 | 40 | 12 | 16 | 21 | 49 | 3 | 97 |
| L01 | NW_01_02 | 3 Bed | | | • | 196 | 40 | 12 | 16 | 21 | 49 | 3.4 | 56.1 |
| L01 | NW_01_03 | 3 Bed | | | • | 186 | 40 | 12 | 16 | 21 | 49 | 3 | 56.9 |
| | | | | | | 569 | | | | | | | 210 |

ck

RDAGH

Monkstown

Dún Laoghaire

Queen's Rd

York Rd

People's Park

Rowanbyrn

Monkstown Ave

Tivoli Rd

Glasthule

Corrig Rd

Deansgrange

SAND OVE

BE

reddya+u