

Dalguise House

**RESPONSE TO REQUEST FOR
FURTHER INFORMATION**

**PROPOSED B.T.R. RESIDENTIAL DEVELOPMENT
at DALGUISE HOUSE, MONKSTOWN, CO DUBLIN**

JULY 2023

Issue P01





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SITE

Monkstown

Dún Laoghaire

Queen's Rd

People's Park

Glasthule

SANDY LOVE



rock

ARDAGH

Rowanbyrn

Deansgrange

EBE

Monkstown Ave

York Rd

Tivoli Rd

Corrig Rd

A - INTRODUCTION

This report has been prepared by Reddy Architecture + Urbanism in response to the request for further information by DLR planning department.

The format of this document will be to respond directly and in detail to each further information request item relating to the architecture of the proposal. This will be done with the use of text, CGI's and diagrams to explain the design decisions made. This is also intended as a reference booklet to assist in navigating the architectural drawing set accompanying this proposal.

Accompanying Documents

The responses contained within this report refer to and has been informed by the various other consultants in the design team. In addition to the updated GA drawings, this report should also be read in conjunction with the other reports / drawings prepared by the design team, including :

- Planning Report by TPA.
- Conservation Report By Mullarkey Pederson.
- Landscaping and Heritage Report by John Olley.
- Landscaping Drawings and Report by Cameo.
- LVIA report by Macroworks.
- Verified views report by Redline Studios.
- Civil / Engineering documents and drawings by Byrne / Looby.

In addition to the above documents this response has also been assisted with guidance from

- Leinster Trees - Arborist advice.



CGI view of Dalguise House from between Blocks E+F

B- RESPONSES

ITEM 3 - (Build to Sell Enabled Apartments)

The applicant has stated that Blocks H, i1 and i2 and the Coach House could be purposed as 'Build-to-Sell' units as described by the applicant.

However, these Blocks and the Coach House units do not comply with the criteria set out in the Apartment Guidelines and County Development Plan 2022-2028 (Chapter 12), in respect of mix of units, open space, private amenity space, parking proposals, storage etc.

The Applicant is requested to submit revised details/ drawings which clearly sets out how Blocks H, I1, I2 and the Coach House meet these standards.

A number of the Blocks in this proposal are being identified as 'Build to Sell' enabled. This means that each Block is appropriately sized in order to comply with the BTS size standard. This allows for possible future adaptability which would involve the addition of balconies and a change in the mix to make each Block fully compliant in the event that they change to BTS. These Blocks include the following :

- Block H : 8 Apartments (15%)
- Block I(x2) : 12 Apartments (50%)
- The Coach House : 3 Apartments (100%)

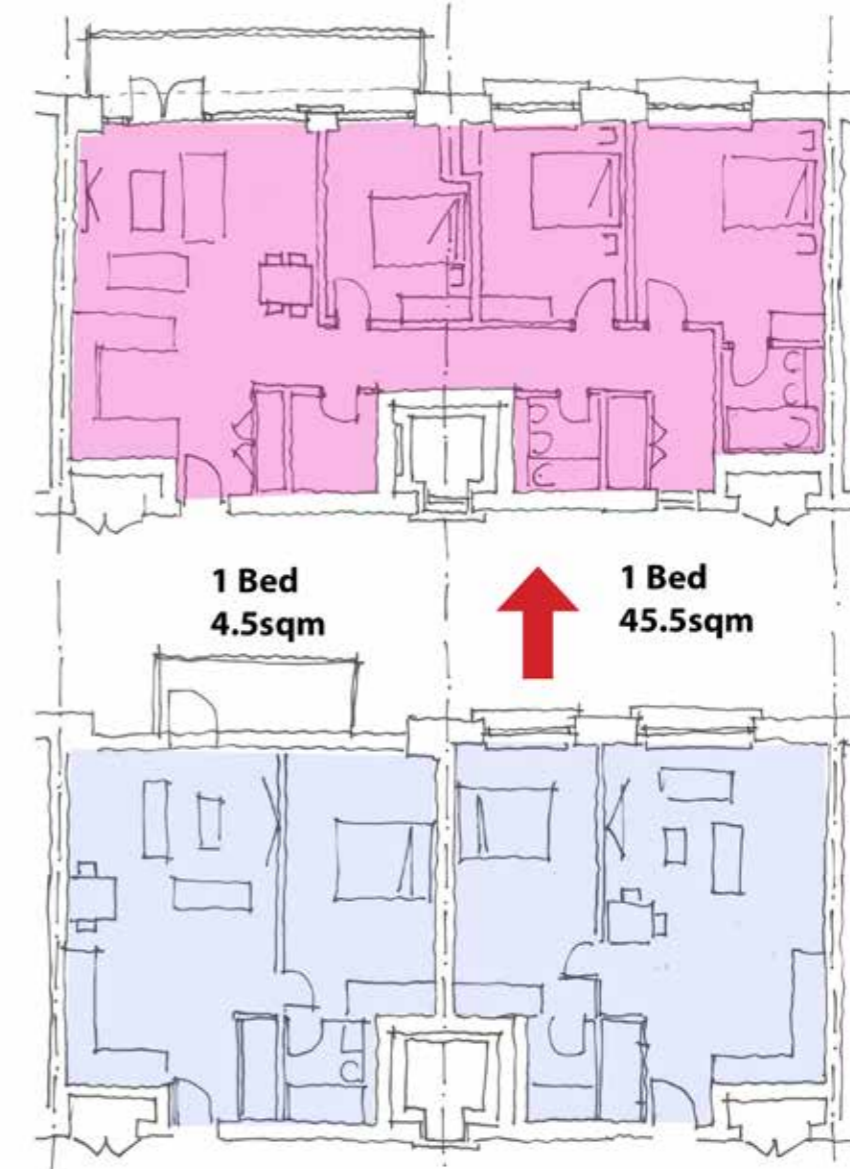
To make these apartment Blocks fully compliant in the future, bolt on balconies would need to be added to the remaining percentage of apartments. This could be done quite simply with balconies that affix to the facade and can be easily accessed by each apartment to achieve level access for residents, the mix could also be changed in order to meet the BTS mix by changing the 1 beds to 3 beds. (2x1 beds = 1x3 bed)- please see flexibility diagram opposite. It should also be noted that all apartments comply with the Design Standards for New Apartments (Dec 2022) in terms of storage, dimensions and room sizes.

Car parking - there are 52 spaces in total at surface in the south of the site. 6 are designated as car share. There are 2 accessible spaces beside both Blocks I and another 2 accessible spaces next to the Entrance of Block H.

Open Space - There is ample open space across the site and specifically near Blocks H, I and the Coach House. Including the Walled Garden (2,576sqm - Public Open) and the Rear of Blocks I (1,124 sqm - External Private Amenity)

Elsewhere on the site there are a large number of oversized apartments that provide a very high quality living experience for the residents. The following demonstrates the extent of oversized apartments across the site :

- Block A : 2 Apartments (11%)
- Block B : 14 Apartments (29%)
- Block C : 14 Apartments (29%)
- Block D : 8 Apartments (16%)
- Block E : 5 Apartments (8%)
- Block F : 12 Apartments (16%)
- Block G : 12 Apartments (16%)
- Block J : 17 Apartments (85%)



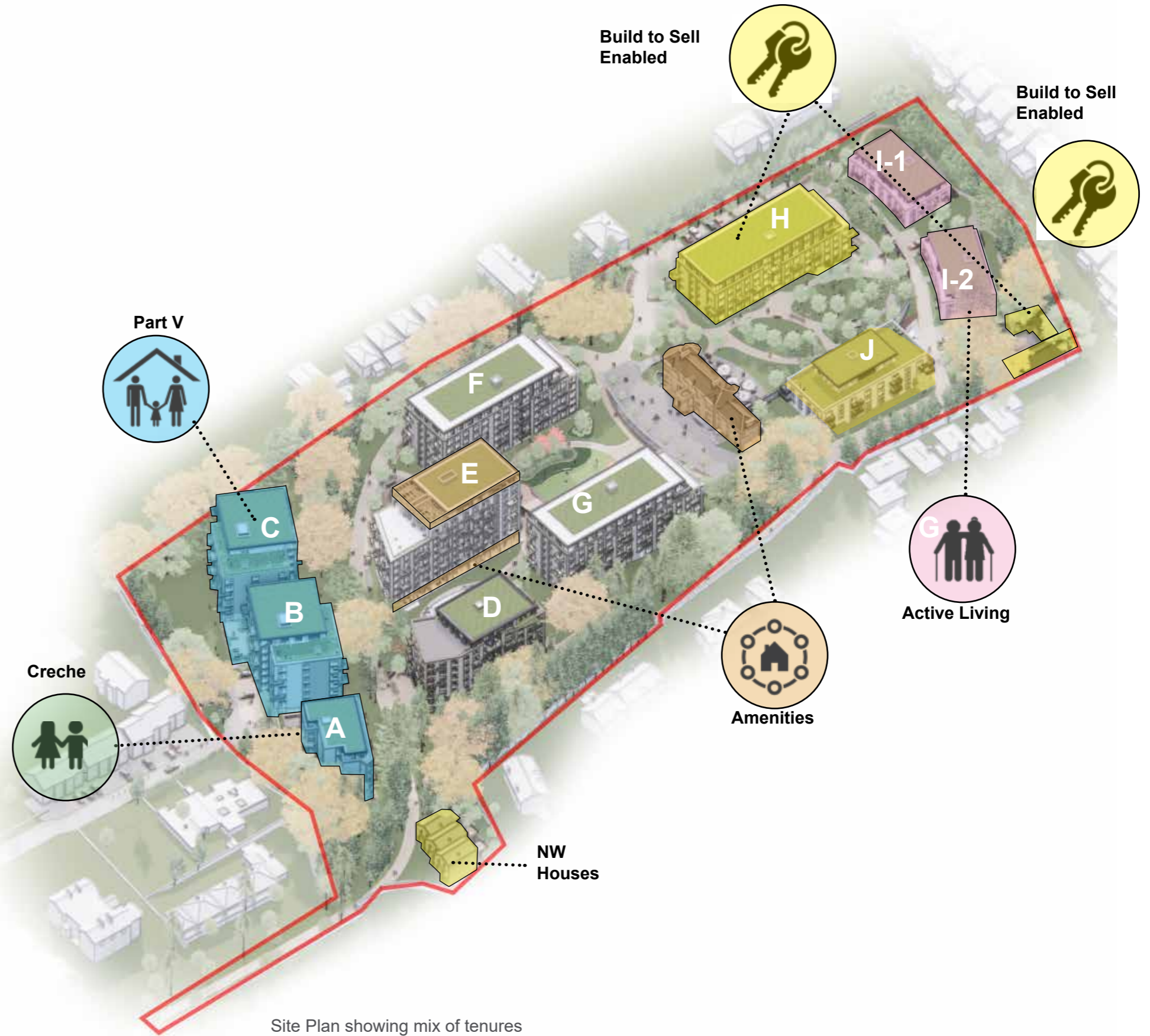
Flexibility Diagram demonstrating in built flexibility to change 2 x 1 beds into 1 x 3 bed in the future.

The scheme delivers different tenure types and facilitates possible future adaptability

- Part V: (20% of scheme) located in blocks A, B, C
- Build to sell (enabled): Blocks H, I, and the Coach House are designed such that they could be adapted as build to sell in future **each block would need balconies to be added**
- Active Living : Blocks I have been identified as suitable for active living. Both blocks are oversized and include ground level apartments with patios with accessible parking bays and a set down area next to both.



CGI view of Block J and Blocks I



Block H:

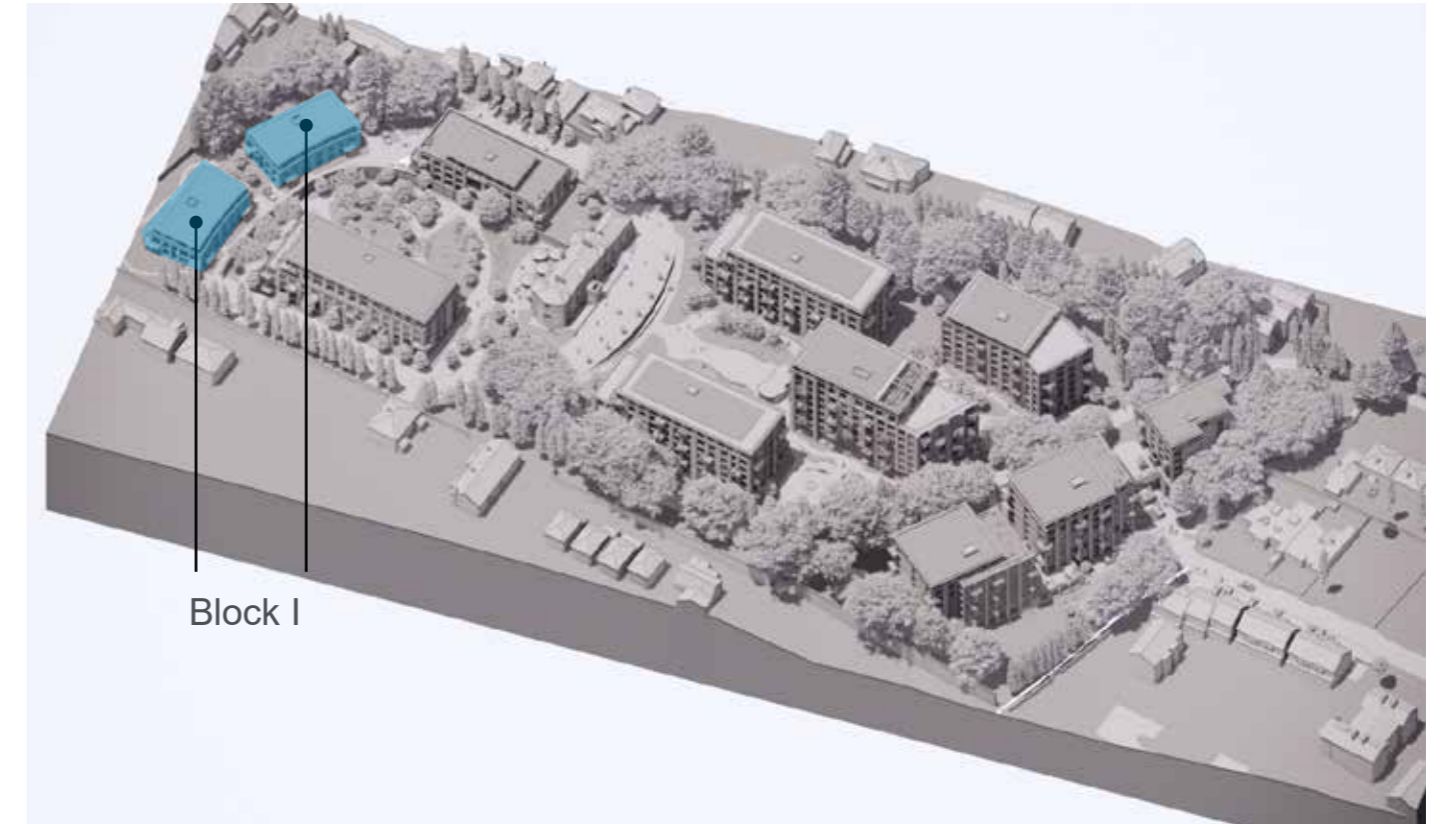
8 Apartments have been identified in Block H as being 10% over the minimum standard whilst also including a balcony. In a possible future scenario further balconies could be added in order to make the Block a fully compliant BTS apartment block (apart from unit mix). (please refer to drawing MKS-RAU-H-ZZ-DR-AR-100 and Updated HQA accompanying this application)

Building Height	5 Storeys
Unit Breakdown	54 apartments
GFA	4252sqm
Number of Apartments over 10% minimum	27
Number of Apartments with Balcony and Above minimum Size	8

Blocks I(x2):

4 Apartments comply with the 10% over minimum area standard and also include private amenity in the form of Balconies / Patios. (please refer to drawing MKS-RAU-I-ZZ-DR-AR-100 and HQA that accompanies this application)

Building Height	3 Storeys
Unit Breakdown	12 apartments
GFA	1038sqm
Number of Apartments over 10% minimum size	14
Number of Apartments with Balcony and Above minimum Size	12



Coach House:

The Coach house fully complies with the Build to sell standards with all 3 apartments over the 10% minimum standard and ample private amenity for all 3. (please refer to drawing MKS-RAU-CH-ZZ-DR-A-102 and HQA)

Building Height 2 Storeys
Unit Breakdown 3 apartments
GFA 319sqm

Number of Apartments over 10% minimum size 3

Number of Apartments with Balcony



CGI view of Blocks E and D along the Main Avenue

ITEM 4 - (Height, Scale, Massing, Materiality)

Following detailed assessment, the planning authority have serious concerns in relation to the proposed building heights of some of the proposed blocks and it is considered in the case of Block B, C, E, and F that these are visually overbearing resulting in adverse impacts on the visual amenity of the area and residential amenities of the surrounding dwellings and on the setting of the protected structure.

In order to address this, the Applicant is requested to consider revising Blocks B, C, E, and F.

The Planning Authority consider that a reduction in the height of each of the proposed blocks is required in order to address the adverse visual impact of same.

In the case of Block E this may require some redesign in order to provide for block of a high-quality architectural design.

The Applicant is requested to submit updated LVIA (LANDSCAPE AND VISUAL IMPACT ASSESSMENT) in respect of any revised design proposals.

Introduction

In considering the concerns raised by the local authority, the design team has undergone a thorough review of the proposal, how each Block relates to each other, the surrounding context and how the buildings are viewed from without and within the site. This process has led to a number of design changes to each Block which will be itemised and described in this chapter. Before these changes are explained, the following text is our response to the issues of Building Heights, Scale, Mass and Form. The materiality of each Block will be dealt with directly later in the chapter.

Building Heights, Scale, Massing and Form:

Set in a secluded spacious woodland site, the proposed scheme manages to nestle into the surrounding landscape only showing very slightly in the village centre and is revealed as the viewer enters via Purbeck Lane. To achieve this balance, the design team carefully arranged the buildings in order to maximise the distance to the surrounding housing whilst maintaining the correct distance between the buildings themselves. The site has also been split into distinct character areas and each area is further expanded in the following text. (This text should be read in conjunction with the section diagrams on this page and the figure / ground on the next page, showing the previously applied for scheme (ABP-306949-20) superimposed in red on the proposed scheme.)

- Starting from the southern part of the site, Blocks A,B + C are designed in a 'pin-wheel' pavilion style arrangement, that is, with a central core and apartments fanning out from that core. This results in a building of smaller scale ranging in height from 6 stories to 7 storeys with each Block stepping down in height facing the neighbouring buildings to the North. at +40.150m Blocks B+C are lower than the previously applied for Blocks by 1.85m. The footprint of the Blocks is similar in size than the previously applied for scheme.
- Moving to the centre of the site, assessed as being the most appropriate part of the site to achieve height considering its distance from the neighbouring housing and Dalguise House to the north. This part of the site consists of 2 Blocks, Blocks D+E. Block D at +45.64m is lower than the permitted scheme by approximately 1m. Block E is the tallest block and at +53.3m and it is marginally higher than the previous scheme. This is due to the green roof build up to comply with the SUDs strategy in the scheme.



Cross Sections Showing the previously permitted scheme outlined in red.

- The Central Lawn is conceived as a more formal space facing the protected structure of Dalguise House to the South. Blocks F+G are arranged in a linear fashion with a stone plinth and a formal fenestration arrangement in response to this sensitive setting. Both Blocks also step down by two floors at the closest point to Dalguise House. At +47.150m both blocks are lower than the previously permitted scheme by 350mm.
- The Walled Garden is defined by the existing curved stone wall running south from the western corner of Dalguise house, curving east and creating a semi enclosed space facing south behind Dalguise House. This sense of enclosure is reinforced by Block H and J, both linear Blocks 5 and 6 stories in height and lower than the previously permitted scheme. Block H at +41.150m is smaller in height than the previously permitted scheme by 2.75m and Block J at +36.85m is

- slightly lower than the previous housing by 250mm.
- The Mews is the southern most part of the site, behind the historic stone wall and consisting of Blocks (ix2) and the existing Coach House, the height and scale of these Blocks is smaller than the previously permitted scheme. Blocks I are significantly smaller in footprint than the South Houses of the previously permitted scheme and smaller in height on average by 1.15m.

Notwithstanding this, in response to the concern raised by the Local Authority, a number of design improvements have been made to each Block and the site itself. This will be described on a Block by Block basis in the following pages.



Figure / Ground Layout of Permitted (in magenta) and proposed.

Blocks B+C.

Blocks B and C are designed in the pavilion style arrangement, apartments fan out around the central core like a pin wheel, in contrast to the linear form of the proposed buildings in the centre of the site, this, coupled with the split level design which works with the steep topography in this part of the site, creates a unique character area at the Purbeck Entrance of the site. In response to the RFI the design changes include :

- Double Height windows changed to single height - in order to relate to human scale.
- Tonal change at penthouse level - A warmer tone has been specified, differentiating the roof tone from the other blocks, allowing for more differentiation when viewed from distance.



Scheme as Applied



New Proposal at RFI



Scheme as Applied



New Proposal at RFI

Block E

Block E is the main building receiving point for residents as they enter the scheme. The building also houses the bulk of the internal amenity and also includes a top floor external amenity space offering spectacular 360 degree views to the City, Dublin Mountains and Irish Sea beyond. In responding to the concern the following improvements have been made to the design of Block E

- A new double height glazed entrance has been added, creating an inviting entrance space into

the building.

- Double height glazing introduced at the South / East and South / West of the building facing the Dalguise House.
- A new Mezzanine Amenity space has been added containing bookable rooms for the residents to use for events / co-working.
- A tonal change in the top levels with increased glazing decreases the impact of the building when viewed from distance within the site.
- Tonal change to the balconies / windows to create a warmer tone and differentiate from the adjacent Blocks F/G.



South Elevation
1 : 200



Scheme as Applied



South Elevation
1 : 200



East Elevation
1 : 200

New Proposal at RFI



Scheme as Applied

New Proposal at RFI

Blocks F/G

Designed in a linear arrangement to create a courtyard setting in front of Dalguise House. Blocks F and G are placed opposite one another, creating a landscaped central courtyard which contains an external pavilion for use by residents. The following design changes have been made to improve the design in the response:

- A material change on the North East corner of Block F and North West corner of Block G from brick to Stone acts to break down the mass and reads with the stone on the South face of Block E. This creates a more formal setting, deferring to the historic house beyond.
- A Stone plinth has been added on the ground floor, further reinforcing the formal setting in the central courtyard.
- Tonal change at the top level to a warmer colour.



Scheme as Applied



New Proposal at RFI



Scheme as Applied



New Proposal at RFI

Purbeck Entrance

Access to the proposal via Purbeck is a vital component of the proposal. The strategy in this location is to take the majority of vehicles in the scheme and use the existing steep topography to bring the cars under the existing avenue and into the central basement. This will allow for a shared surface along the main avenue creating a quiet, safe space for all users.

As part of the response to the RFI this has been further improved, taking the original design response to the topography to create a unique response to the site constraints and context. The following is a list of improvements made to the scheme as applied :

- Cars have been re-directed under Block B, with direct access to the undercroft parking under Blocks B + C and also direct access to the central basement. Which links directly to Blocks D,E,F +G.
- As a result of the re-alignment ,the external stairs have been widened, creating a more sculptural and landscaped route into the scheme.
- The creation of a new accessible pedestrian path carved between the external stairs and Block A, offering direct access to the accessible lift from Purbeck to the Main Avenue.
- The creation of a more generous plaza to the front of the site presenting to Purbeck. Allowing people to linger or continue on the many routes into the side fanning out from Purbeck into the site.
- The creation of a plaza at the Main Avenue with associated cycle parking and onward to the remainder of the site.



Scheme as Applied



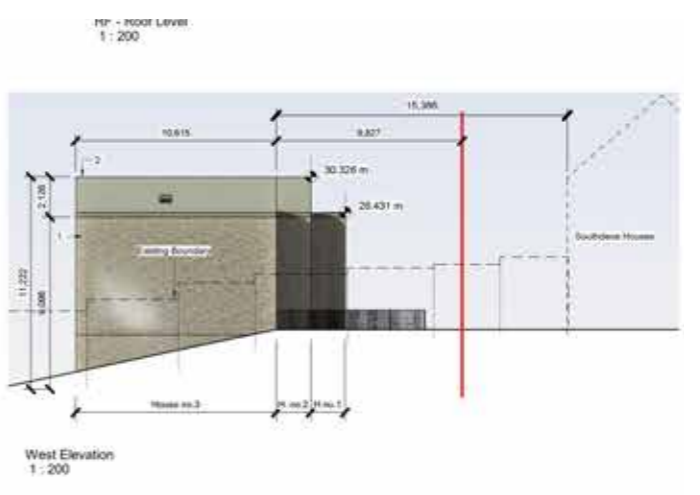
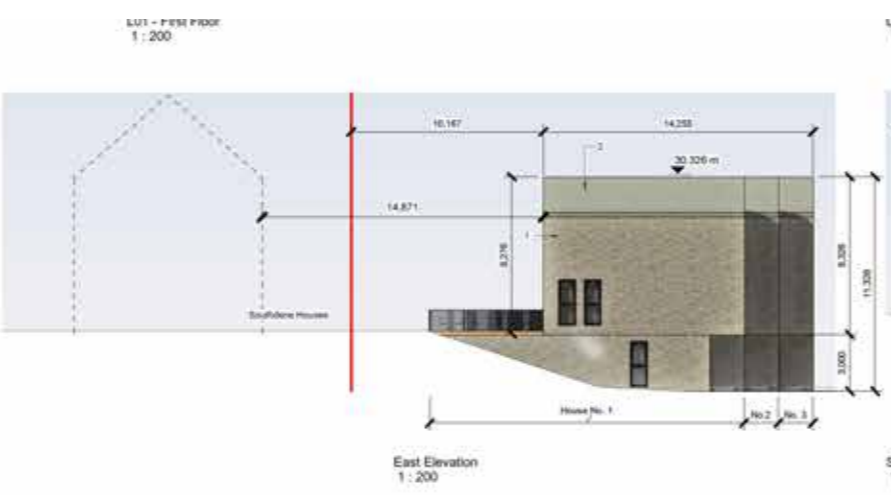
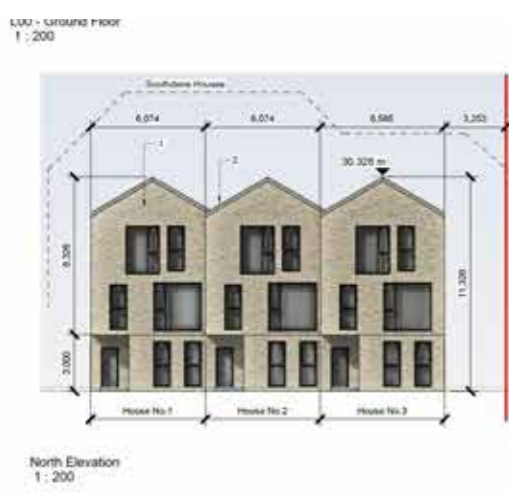
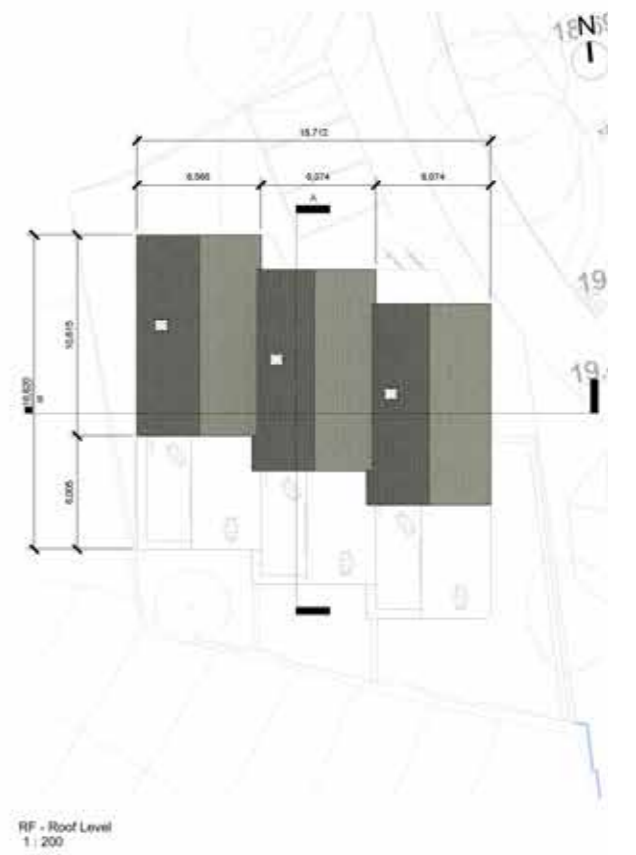
New Proposal at RFI

ITEM 5 - North West Houses - Private Amenity

The private amenity area/ rear garden areas for the proposed 3 no. dwellings have not been quantified. From assessment of the submitted details, it is considered that the proposed rear amenity spaces fail to accord with Section 12.8.3.3 Private Open Space, of the County Development Plan 2022-2028. The Applicant is requested to revise same to accord with the provisions of the County Development Plan.

The North West Houses private amenity spaces have been updated to comply with Section 12.8.3.3 for Private Open Space in the Dun Laoghaire Development plan 2022-2028.

Please refer to drawing MKS-RAU-NW-ZZ-DR-AR-100 - North West Houses and updated HQA accompanying this application.



ITEM 9 - (External Finishes - Dalguise House)

The Applicant is requested to clarify that the proposed external finishes of Dalguise House, as conflicting details have been submitted on the application.
The Applicant is advised that it preferable to retain the existing external appearance/ unpainted render finish in the interests of protecting the character and appearance of the protected structure.

*The Intention for Dalguise House is to preserve the finish currently on the building. This will be done using best conservation practise and accords with the principles of bringing this historic building back into use.
Please refer to Conservation Report prepared by Mullarkey Pederson and accompanying Architectural drawing : MKS-RAU-DH-ZZ-DR-A-203 - Dalguise House Proposed Elevations*



ITEM 10 - (Red Brick Lodge - Retained Chimney Stack)

The existing chimney stack to the red brick gate lodge shall be retained in order to protect the existing roofscape character and form.

The removal of the chimney internally is accepted to the Planning Authority, subject to suitable bracing to ensure its retention as a dummy feature on the roofscape.

The existing chimney breast and stack in the Red Brick Gate Lodge shall be retained as requested. Please refer to updated Conservation Report prepared by Mullarkey Pederson and updated Architectural Drawings numbers MKS-RAU-BG-ZZ-DR-A-100 - Brick Gate Lodge accompanying this application

Note:
Drawing To Be Read In Conjunction With Architectural Heritage
Impact Assessment



CGI of Block G from the east of Dalguise House looking West.



ITEM 11 - (Accessible Parking + Set Down)

The Applicant is requested to submit revised drawings and details which demonstrate the provision of accessible parking spaces which are suitable for use by people with disabilities adjacent to Blocks I & J.

In response to this concern, 2 accessible car parking spaces have been provided beside Blocks I and J. Please refer to drawing MKS-RAU-ZZ-00-DR-AR-100 for further details.

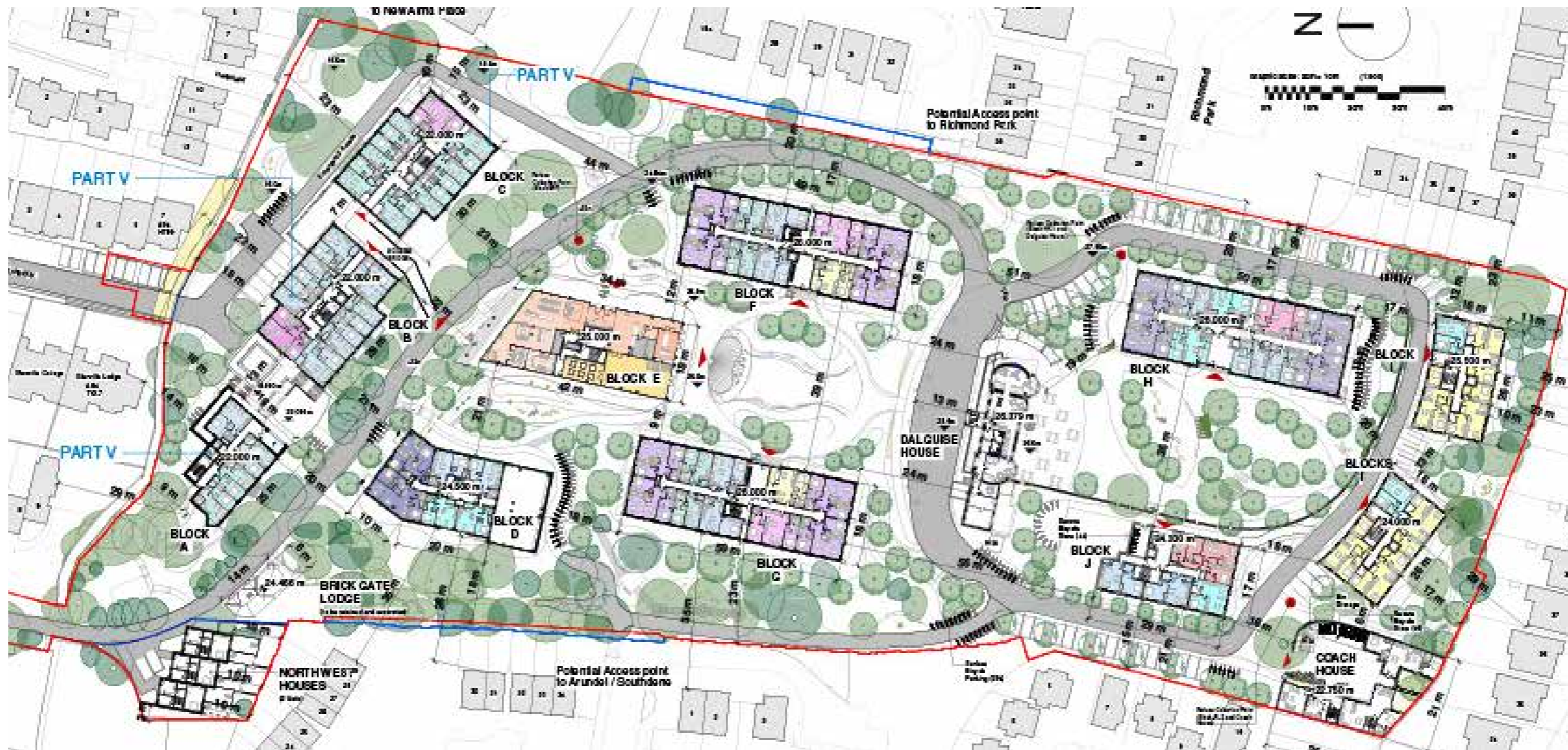
The drawings shall also demonstrate appropriate set-down for all residential areas adjacent to building entrances to enable drop off of users with diverse abilities.

5 new set down places are now being provided across the site. Each set down measures 2m x 8m and is distributed across the site in the following locations, at the Main avenue in front of Block D, between Blocks E and F, to the east of Block F and at the rear of the site at Block H and between Blocks I. The set down spaces will cater for accessible users and also for deliveries/ work vehicles.

Blocks G and J are close to the large area to the front of Dalguise House. (Please see drawing number - MKS-RAU-ZZ-00-DR-AR-100 and Landscaping drawing C0135 L103) for set down areas

The Applicant shall also submit revised drawings and details which clearly demonstrate the provision of electric vehicle charging points in accordance with the requirements outlined in Section 12.4.11 Electrically Operated Vehicles of the current DLRCC County Development Plan 2022-2028. A minimum of one car parking space per five car parking spaces shall be shown to be equipped with one fully functional EV Charging Point.

As per section 12.4.11, 1 in every 5 bays must have an EV charging point. This equates to 45 spaces overall. These spaces have been spread out across the site with the majority in the basement car park. Please refer to drawing number MKS-RAU-ZZ--2-DR-AR-050 and MKS-RAU-ZZ--1-DR-AR-051 for further details.



Scheme as Applied

12.

The Applicant shall submit revised drawings and details which demonstrate the required provision of proposed set-down (deliveries/work vehicles and move in/out vehicles) and car sharing car parking space locations.

The drawings shall clearly demonstrate required road markings which allocate each type of space where applicable.

5 new set down places are now being provided across the site. Each set down measures 2m x 8m and are distributed across the site in the following locations, at the Main avenue in front of Block D, between Blocks E and F, to the east of Block F and to the South of the site at Block H and between Blocks I. The set down spaces will cater for accessible users and also for deliveries/ work vehicles. There is also a set-down space serving the Creche beside Block A at Purbeck.

Set Down Area



New proposal at RFI

ITEM 13 - (Cycle Parking)

The Applicant shall submit revised drawings and details which address the following items in relation to cycle parking provision at the proposed development:

a. Provision of an increased number of 'Sheffield' cycle parking stands in accordance with DLRCC's 'Standards for Cycle Parking and associated Cycling Facilities for New Developments'.

Please refer to Landscaping drawing (C0135 L103) for locations of Sheffield Stands.

b. Proposed provision and details of site-wide cycle parking, (quantity, cover, type and location) to be clearly demonstrated and detailed on standalone layout drawing.

Please refer to Landscaping drawing (C0135 L103) for locations of Sheffield Stands.

c. Proposed access routes to all cycle parking for both pedestrians and cyclists to be clearly demonstrated on submitted drawings.

Please refer to Landscaping drawing (C0135 L103) and the Landscaping Reports for all cycle and pedestrian routes.

d. Preparation and inclusion of a Cycle Audit which demonstrates, in plan format, how all the requirements of the Council's Standards for Cycling Facilities for New Developments are met within the proposed development.

Please refer to Quality Audit accompanying this application.

e. Provision of quantity and type of cycle parking for Block B & C to be clearly demonstrated.

Bicycles are securely stored in 3 locations at Purbeck, under the external stairs near Block A and in the undercroft of Blocks B + C. These bikes are covered, locked and have direct access to the Cores of both buildings. (see drawing MKS-RAU-ZZ--2-DR-AR-050, Revision P02)

f. Block D cycle parking appears to serve Block E, F and G also which requires some users to access from a potential distance of approximately 130m.

The proposed layout relies solely on stacked cycle parking and does not adequately cater for various users and is not in accordance with DLRCC Standards.

The proposed access appears to be approximately 500mm in width, and the access to the cycle parking appears to be unpaved.

Block D still contains a significant amount of bicycles, however a portion of these bicycles have now been distributed around the basement in the following locations, next to Block E, F and G. The access to the cycle store in Block D is 1200mm wide and the access will be resin coated concrete finish. (see drawing MKS-RAU-ZZ--2-DR-AR-050, Revision P02)

Area	No. Units	No. Bedrooms	DLR Requirement	Apt. Guidelines	Provided
Block A	19	23	19 long stay 4 short stay	23 long stay 10 short stay	24 long stay • 24 in above ground secure cycle shelters (8 Sheffield, 16 as single level stackers) 10 short stay • All uncovered (Sheffield)
Block B	48	63	48 long stay 10 short stay	63 long stay 24 short stay	63 long stay • 40 under stairs (single level stackers) • 23 at undercroft level of block B (single level stackers) 24 short stay • 12 covered (Sheffield) • 12 uncovered (Sheffield)
Block C	48	63	48 long stay 10 short stay	63 long stay 24 short stay	63 long stay • 34 at undercroft level of block C (single level stackers) • 7 at undercroft level of block B (single level stackers) • 22 in above ground cycle shelter (single level stackers) 24 short stay • 12 covered (Sheffield) • 12 uncovered (Sheffield)
Block D	52	80	52 long stay 10 short stay	80 long stay 25 short stay	80 long stay • 80 in basement of Block D (single level stackers) 26 short stay • 26 uncovered (Sheffield)
Block E	66	92	66 long stay 14 short stay	92 long stay 33 short stay	92 long stay • 14 in Basement of Block D (single level stackers) • 78 in basement of Block E (single level stackers) 34 short stay • 34 uncovered (single level stackers)
Block F	76	108	76 long stay 15 short stay	108 long stay 38 short stay	108 long stay • 46 basement of Block F (single level stackers) • 40 in above ground secure shelter (10 Sheffield, 30 single level stacker) • 12 in coach house (single level stackers) • 10 in shelter between I blocks (single level stackers) 38 short stay • All uncovered (Sheffield) + 1 cargo spaces
Block G	76	108	76 long stay 15 short stay	108 long stay 38 short stay	108 long stay • 44 basement of Block G (single level stackers) • 26 in basement of Block D (single level stackers) • 30 in in above ground secure shelter (single level stackers) • 8 in shelter between I blocks (single level stackers) 38 short stay • 38 uncovered (Sheffield)
Block H	54	80	54 long stay 11 short stay	80 long stay 27 short stay	80 long stay • 18 in above ground secure cycle shelters (Sheffield) • 62 internal spaces in Block H (single level stackers) 28 short stay • 11 covered (Sheffield) • 17 uncovered (Sheffield) + 1 cargo space
Block I1	12	21	12 Long stay 2.5 Short stay	21 Long stay 6 short stay	22 long stay • All in above ground secure cycle shelter (single level stackers) • None in basement 6 short stay • 3 covered (Sheffield) • 3 uncovered (Sheffield)
Block I2	12	21	12 Long stay 2.5 Short stay	21 Long stay 6 short stay	22 long stay • All in above ground secure cycle shelter (single level stackers) • None in basement 6 short stay • All covered (Sheffield)
Block J	20	34	20 long stay 4 short stay	34 long stay 10 short stay	34 long stay • 10 in above ground secure cycle shelters (Sheffield) • 24 internal spaces in block J (single level stackers) 10 short stay • 10 uncovered (Sheffield) +2 cargo spaces
Dalguise House	3	4	3 long stay 1 short stay	4 long stay 1 short stay	4 long stay in above ground secure cycle shelters (Sheffield) 2 short stay (Sheffield)
Coach house	3	5	3 long stay 1 short stay	5 long stay 1 short stay	7 long stay internal spaces in Coach house (single level stackers) 1 short stay (Sheffield)
Brick Lodge	1	1	1 space	1 space	1 long stay (Sheffield)
Houses	1 per house		3 long stay spaces		4 long stay (Sheffield)
Non-residential spaces	Café and Creche		3 short stay and 2 long stay for café at Dalguise 4 short stay and 2 long stay for Creche		4 long stay 8 short stay
Total:			490 Long stay 108 short stay	703 long stay 251 short stay	716 Long stay 255 Short stay

**An additional 16 cargo spaces are provided in the basement*

Secure bicycle parking areas are located right across the scheme, please refer to 'C0135 L9000 Bicycle Parking Quantum and Layout' by Cameo

Provisions will be made for Electric Bikes in the main bike storage area in Block D and in the Undercroft of Blocks B+C, Basement of Blocks E,F and G and Blocks J+H.

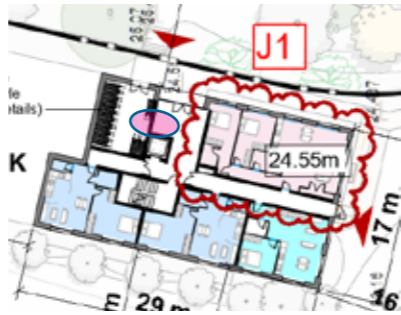
Electric Charging Point location 



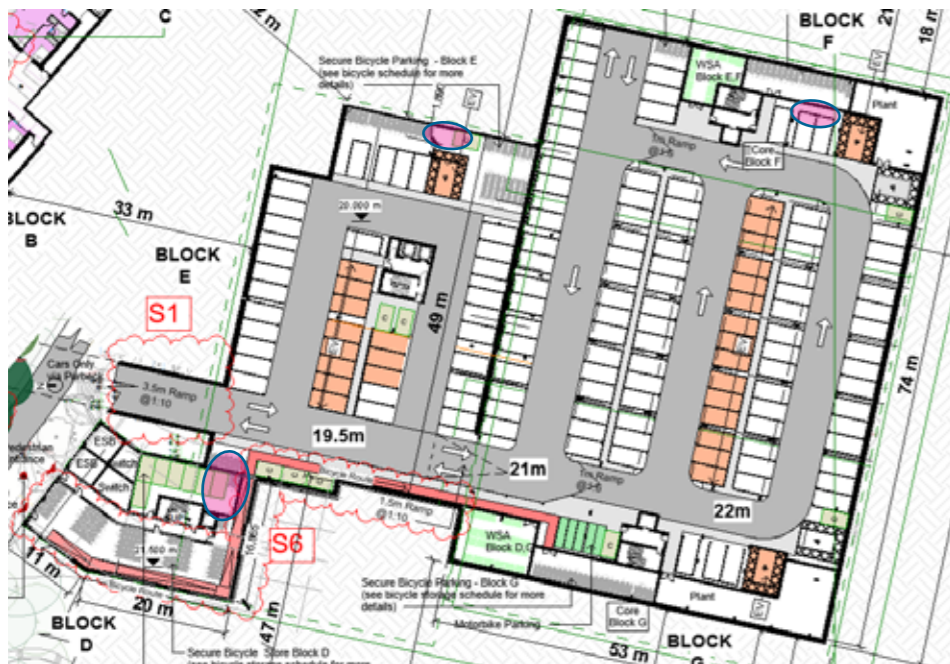
Undercroft



Block H - Lower









Block H - Lower



Basement



-  **Furniture Type 20.** Bikeshed with Sedum
Box roof. Supplier: Langley or Similar approved. Size/Material: Bispoke/Timber
-  **Furniture Type 21a.** Bicycle Stand
Supplier: Landscapeforms or similar approved. Size/Material: 915x610x152/Aluminium and Timber
-  **Furniture Type 21b.** Bicycle Stand
Single level stacker stand to match Architectural specification in basement
-  **Cycle Routes on Shared Surface**
Shared surface predominantly used by cars and cyclists. Majority of vehicles to enter through Purbeck and taken underground.
-  **Cycle/ Pedestrian only Routes**
Showing step free connections to cycle shelters and stands off main access road. Cyclists to dismount and push bicycle.
-  **Future Access Points**
Future access points to be delivered by DLR (as per application drawings)

ITEM 14 - Safety Audit - (Transport)

The Applicant is requested to submit a revised drawings which demonstrates that all items raised within the submitted Quality Audit by PMCE, dated 04th October 2022 have been adequately addressed. Further to this, the items below shall also be addressed by way of Quality Audit and revised drawings where applicable:

- E. Pedestrian Access to Block B & C requires the use of stepped pathways, or an alternative, more onerous route from the existing vehicular avenue or along the proposed grass-crete emergency access route which is not suitable for all users.

Blocks B+C are accessed a number of ways:

- *At Purbeck : Level access is provided by means of an elevator (lift) for each Block at Purbeck level, accessed via the undercroft and serving all floors in each Block - see drawing MKS-RAU-ZZ- -2-DR-AR-050*
- *At the Main Avenue : Level Access is provided by means of a bridge between Blocks B+C from the main avenue and serving the main entrance of both Blocks at this level - see drawing MKS-RAU-ZZ-00-DR-AR-100*

- F. Proposed cycle parking partially obstructs the pedestrian access to Block F & G.

These cycle stands outside of Blocks F+G have been moved.

- C. Proposed access routes to all cycle parking for both pedestrians and cyclists to be clearly demonstrated on submitted drawings.

Please refer to the Landscape Architects RFI document for further information.

- G. Pedestrian access to Block J includes stepped access. The alternative inclined boardwalk access from the rear of the site is noted, however, an alternative access adjacent to the main entrance should be provided.

A New Entrance to Block J has been added to the South of the Block. This will be level access into the Block itself.



CGI of Block J and walled Garden from Dalgwise House

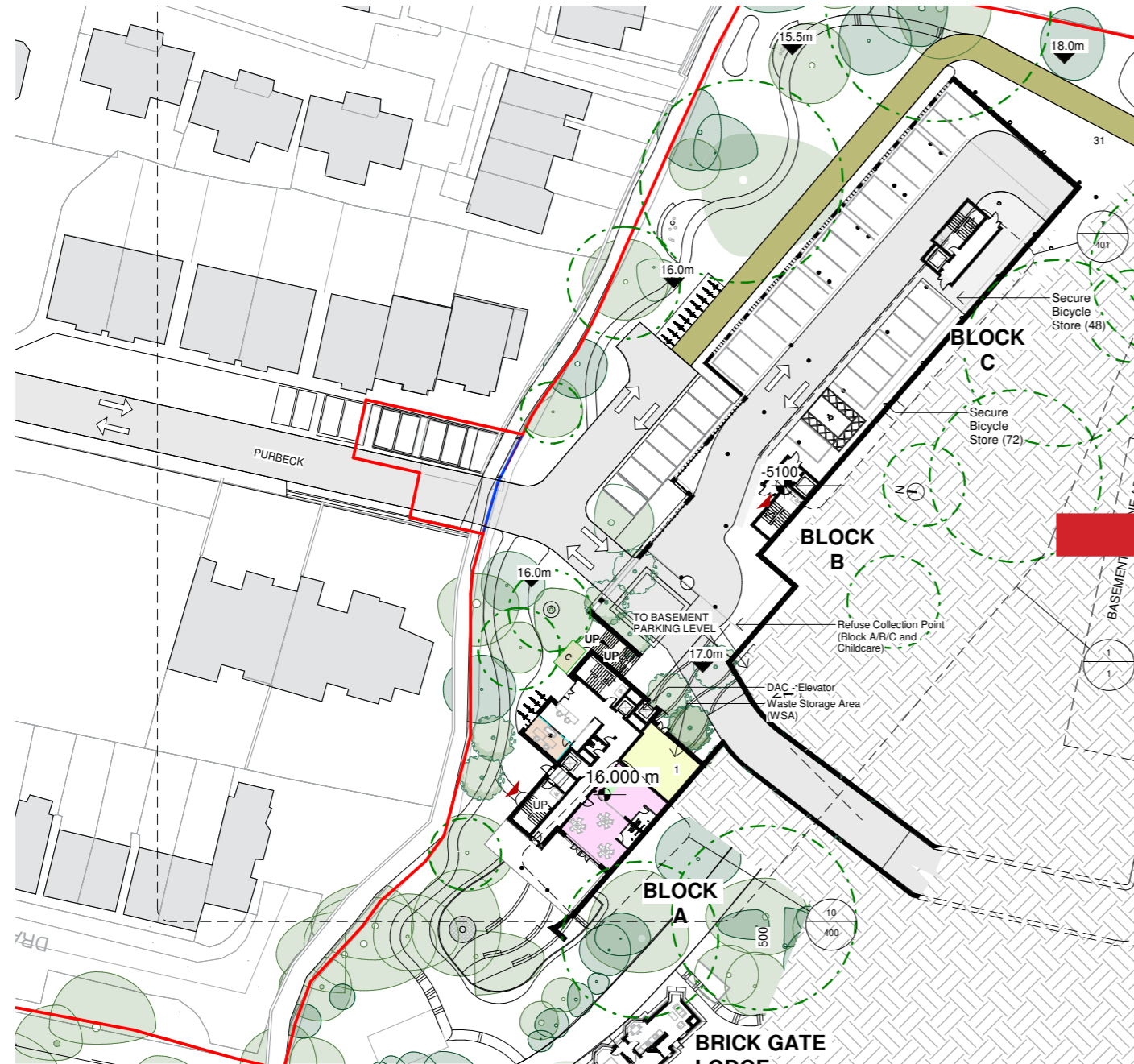


CGI from the Main Avenue looking towards Dalglish House between Blocks E and F

ITEM 16 - (Basement Car Parking Design)

In accordance with Section 12.4.9 Design of Underground and Multi-Storey Car Parks of the current DLRC County Development Plan, the Applicant shall submit drawings and details which clearly demonstrate that the proposed basement/undercroft parking meets the requirements set out in the UK's Institution of Structural Engineers booklet entitled 'Design Recommendations for Multi Storey and Underground Car Park Fourth Edition' (2011) and any subsequent updates. The following items in particular shall be clarified and addressed:

[TPA NOTE: See separate excel sheet for full text of Section 12.4.9]



Scheme as applied

The basement car parking design has been re-configured to allow for ease of access, minimise mixing of different modes - cars / bicycles and designing out any non compliant turning radii in accordance with the Design Recommendations for Multi-Story and Underground Car Parks. The following changes have been made :

- Re-alignment of the access road into the Basement which allows for a more direct access and thus avoids any excessive turning radii.
- The creation of a separate cycle route into Block D and the Basement.



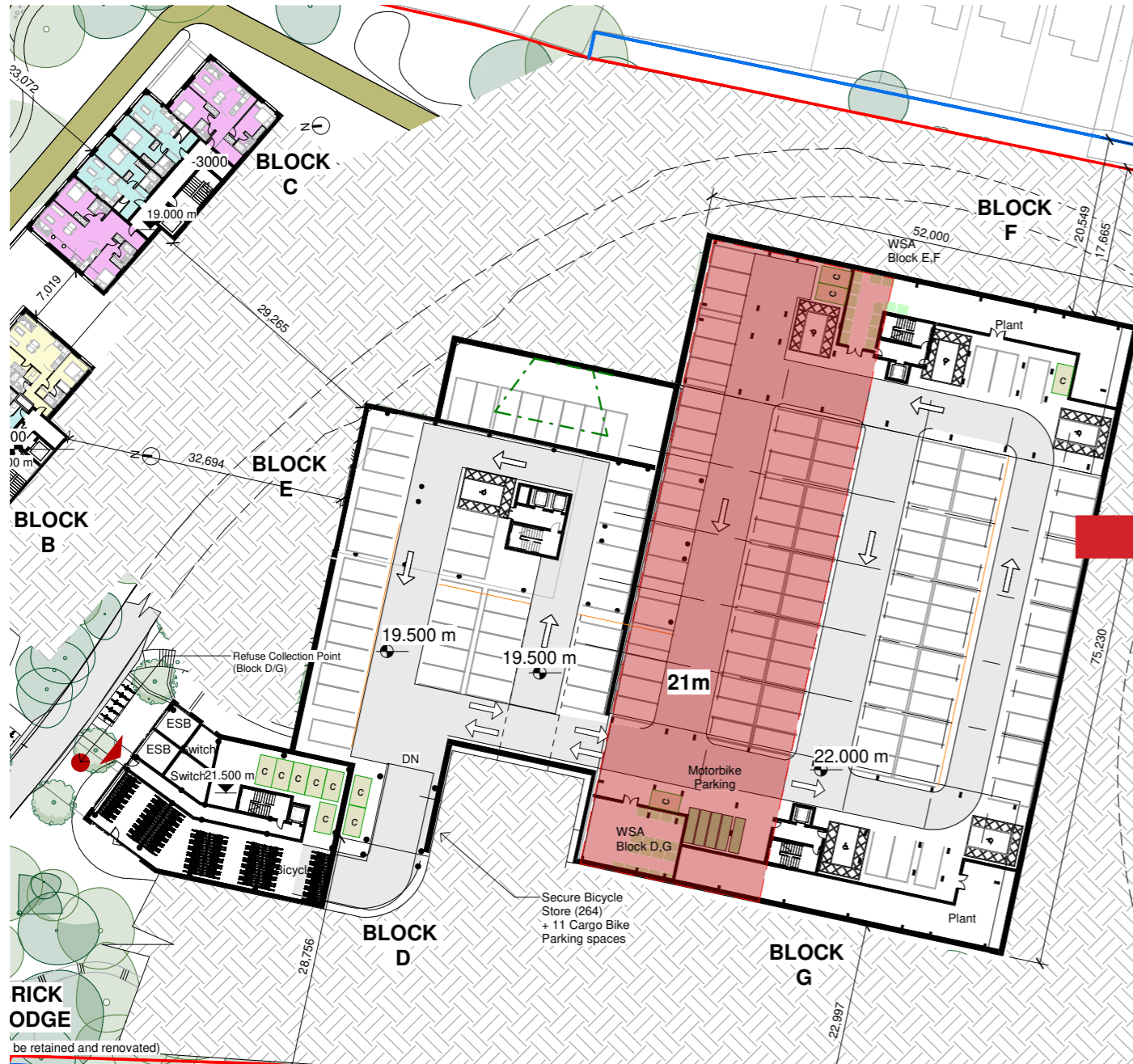
Proposed Alterations - showing re-alignment of entrance.

Please refer to drawing numbers :

MKS-RAU-ZZ--2-DR-AR-050, GA-Site-Proposed Purbeck Level

MKS-RAU-ZZ- -1-DR-AR-051, GA-Site-Proposed Lower Level

Please also refer to the accompanying Transport Engineer Report.



Scheme as applied



Proposed Alterations - showing re-alignment of entrance.

C - SCHEDULE OF ARCHITECTURAL CHANGES (to be read in conjunction with the drawings)

Schedule of Architectural Design Changes to be read in conjunction with GA plans		
Site		
Item	Proposed Change	Reason for the Design Change
S1	Pedestrian Entrance from Purbeck to Main Avenue widened to the full space between the Blocks. A new route to the accessible lift is also provided.	This design change came about as a result of an internal design review of the character areas within the scheme. It was agreed that this entrance needed to be a more generous space creating a playful and interesting pedestrian entrance to the scheme with planting and hanging gardens cascading from the Main Avenue to Purbeck.
S2	Re-alignment of the Basement Car Park Entrance. The Entrance is now located underneath Block B.	Re-aligning the basement is a direct response to the concerns issued in RFI number 16. (Turning Radii and widths) - Please refer to Accompanying report from Byrne Looby for autotracking. Please also refer to drawing number <i>MKS-RAU-ZZ- -1-DR-AR-051 - GA-Site-Proposed Lower Level</i> - For more information.
S3	New external Amenity space added ground floor between Block B+C	In order to create as many areas for residents to meet socially and enjoy the natural surrounds on the site.
S4	Set Down Areas added.	5 no set down areas have now been added across the site as a response to RFI number 12 and 14. These Set down areas can be used as an accessible bay or also deliveries / set down and comply with section 1.1.6 of TGD-Part . They are located at Blocks D, E, F H and Between Blocks I. for more information see drawing number MKS-RAU-ZZ-00-DR-AR-100 (revision P02) .
S5	Surface Car Parking re-configured.	The car parking layout has been reconfigured at surface in order to add extra accessible spaces at the south of the site (near Blocks I and J). This has resulted in spaces being re-located at Block G. These spaces at Block G are designated as car sharing.
S6	Bicycle Entrance Widened with new separate access cycle route to Basement cycle stores	In response to RFI item 16(c) a separate access route has been created to bring the cyclists in at grade from the Main Avenue at the lower floor of Block D. This is the main cycle store. At this point there is an access route through to the remainder of the basement to the other stores.
S7	New Pedestrian Sliding Gate at external gate between Blocks A+B	In order to control access into this area during nighttime hours.

Basement		
Item	Proposed Change	Reason for the Design Change
BS1	Entrance route has moved.	As a response to RFI number 16 the route into the basement is a straight route and therefore has no turning radii. (see autotrack that accompanies this application)
BS2	Bicycle Parking Re-distributed to underneath Blocks D,E,F+G	As a response to RFI number 13(e,f,g) the secure bicycle parking has been re-distributed around the basement allowing direct entrance for cyclists to Blocks D,E,F and G from the basement.
BS3	EV Spaces	As a response to RFI number 11 and in accordance with 12.4.11 of the DLRCC development plan 30 no EV spaces have been included in the basement. A Further 12 are located at surface.
BS4	Connection to Block D	As a result of the entrance re-alignment, the connection from Block D to the basement has been re-designed with a dedicated cycle route and walking route into the basement from Block D.

Block A		
Item	Proposed Change	Reason for the Design Change
A1	Creche entrance and fenestration amended.	This has been changed in order to present better to Purbeck which is like the 'front door' to the scheme.
A2	Change from double height windows to single height punched windows.	This subtle change that responds to the human scale of the design and surrounds.
A2	Change in tone of Top Penthouse Level	Re-aligning the basement is a direct response to the concerns issued in RFI number

Block B+C		
Item	Proposed Change	Reason for the Design Change
B1	Change from double height windows to single height punched windows.	This subtle change that responds to the human scale of the design and surrounds.
B2	Change in tone of Top Penthouse Level	The change in tone is meant was applied so that the upper floors of the Blocks could read differently from each other and the warmer tone fits with the character area at Purbeck
B3	Access route to new amenity space added at Ground level	
B4	Private Balcony added to Apartments B_00_01 and C_00_01	This extra amenity space is a result of the addition of communal amenity facing south.

Block D		
Item	Proposed Change	Reason for the Design Change
D1	New Entrance at ground level to the east.	This allows pedestrians to access the building from 2 locations, at lower ground level to the north and ground level to the east.
D2	New 1 bed Apartment added in lieu of the Car Park Entrance Ramp.	As a result of the re-alignment of the basement entrance, the space required for the ramp into the basement has been moved. This new space allows for the addition of 2 no apartments at ground floor. Each apartment will be oversized and included a private south facing patio. Please refer to drawing number MKS-RAU-D-ZZ-DR-AR-100
D3	New 3 bed Apartment added in lieu of the Car Park Entrance Ramp.	As a result of the re-alignment of the basement entrance, the space required for the ramp into the basement has been moved. This new space allows for the addition of 2 no apartments at ground floor. Each apartment will be oversized and included a private south facing patio. Please refer to drawing number MKS-RAU-D-ZZ-DR-AR-100
D4	Minor Alterations at Penthouse level	Minor alterations to the fenestration at penthouse level.

Block E		
Item	Proposed Change	Reason for the Design Change
E1	New double height glazed Entrance.	As a response to Item 4, the design team has added more quality to the building. In this case the addition of a double height entrance creates an inviting space and gathering point for prospective residents.
E2	Double height glazing added to the South / East and West Corner.	The addition of double height glazing and a plinth to the building defers to the more formal context of facing Dalguise House. This Stone plinth reads with the Stone plinth added to Blocks F+G to create a double height stone plinth facing the house looking north.
E3	Glazed shadow gap increased	The increase in glazing size and reveal further breaks down the scale of the building façade. This also creates relief and shadow to the building.
E4	Tonal change at Penthouse	The top level tone has changed, this creates contrast between the Blocks when viewed from distance.
E5	Mezzanine Amenity Added.	As a result of the large double height space created at ground level a new amenity space containing bookable rooms has been added.
E6	Balcoy positions altered from previous iteration.	In Order to create a rhythm and order on the façade.
E7	Secure Bicycle Storage added and car parking re-configured.	As a response to RFI number 13(e,f,g) the secure bicycle parking has been re-distributed around the basement allowing direct entrance for cyclists to Blocks D,E,F and G from the basement.

Block F/G		
Item	Proposed Change	Reason for the Design Change
F/G1	New Stone Corner in lieu of brick at North West of Block F and North East of Block G.	As a response to Item 4, the stone corners on the buildings are designed to create a more formal response to the main courtyard setting and to assist in breaking up the mass of the building.
F/G2	Stone plinth added from ground to first floor.	As a response to Item 4, a stone plinth has been added to Blocks F+G in lieu of brick. This grounds the building, and creates a more formal classical approach to the main courtyard and setting in front of Dalguise House.
F/G3	Tonal change at Penthouse	The top level tone has changed, this creates contrast between the Blocks when viewed from distance. The tone chosen here is a warmer bronze colour. A change from the light grey colour as submitted.

Block H		
Item	Proposed Change	Reason for the Design Change
H1	Minor internal re-configuration of Waste / Bicycle Stores	This was altered to allow for a more efficient use of space with a charging space added for bicycles.

Block J		
Item	Proposed Change	Reason for the Design Change
J1	New Secondary Entrance added to Block J	The secondary entrance is a response to the concern raised in Item 14(g) -This entrance allows for level access into the Building from the South.
J2	3 Bed Apartment changed to 2 bed Apartment	As a result of the secondary entrance, Apartment J_00_01 has been changed from a 3 bed to an oversized 2 bed (4) person (90sqm)

Red Brick Lodge		
Item	Proposed Change	Reason for the Design Change
BL1	Existing Chimney to be retained	As a response to Item 10, the chimney will be retained, cleaned and repaired as necessary

Dalguise House		
Item	Proposed Change	Reason for the Design Change
DH1	External finish to be retained	As a response to Item 9, the finish on Dalguise House will remain, and be cleaned as necessary
DH2	1.5m Timber Screen added to side of Dalguise House	To hide Plant / Waste storage area from view.

D - CGI IMAGES - Prepared by Modelworks



















