



# DESIGN STATEMENT TRINITY WHARF DEVELOPMENT, WEXFORD









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## INTRODUCTION

This Design Statement forms part of an application by Wexford County Council to An Bord Pleanála for consent to carry out development at Trinity Wharf, Wexford and on part of the adjoining foreshore area of Wexford Harbour.

It has been prepared by Scott Tallon Walker Architects and Planners, who are the Architects for this project, with input from The Paul Hogarth Company Ltd (Landscape Architects), IN2 Engineering Design Partnership (Environmental Services) and Roughan & O'Donovan Consulting Engineers (Civil / Structural Engineering).

This Design Statement should be read in conjunction with other documentation being submitted as part of the application including the Planning and Consultants Reports, EIAR, NIS, Architectural Drawings, Photomontages and CGIs.

### Site Overview

The proposed development is located at Trinity Wharf off Trinity Street, Wexford and includes an adjoining foreshore area of Wexford Harbour.

The overall application site area is approx. 5.50 Ha. The main Trinity Wharf development site is mainly owned by Wexford County Council (approx. 35,266 sqm) and a small area is owned by Irish Rail (approx. 238 sqm).

The application site also includes lands between Trinity Street and Trinity Wharf owned by Wexford County Council (approx. 1,028 sqm) and by Irish Rail (approx. 919 sqm) to provide a new vehicular entrance to Trinity Wharf with a level crossing across the Wexford -Rosslare railway line. Consultation has taken place with Irish Rail.

Part of Trinity Street and Sea View Terrace (approx. 1,900 sqm) is included in the application to provide a reconfigured traffic layout and new signalised junction, as part of the new vehicular entrance. This includes works to part of the open space (approx. 133 sqm) owned by Wexford County Council at the corner of Sea View Avenue to provide for improved traffic turning and associated landscape/public realm improvement works.



*Aerial View of Proposed Development*



## TRINITY WHARF, WEXFORD - DESIGN STATEMENT

A boardwalk (approx. 187m) for pedestrian and cyclists connecting Trinity Wharf and Paul Quay is included as part of the application. This provides direct connectivity with Wexfords Quays and the main Town Centre. An area of the Paul Quay Car Park (approx. 1,506 sqm) and a section of the foreshore (approx. 2,114 sqm area) between Trinity Wharf and Paul Quay are therefore also included in the application.

The proposed development requires the construction of a new sea wall to protect Trinity Wharf (approx. 560m in length). Part of the works includes construction of a revetment (approx. 1,575 sqm) which extends into the foreshore towards Good Tide Harbour.

The application also includes an area of the foreshore (approx. 10,321 sqm) in Wexford harbour to provide for a 64 berth marina.

(Ref. Drawing No. TWW-STW-00-ZZ-DR-A-131-1000\_P01, entitled Site Location Map).

## Proposed Development

The initial site works involves remedial and enabling works, the new sea-wall, increasing the ground level, a new vehicular entrance road with a signalised junction on Trinity Street and a new railway level crossing and associated works.

Wexford County Council propose to construct the pedestrian/cycle boardwalk/bridge (approx. 187m long) connecting Trinity Wharf with Paul Quay and carry out site infrastructure works including ground preparation works, installation of drainage, services, internal roads, etc. to service development plots, and public realm/landscape including a public plaza with a 1,000sqm open performance / events space.

Building construction will be on a phased basis and include a six-storey 120-bedroom hotel, a two-storey mixed-use restaurant/café/specialist retail building, three five storey Office Buildings, a two-storey cultural/performance centre with event capacity for 300-400 people, a five-storey residential building providing 58 apartments and a six-storey multi-storey car park providing approx. 462 car parking spaces. a small single storey management building is provided adjacent the new vehicular entrance and railway crossing.

The total gross development area proposed is 50,590 sqm and provides a plot ratio of 1.44 based on the 3.51 Ha Trinity Wharf site area. This includes enclosed plant areas which are all above ground and the 12,750 sqm multi-storey car park. The quantum of development excluding the car park is 37,840 sqm which provides a plot ratio of 1.08.

## Urban Design

The proposed development has been designed using best practice urban design principles. The development is designed to respond and integrate with its surroundings. Careful consideration has been given to making connections with attractive routes for pedestrians and cyclists with a high quality of architecture and public realm that is attractive to use and easy to access. There is a varied mix of uses and efficient use of land, including density and quantum of development, as well as landscaping to provide amenity, biodiversity and sustainable drainage. The place is designed to be distinctively with

its own sense of place, and the layout is designed to provide permeable people-friendly streets and spaces, that feel safe, secure and enjoyable. The buildings are designed to allow flexibility and adaptability to meet changing needs. Buildings are spaced and orientated to avoid direct overlooking within the development and of adjoining private areas. Parking is provided communally to maximise efficiency and conveniently to minimise traffic circulation. Materials and finishes have been selected in response to the setting, for ease of use and maintenance. utilities and services are integrated into the design. There is a consistency in the quality of materials, finishes and landscape throughout.

The proposed development creates a legible, people-friendly place with a well defined public realm, high quality landscape and appropriately scaled spaces and buildings. The scale of the buildings and spaces are designed so that people can relate positively and feel comfortable in their surroundings.

The urban design approach is to create a network of public spaces and routes linked to a central public space that can hold open air performances and events. Main public uses are located around this space. The urban design approach provides connectivity and pedestrian permeability. A landscaped pedestrian/cycle route along the waterfront that connects with the boardwalk and integrates the development as part of the urban fabric of the wider area. The boardwalk is designed as a distinctive element to transform an inaccessible area into an attractive space as part of a spatial sequence along Wexford's quays.

The public realm is designed with high quality materials and finishes as a 'shared space' with low traffic speeds that create a pedestrian and bicycle friendly environment. Within the development a 'shared surface' approach is taken to movement, with pedestrians having priority. This allows a very pedestrian friendly environment with high quality paving materials and finishes with very low vehicular speeds. The design of this has been informed by the traffic and landscape consultants on the team and checked by a movement quality audit.

Key considerations include providing universal access throughout by minimising slopes and gradients, by providing parking for people with disabilities and drop-off in convenient locations close to building entrances. Bicycle parking has also been carefully considered with general parking throughout the development, plus secure parking for residents.

## High Quality Development

The design team has sought to provide a very high quality, attractive working environment setting a new benchmark for Wexford. This is achieved by creating a user-friendly public realm with a palette of high quality materials and finishes. The buildings have been carefully sited to create a highly attractive frontage on all sides. The location, orientation and planning of the hotel is orientated facing towards the town centre to create a meaningful, animated space that continues the quayfront. The restaurant/cafe building is located at a pivotal arrival point with panoramic views of Wexford harbour. The height of this building is deliberately kept low to provide a visual link with the waterfront from across the main public space.

## Office Accommodation

The office accommodation is designed to the highest standard with three 5 storey buildings optimally sized to meet the area requirements for a single user, and each floor plate sized and configured to allow flexibility for multi-tenancy around a central entrance and core. Design measures include on-site energy generation using photo-voltaic panels, green/blue roofs, flexibility for mixed-mode or natural ventilation with 7.5m deep office floor-plates and a curtain walling system with integrated louvre panels, high thermal building performance, electric vehicle charge points and facilities for cyclists. As the office accommodation layout is designed to accommodate a single or multiple user, the accommodation has the flexibility to meet to changing market and economic requirements.

An Environmental Analysis has informed the energy strategy so that the development is compliant with the EU Energy performance of Buildings Directive (EPBD) which requires that all new development be designed to be Near-Zero Energy Buildings (NZEB) by 2020. Sustainable surface water drainage systems (SuDS) are also incorporated into the building and landscape design.

The proposed scheme provides a highly sustainable development with a LEED Gold rating identified as achievable. It will create an highly attractive, viable and sustainable development which will have a hugely positive influence for Wexford.

## DEVELOPMENT CONTEXT

Wexford County Council (WCC) has identified Trinity Wharf as a key development site as part of the town's economic development and urban regeneration.

Wexford town offers a very attractive environment for international companies seeking to locate in the county or for existing companies looking to expand. Although Wexford has been very successful in growing the international companies established here such as Waters Technology, BNY Mellon, Zurich Insurances, etc., the flow of new investors has been modest. Wexford County Council consider that part of the difficulty has been the absence of suitable property solutions to meet investors' expectations and that it is essential to make available a range of suitable options for companies considering Wexford as a location to invest.

Because of Wexford's historic pattern of development, there has been very limited scope in the past to provide large-scale office space in the town centre. Instead recent commercial office development has been mainly car dependent suburban solutions such as single use business parks adjacent to industrial or retail parks.

However, modern business trends are rapidly changing with the accelerating technological shift to innovative knowledge-based sectors developing new technologies, start-ups and creative services (including financial-technology, software and systems development, etc.) These businesses are attracted to high quality urban locations where they can cluster, create synergies, where people can interact and think creatively, with an easy walk to high quality amenities, uniqueness of place, and a broad range of town centre uses all providing a high quality of life for employees.

This is recognised by national, regional and local planning policy documentation that emphasise the importance of 'place-making' in all our towns to attract FDIs and create sustainable, balanced growth locally and nationally. Wexford, with its strong heritage, unique identity, urban character and variety already has much to offer in achieving these goals.

Wexford County Council has identified this need to attract business and inward investment into the Town Centre. The Council also recognises the inherent value in maintaining the unique urban character of the town centre with its narrow streets, very fine urban grain, and overall small-scale. There is an urgent need to provide alternative development sites close to the historic town centre that will help to protect and enhance its vitality and vibrancy of the town centre.

Most recent commercial business development in Wexford has been taking place in suburban car-dependent locations on the outskirts of the town. Wexford County Council recognises that further large-scale development of this type could affect the vitality of the town centre and runs counter to national planning policy for more environmentally sustainable development.

The challenge is therefore to identify development sites around the town centre that can accommodate buildings with the large-scale floor-plates to meet modern commercial and business requirements without adversely impacting on the urban fabric and character of the historic town centre.

This has been achieved successfully where new high-quality urban quarters have been created close to historic centres in many cities and towns. These new urban quarters are generally located within walking distance of the existing main centre and They are designed to provide modern requirements and so contrast with the existing urban fabric in a complementary way through high quality urban design and contemporary architecture.

An example is Dublin's docklands which is an well-designed urban quarter with a distinctive character that both contrasts and complements the rest of the city centre.

This approach is contained in the objectives of the Wexford Town and Environs Development Plan 2009-2015 (as extended) which identifies Trinity Wharf as a Key Opportunity Site with Town Centre Zoning, in The Wexford Local Economic and Community Plan 2016 - 2021 and in the 'Economic and Spatial Plan for Wexford Quays'.



### Wexford Town and Environs Development Plan 2009-2015

The following key aims are stated in Section 1.4:

#### Economic Development:

- Facilitate and encourage the development of Wexford as a growth 'Hub' and as a main centre for economic growth in the south east region.

#### Managing Development Patterns:

- Encourage the location of new strategic economic developments in and around the key centres of growth in order to strengthen the 'Hub' status of the town.

#### Conserving Environmental Quality:

- Enhance the physical environment of the town through Urban Renewal Schemes and other urban design initiatives.

#### Urban Renewal:

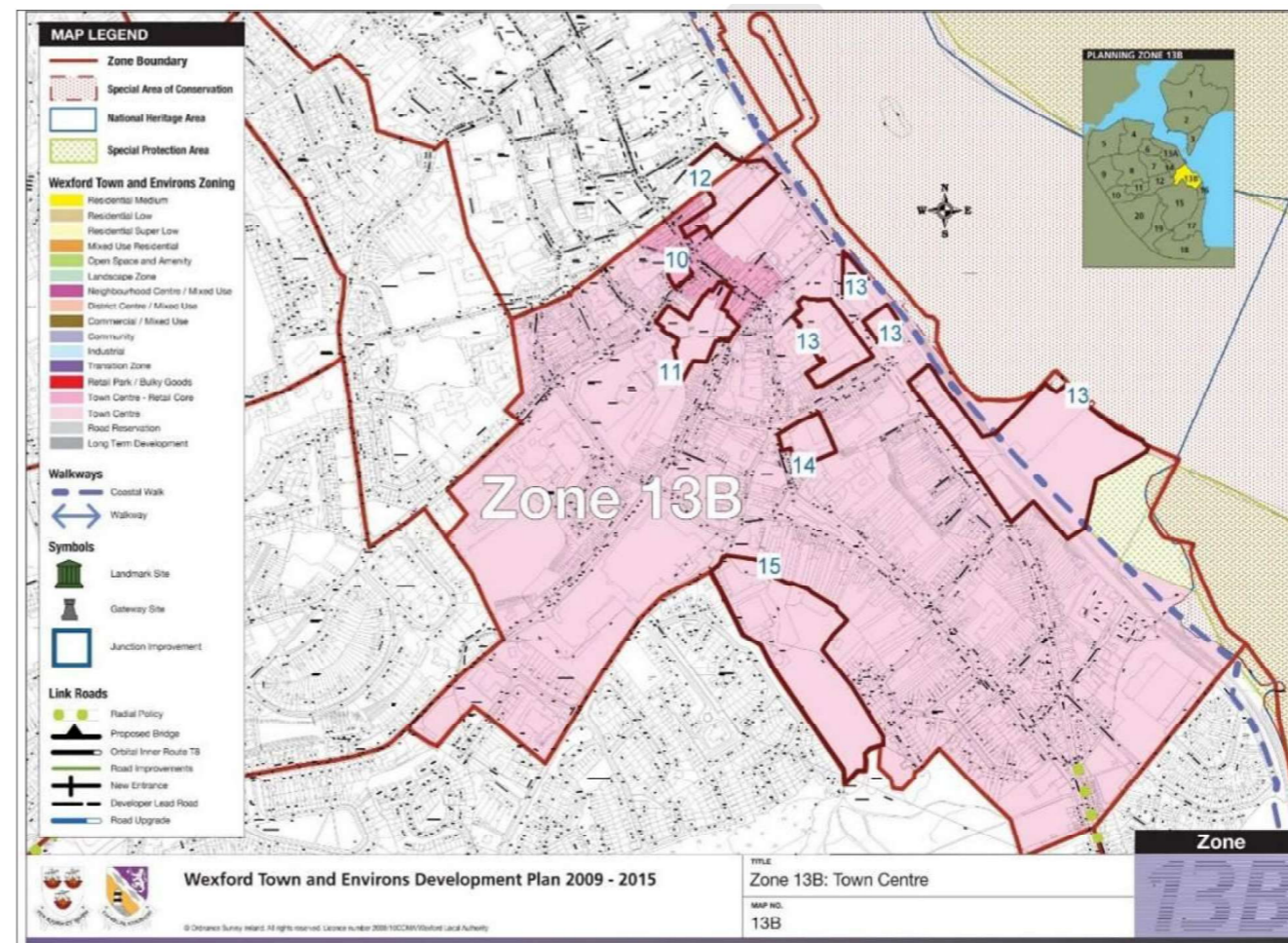
- Drive the process of regenerating derelict and under-used areas within the town.

The Trinity Wharf site is zoned as 'Town Centre' in the Wexford Town and Environs Development Plan 2009-2015 (Map 13B).

Section 4.3 of the plan identifies 'Key Opportunity Sites' which 'are of a scale that they have significant capacity for redevelopment and represent significant opportunities to facilitate enterprise and employment opportunities. In order to encourage the redevelopment of these sites it is essential to create a development momentum sufficient to stimulate market confidence'. It also states that such market confidence will be achieved by 'the adoption of a plan led approach by identifying such sites and preparing development briefs and urban design frameworks to guide development. Such key opportunity sites include Trinity Wharf'.

The proposed Trinity Wharf Development is consistent with these aims and objectives.

Map 13B also shows that the south-eastern part of Trinity Wharf is within a Special Protection Area. It also shows two small areas - the northern tip and the eastern edge as being in the Special Area of Conservation. This eastern edge is also in the National Heritage Area. However this area has already been subject to land reclamation.



Land Use Zoning Map 13B from Wexford Town and Environs Development Plan 2009-2015 (as extended)



**Wexford Local Economic and Community Plan 2016-2021**

The Wexford Local Economic and Community Plan 2016-2021 was prepared following a detailed socio-economic analysis of the County and significant stakeholder consultation. It includes the following objectives:

- HLG3 'to develop and promote Wexford as a great place to live, work and visit',
- HLG4 'Develop and market County Wexford as an outstanding business for starting, growing and attracting business' and
- HLG6 'Protect and sensitively utilise our natural built and cultural heritage and together with the arts, realise their economic potential'.

Section 3.3.14 contains specific actions to deliver these objectives by implementing the Economic and Spatial Plan for Wexford Town Quays and to complete the rejuvenation of the Trinity Wharf site. (See table.)

Agency/ Organisation	Link to National or Local Plan	Specific Objective	Specific, Time-bound and Measurable Actions	Specific Outcome	Measurable Indicator of Success	Timeframe	Ref. No.
Wexford County Council - Planning	County Development Plan 2013 - 2019	Include policies and objectives on dereliction and vacancy in the County Development Plan and all Local Area Plans.	Reduce dereliction, creating a more attractive environment	Attractive and vibrant towns where people want to work, live and visit	Inclusion of measures in County Development Plan and Local Area Plans for Enniscorthy, Gorey, New Ross and Wexford	4 years	3.3.13
Wexford County Council - Planning, Economic Development, Municipal Districts	Wexford Town and Environs Development Plan	Implement a Spatial and Economic Plan for Wexford Town Quays	Wexford Quay rejuvenation project	Attractive and vibrant towns where people want work, live and visit	Completion of the rejuvenation project for the Wexford Quays	2016 - 2020	3.3.14
Wexford County Council - Planning, Economic Development, Municipal Districts	Wexford Town and Environs Development Plan	Explore ways to rejuvenate the South Main Street area including the Trinity Wharf site in Wexford Town	South Main Street and Trinity Wharf site projects	Attractive and vibrant towns where people want work, live and visit	Completion of rejuvenation project	2016 - 2020	3.3.15

Extract Wexford Local Economic and Community Plan 2016 - 2021

**Economic and Spatial Plan for Wexford Quays**

This document was commissioned by Wexford County Council to identify actions to improve the economy and quality of the town centre, particularly along the Town's Quays. The Plan included an urban design analysis that identified different character areas around the town centre and quay-front. It assessed the development potential of key vacant and brownfield sites along the Wexford Quays, including Trinity Wharf.

The plan identified that Trinity Wharf has a history providing manual and semi-skilled employment in the town, that nearby areas of the town have suffered social deprivation, and that the future use of Trinity Wharf could offer training and employment opportunities for people in the town.

It also identified Trinity Wharf as the most appropriate site close to the town centre with the development capacity for large floorplates to meet modern business requirements, rather than other locations in and around the historic town centre. It considered the potential of Trinity Wharf as a highly attractive urban quarter, close to the town centre with the potential to attract innovative, growth businesses and recommended that a site-specific masterplan for Trinity Wharf as a mixed-use urban quarter would be an essential first step in positioning Wexford as an attractive location for business.

The development of Trinity Wharf as a mixed-use urban quarter is therefore significant as part of the overall strategy to bring inward investment and growth into the town centre, while safeguarding the qualities and attractiveness of the historic town centre.



Economic and Spatial Plan for Wexford Quays - Overall Vision



## EXISTING SITE

### Site History

The Trinity Wharf development site consists of reclaimed land that extends into Wexford Harbour and was gradually reclaimed with the north-western part reclaimed first around 1832 initially as a dockyard area. Reclamation extended south-eastwards in the 19th century with the development of the Wexford Ironworks, with the south-eastern part of the site reclaimed in the mid-20th century.

The north-western part of the site changed from being a dockyard to a market and then a bacon processing plant (Clover Meats), which closed in the late 1980s. The south-eastern part of the site developed as an ironworks which operated from 1911-1964, following which it was used as a car assembly plant until the early 1980s, and then for manufacturing electronic components (Wexford Electronix) until 2001. These companies provided valuable employment opportunities in the town.

Since their closure Trinity Wharf has lain vacant pending redevelopment, most of the former industrial buildings have been demolished, pending redevelopment, with just remnants of walls and concrete slabs remaining. The site is now disused and has become largely overgrown and neglected. Invasive species have been identified and Wexford County Council who now own the site are taking appropriate remedial action based on assessment.

### Recent Planning History

In 2006 a private development company (Deerland Construction Ltd) was granted two planning permissions for development at Trinity Wharf and on the adjoining foreshore area extending to Paul Quay (WCC Planning Applications Ref. W2006025 and W000642), following third party appeals to An Bord Pleanala.

The first application (WCC Planning Application ref. W2006025) proposed a 119,342sqm mixed-use scheme (retail, residential, hotel, office, leisure (including cinema), bars, restaurants, childcare facilities, community facilities, car parking, servicing and ancillary uses plus a multi-storey car park of 55,047sqm for 1844 cars on an overall site of 7.086ha. Building heights ranged in height between two and fourteen storeys. This permission expired in 2017.

The second application (WCC Planning Application Ref. W000642) the development proposed an eight storey 204-bedroom hotel and leisure centre with, a three-storey multi-storey car park providing 277 parking spaces. This permission has also expired.



Extract from 1840 Ordnance Survey Plan showing dockyard at Trinity Wharf (source: 'Wexford: A Town and its Landscape' by Billy Colfer 2008, p105)



Extract from Ordnance Survey 25 inch map (1888-1913) showing development of Star Iron Works (source: www.osi.ie)



Aerial View - circa 1961 (source: Wexford County Council Archive)



Recent Aerial View of Trinity Wharf showing extent of reclaimed land and demolished buildings (Source: Wexford County Council Archive)



## Site Context

The Trinity Wharf development site is located on the waterfront at the southern end of Wexford Town Centre. It is a substantial disused brownfield site located within 10 -15 minutes walking distance from the main retail and commercial core area of the town. The site is highly visible from the town quay-front area.

The Trinity Wharf development site extends into Wexford Harbour and is bound on its north-west, north-east and south-east sides by water. It feels very much isolated and part of the harbour rather than part of the town, despite its proximity and visibility.

From the north, the Trinity Wharf development site is highly visible from the Town Centre Quays, Wexford Bridge, Ferrybank and other locations around Wexford Harbour.

From the south, it is highly visible from Good Tide Harbour. At the end of Batt Street and along Harbour View there are elevated vantage points overlooking the southern part of the Trinity Wharf development site and Good Tide Harbour.

From Harbour View there are panoramic views across Wexford Harbour and out to the Irish Sea. Moving along Harbour View towards Trinity Wharf, the eastern tip and southern part of the site gradually come into view beyond the Good Tide Harbour area.

From both north and south directions, the site is visually prominent as part of the expanse of Wexford Harbour, rather than as an integral part of the town. Although visible, it appears inaccessible, isolated and neglected.

The site is also visible from Raven Point and Rosslare Strand across Wexford Harbour. From these locations the site has very little presence in the overall view of Wexford Town. Other buildings such as church spires and the large creamery buildings are noticeable.

To the west, Wexford Town extends on land rising away from Wexford Harbour. To the south-west, Trespan Rock provides a public amenity and vantage point with panoramic views of the town and harbour. However, the Trinity Wharf development site is screened by trees.



*Aerial View with Trinity Wharf outlined in red*



## TRINITY WHARF, WEXFORD - DESIGN STATEMENT

On Trinity Street, which lies to the west of the development site, the main development site is largely screened by existing buildings. The northern end of Trinity Street originally developed as an industrial area, with coal-yards, etc. These sites have been developed in recent years on a piecemeal basis with functional retail/warehousing type uses (car fitters and dealers, building merchants and convenience retail). The streetscape is functional, dominated by car parking and traffic signage with little overall architectural or urban design quality.

As Trinity Street starts to climb southwards away from the town centre, it's character and use gradually changes to residential, with 19th century two storey terraced housing opening directly onto the street and on-street parking. This starts on the south-western side of the street and continues along both sides of the street where Trinity Street transitions into William Street. At the transition point, Wexford County Council own a vacant site on the north-eastern side of Trinity Street just before the beginning of William Street. This site, which backs onto the railway line, was formerly occupied by a single storey commercial building that has been demolished above ground floor level and is temporarily fenced off with galvanised steel security fencing.

### Site Description

The main development site is bound on its north-west, north-east and south-east sides by water. Existing sea walls are in poor condition with evident deterioration from storm damage. The main development site is separated from Trinity Street by the Wexford-Rosslare railway which runs along the south-west boundary. There is an existing vehicular access from Trinity Street with a gated level crossing to the main development site. Both the main development site and existing access are owned by Wexford County Council, who have a wayleave across the Irish Rail lands around the existing level crossing.

From within the main development site there are expansive panoramic views to the north-west, north-east and south-east that encompass the town centre skyline, and across Wexford Harbour to the Irish Sea.

To the south-west, the existing topography gradually rises from the existing level crossing, creating an increasingly steep embankment along the railway line and the site is overlooked from the rear gardens to properties on William Street, at the end of Batt Street and Harbour View.

However, the visual and urban relationship with Trinity Street is very poor, from the site, looking mainly at the backs of the large warehouse type buildings and security fencing along the railway line to Paul Quay.





## DESIGN EVOLUTION AND RATIONALE

### Initial Site Studies

Initial site capacity studies carried out established a potential quantum of approx. 50,000 sqm. with a range of buildings and uses in a high-quality public realm setting, hard and soft landscaping, creating an urban scale with a range of building heights generally around five- to six-storeys with an overall building height of approx. 20m with two-storey pavilion buildings at the northern and southern ends of the site. An overall height of 20m provides a comfortable urban scale with efficient 15-18m deep floor-plates.

The no. of floors is related to building type and use. Commercial office buildings require approx. 4m floor-to-floor height and would be 5 storey. Residential buildings require min. 3m floor-to-floor height with 3.5m at ground floor. Car parking is 3m floor-to-floor height, and Hotel based on functional areas with 4m floor-to-floor height and bedrooms at approx. 3m floor-to-floor height.

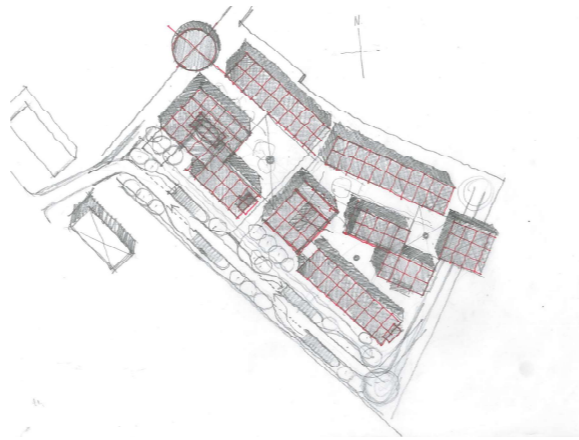
Based on this layout, two initial site planning options were explored:

- Option 1 with parking at one level across the entire site and a podium for all the buildings and spaces above. This indicated approx. 750 spaces could be accommodated on site.
- Option 2 considered all buildings accessible at ground level with approx. 120 surface parking spaces.

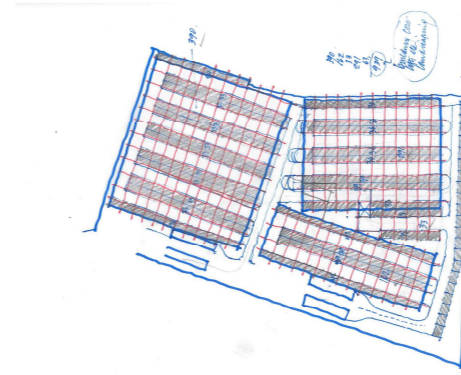
**Option 1** was considered complicated with higher infrastructural costs including potential excavation for basement/ undercroft works, duplication of vehicular movement with vehicle ramps to allow taxi-drop off to building entrances and generally a more car-orientated design and poorer quality of urban design.

**Option 2** was preferred as could be developed in phases, with more efficient infrastructure, a pedestrian-friendly shared streetscape and public realm, better integration with the surrounding context, and consistent with the objective of Wexford County Council to encourage and promote sustainable, active movement, particularly walking and cycling.

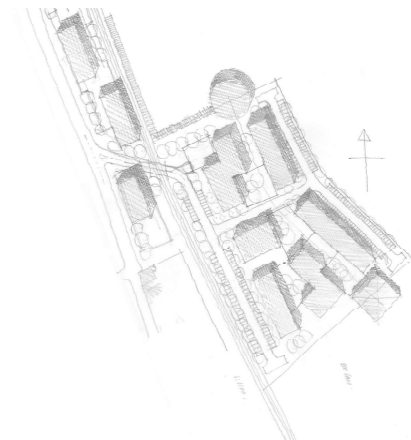
**Option 2A** further explored the location of uses, urban space and building form and massing. This included a study for a tall landmark hotel in the northern part of the site looking towards Wexford Quays, a residential building looking out onto Wexford harbour and five office buildings - three located along the railway line and two on the south-eastern part of the site. In this option, to allow more public space, the building footprints were smaller which was less efficient, and building heights ranged between five- and twelve-storey.



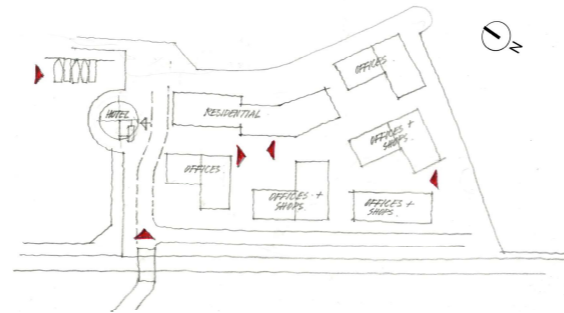
Masterplan Diagram-Option 1: Urban Form



Masterplan Diagram-Option 1: Parking Layout



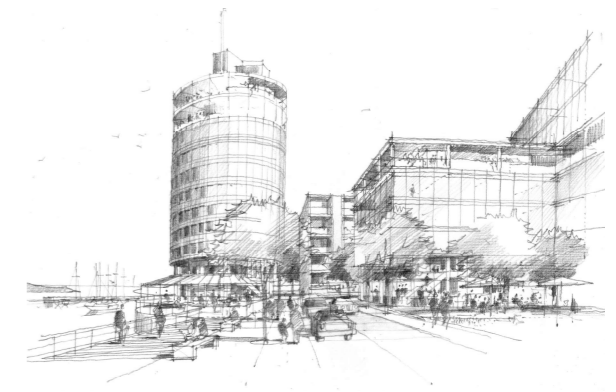
Masterplan Diagram-Option 2: Urban Form with Surface Parking



Masterplan Diagram-Option 2A: Urban Form



Masterplan Diagram-Option 2A Spatial / Massing Study



Masterplan Diagram-Option 2A Spatial / Massing Study



These studies helped establish site planning principles. For example, the idea of the taller building was to explore providing a distinctive landmark for Wexford as a destination at the end of the Quays extending into Wexford harbour. However, it was concluded that the overall massing of the building would neither provide an iconic 'landmark' or the type of efficient floorplates sought by a hotel operators, etc.

Instead it was decided to progress a more human-scaled design approach with a cluster of well-designed high-quality buildings that form an overall coordinated 'ensemble' in terms of massing, materials and finishes, that read together and relate to the harbour context. This informed the overall light and neutral colour palette proposed for materials and finishes that relate well to both the sky and water.

**Key design objectives** for the site included:

- establishing a sequence of spaces relating the development with the surrounding context to encourage active movement along the Quays and into the main town centre area;
- creating a high-quality public realm with a multi-purpose use within the development;
- providing functional building floorplates to meet modern user requirements and connectivity from within the development with the waterfront around the site;
- locating the residential component in a quieter, more private area away from busy active areas for the amenity of residents;
- specifying an overall palette of materials and finishes, including those for the boardwalk, sea wall and water's edge that relate to and enhance the context and setting of the development.

## DESIGN APPROACH TO THE URBAN CONTEXT

The relationship with the surrounding context was a key design consideration from the outset. In analysing the site context, the following were identified as particularly important:

- The views of Wexford town from Ferrybank, particularly the scale and character of the quay-front as well as the overall setting,
- The spatial sequence and experience while moving along the quay-front towards Trinity Wharf from Wexford Bridge,
- The connection between Trinity Wharf and Trinity Street,
- The relationship of Trinity Wharf with Good Tide Harbour and the residential area overlooking the site to the south.



Diagram showing a Connected Waterfront with a Sequence of Varied Spaces



### Views of Wexford Town from Ferrybank

Looking across the River Slaney from Ferrybank provides a panoramic view of Wexford town centre and quays leading out into Wexford harbour. With the broad river, the scale of buildings in the town centre is generally low and framed by the ridge-line of the hills behind, with just a few significant landmarks breaking above with buildings and boats along the quays.

The scale and massing of buildings changes along the quay-front. On the northern quays, from the bridge as far as the Crescent the urban scale is fine-grain with a varied mix of buildings ranging in age, height, materials, finishes and quality.

The buildings around the Crescent are low, mainly two-storey and comparatively domestic in scale. From the Crescent to the Talbot Hotel, the overall scale, plot size and massing is considerably larger than the northern quays, with several modern 4-6 storey buildings having extensive frontage, such as the Talbot Hotel Apartment Building and Trinity Street apartments, which is set slightly apart.

From this point the character changes significantly. The ridge-line is much lower and extends out into the harbour as a promontory. At this point several large industrial buildings dominate the ridge-line. Sitting below these are mainly low-scale 2-3 storey residential buildings. There is a band of green planting between these and the waterfront. Trinity Wharf is located at the point where the shoreline changes from a hard edge to green landscaping, although this is in part due to the demolition of the industrial buildings on Trinity Wharf. In its current state, Trinity Wharf has very little presence within the overall wider vista of the harbour and any development will have a significant impact. It therefore requires to be very high quality in adding to the harbour context.

Rather than a tall landmark structure, the initial site studies identified that a human-scaled design approach with a cluster of well-designed high-quality buildings that form an overall coordinated 'ensemble' on the waterfront would work best.

In terms of massing, an overall 5-6 storey height of buildings relates the development to the existing urban scale of the southern section of the Quays and with the ridgeline behind the site. This also reduce the impact of the existing industrial buildings on the ridgeline.



*Photomontage of the Proposed View from Ferrybank*

The works associated with rebuilding the sea wall around the site and the connection with Paul Quay read visually as an extension of the town's quay-front, with a coordinated palette of materials and finishes with a neutral light colour that harmonises the development with the surrounding natural context.



### The Spatial Sequence of Wexford Quays

The changing view and experience while moving along the quay-front towards Trinity Wharf from Wexford Bridge was a key consideration from the outset of the design process.

The contrast between the tight urban pattern of the historic town and the expansive views across Wexford harbour from the wide quay-front are a unique feature of Wexford, and most evident along the northern quays (Commercial Quay, Custom House Quay). Along these quays, the Trinity Wharf site is currently not visible, because it is largely screened by the Protective Arm. However, it was anticipated buildings located at Trinity Wharf would have a visual impact. (View 2)

Moving past the Crescent along Paul Quay, the drama experienced by the contrast between the historic town and the open harbour weakens, due in part to the change in scale and grain of the buildings along Paul Quay, but also by the change in use of the quay from public realm to car parking, and by the existing view of the Trinity Wharf site with its neglected appearance. T

he relationship with the town centre is very much diminished along Paul Quay car park, where there is very little urban presence other than the backs of industrial sheds and warehouses. At this point the existing Trinity Wharf site has a dominant presence, obscuring much of the wider harbour, with the more attractive views looking across the Harbour.



*Photomontage of the Proposed View from Wexford Bridge*



*Photomontage of the Proposed View from end Custom House Quay*



*Photomontage of the Proposed View from Extended Protective Arm at Crescent Quay*



*Photomontage of the Proposed View from Paul Quay:  
(Future public realm improvements works to Paul Quay form part of the Wexford Quays Economic and Spatial Plan)*



## TRINITY WHARF, WEXFORD - DESIGN STATEMENT

The challenge was how to transform this area into a meaningful space and enjoyable part of the waterfront experience. The urban design response was:

- Firstly, locating the hotel along the Trinity Wharf waterfront facing towards Paul Quay would help draw people along the quays, by providing an interesting destination, with active uses - restaurant and bar on the lower floors and bedrooms above with balconies looking towards the town,
- Secondly, designing the boardwalk as a curved sculptural element, unique to Wexford, that people will find attractive and enjoy using, and
- Thirdly, reconfiguring the adjacent sea wall so that it ties visually with Paul Quay.

The outcome is that the area between Paul Quay and Trinity Wharf has its own identity, and becomes part of the varied spatial sequence connecting Commercial Quay, the Crescent, Paul Quay, the Boardwalk, and Trinity Wharf.

The boardwalk is designed as a light, but solid, curving sculptural element above the water using robust materials – the external side panels are pre-formed white aluminum metal sheets that provide a sense of enclosure and protection to pedestrians and cyclists from the rough waters. The internal lining is finished with warm textured finishes, such as timber side panels and poured resin walking surface with concealed low level lighting to light the walkway and minimise glare.

The landing points of the boardwalk at both Paul Quay and Trinity Wharf are clad in large precast concrete panels that visually anchor the boardwalk to the ground. Because the boardwalk walkway level is elevated at 4.64m OD above stormwater levels, the landing ramps gently to the existing 1.9m level of Paul Quay and proposed 3.5mOD level at Trinity Wharf. The slopes of these ramps are less than 1:20 to allow universal access.

For visual reasons to screen the sheet-piling around Trinity Wharf, the precast concrete panels extend along the hotel terrace. This changes to rock armour towards the railway embankment, similar to that used along Paul Quay to help visually unify the boardwalk and 'pool', giving this area a unified character and its own, unique sense of place.

The Wexford Quays Economic and Spatial Plan includes an action for future public realm improvements to Paul Quay Car Park to provide continuous connection to the Crescent for pedestrians and cyclists.



*CGI View of the Proposed Boardwalk*



### Trinity Wharf and Trinity Street

A key consideration of the design process was how the proposed development should address and relate to Trinity Street.

The character of Trinity Street varies, with the northern and eastern part of the street predominantly large retail warehouse type units at the northern end, and two-storey 19th century terraced housing opening directly onto the street with on-street parking, and with several laneways from Emmet Place on the western side of the street, southwards to where it meets William Street and Fisher's Row.

However, the overall character is utilitarian, with commercial warehousing, vehicle dominated, with wide roads, overhead wires and security fencing. There is very little planting or amenity on the street for pedestrians or residents.

The existing development site has very little presence on Trinity Street other than through a few gaps between buildings on the east side of Trinity Street with the only existing access by a narrow strip of land between Trinity Motors and McMahons Building Supplies. The exception is at the temporary gap site on Trinity Street owned by Wexford County Council which, since the former warehouse building was demolished, offers views of Wexford Harbour. The proposed buildings are set back approx. 70m from Trinity Street and are largely screened by existing buildings except at the entrance and directly opposite the temporary gap site.

At an early design stage it was identified that a new vehicular entrance serving Trinity Wharf would be required. Options were limited with an entrance off Trinity Street at the gap site owned by Wexford County Council being the most practical providing a gradual slope to a new railway level crossing, with least impact visually and in terms of engineering works.

The proposed new entrance and junction are designed to be modest in terms of vehicular space, with wide pavements and good quality finishes. Public realm measures include repairing the existing street frontage with attractive screen planting, improving the overall appearance and visual amenity of this part of Trinity Street, and subtly integrating with the high-quality public realm associated with the new entrance into Trinity Wharf. The proposed design therefore improves the urban quality, visual appearance and amenity of the street and provides a direct link from Trinity Street to the waterfront.



*Photomontages of Proposed Views of the development from Trinity Street used to assess impact*



### Good Tide Harbour and the Residential Area to the South

There are views of the Trinity Wharf development site from the end of Batt Street and Harbour View, both of which provide elevated vantage points overlooking Good Tide Harbour and the southern part of Trinity Wharf.

From Harbour View there are panoramic views across Wexford harbour and out to the Irish Sea. Moving along Harbour View towards Trinity Wharf, the eastern tip and southern part of the site gradually come into view beyond the Good Tide Harbour area.

The Good Tide Harbour area has an informal, undeveloped quality. It is detached from the surrounding built area with limited access because of the steep embankment and railway line, and unused Trinity Wharf development site.

The design approach for the Trinity Wharf site is that this informal quieter quality should be retained as a contrast to the more active areas of the proposed development. Proposed uses were explored, with a preference emerging for a residential apartment building with balconies and communal amenity space facing towards the harbour providing an appropriate level of activity and passive supervision, and which would complement the existing residential uses in the neighbouring areas.

The proposed rock armour to the sea wall to minimise wave refraction in this area also creates a 'soft edge' at the water's edge which visually ties the development with Good Tide Harbour.

The proposed design recognises that views from the rears of the terraced housing along William Street that overlook the Trinity Wharf development site and across Wexford Harbour. The height of these properties are approx. 6-8m above the existing ground level, which equates to approx. two storeys of the residential building and multi-storey car park. It was recognised these buildings would need to be exceptionally well-designed and pleasing to look at with trees and natural landscaping to reduce the visual scale of the buildings.

Particular consideration has been given to the elevational design of the car parking structure. It is proposed that this be clad in perforated metal rippled cladding so that internal views and lights are diffused, similar to the Inselhalle car park in Lindau, Germany (see page 31 below).



Photomontage of the Proposed Development from Harbour View



Photomontage of the Proposed Development from Batt Street



## SITE DESIGN PRINCIPLES

### Urban Design

There are two main routes that bring people into the proposed Trinity Wharf development - along the waterfront from Paul Quay, and from Trinity Street. Both of these arrive in the northern part of the development site, and it is here that the main public activities and attractions are focused.

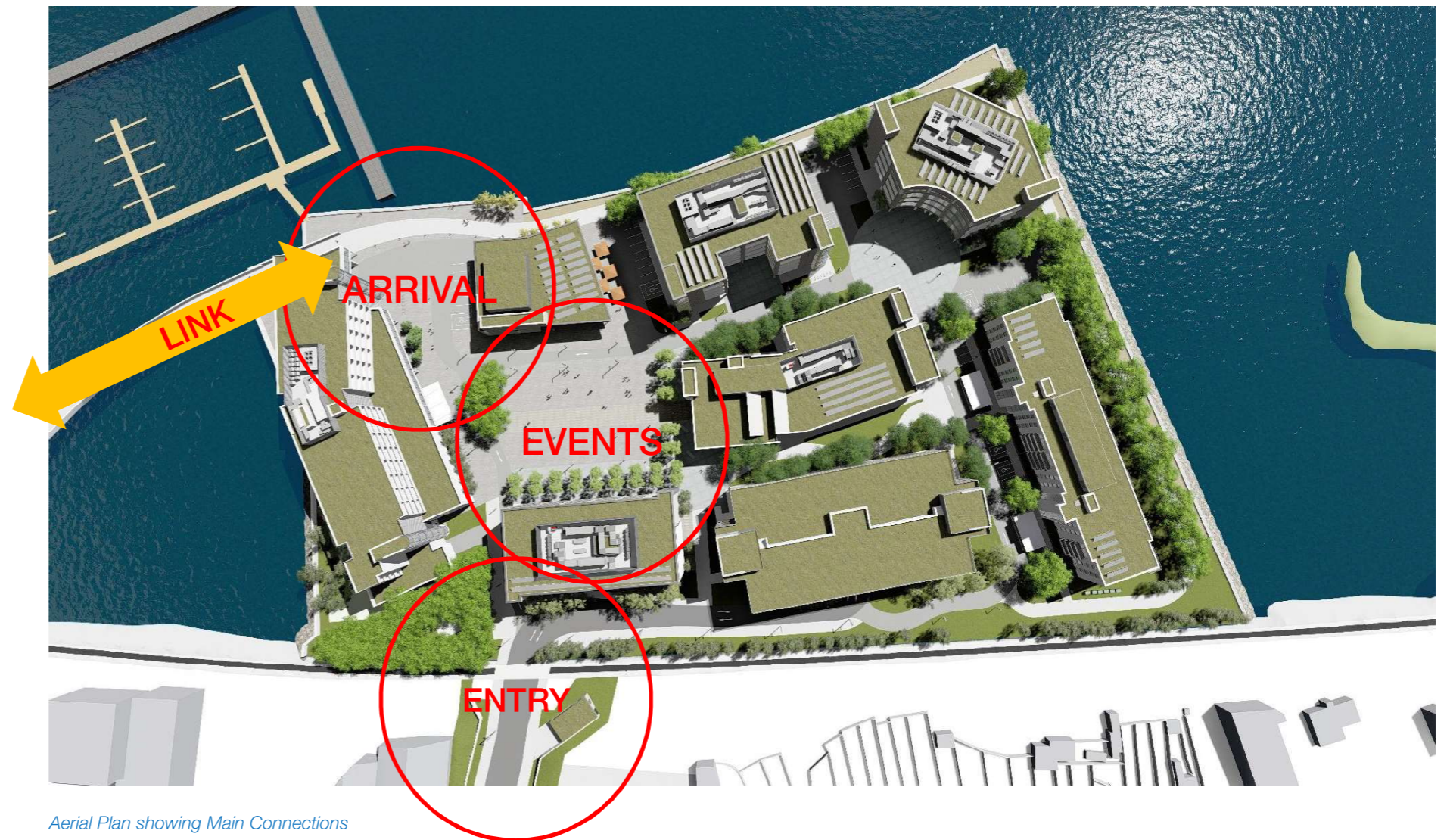
A large public space is proposed as the main focal point, connecting with the arrival space from the boardwalk, and the entry route from Trinity Street. The main 'high frequency' active uses - restaurants/cafes, hotel entrance, cultural/performance centre are located around this space, and the scale of the buildings around this space is designed to provide a sense of enclosure.

The arrival routes and main space are designed as a series of connected spaces, with uses, building forms and public realm all designed to provide natural wayfinding and orientation, for example the mixed use restaurant/cafe building is located where people will naturally converge and congregate to enjoy the waterfront or the events in the main space.

The southern part of the development site is more suitable for residential and similar types of use that enjoy a 'lower frequency' calmer, quieter environment. The connecting streets and routes are designed with uses that provide a steady flow of pedestrian activity and with an appropriate level of passive surveillance.

A key objective for the site is to create a high-quality public realm with uses and activities that attract people. Because of the exposed site location, it was identified that the most active public spaces and uses would best be located towards the centre of the site with larger buildings around the waters-edge. In contrast the main waterfront is more exposed and offers people the opportunity to enjoy and appreciate the elements and views.

Most activity, building entrances, vehicle drop-offs, etc. are located facing into the central area rather than on the exposed waterfront frontage, and this area has a softer landscape treatment in contrast to the more exposed harder environment on the Wexford harbour waterfront.



Aerial Plan showing Main Connections



## Access and Movement

The movement and public realm design strategy for Trinity Wharf as an urban quarter is to prioritise and promote active movement and shift away from car dependency.

With its proximity and connectivity to the town centre, the proposed development is designed based on sustainable active movement principles that prioritise walking and cycling. The proposed boardwalk is a key component of this because it creates a direct connection with the town centre and the main public transport hubs at Redmond Square. There are also bus stops on Trinity Street. By designing to minimise the need to use vehicles, a high-quality people-friendly public realm can be provided. This approach is reflected in the street design for the proposed development which includes 'shared spaces' and is consistent with the *'Design Manual for Urban Roads and Streets (DMURS)' (DECLG/DTTS 2013)*.

The Trinity Street entrance is designed as an attractive landscaped street to enhance the public realm. A new signalised traffic junction on Trinity Street forms the main vehicular entrance to the development and continues across the proposed new level crossing. At this point people arriving by car are directed by the design of the street layout to the proposed multi storey car park. They can also turn onto the clearly indicated shared surface route which circulates around the site for drop-offs/pick ups. This layout and approach means that vehicular traffic within the development is minimised to drop-off, service and emergency vehicles, so that the main spaces can be designed as low-volume 'shared surfaces'. The shared surface materials and finishes clearly indicate to vehicles that they need to drive slowly and yield to pedestrians and other people.

Universal design principles are embedded in the design approach, in accordance the NDA Built Environment 'Shared Space' principles.

The shared surface one-way route from the railway crossing circulates around the site and back to the the entrance to the car park, allowing drivers to park after dropping off passengers or exit back to Trinity Street. This circulation route provides access to drop-off areas and short-term parking areas close to building entrances for taxis and people with disabilities. A coach set-down area is provided at the hotel entrance.

Pedestrian movement and cycle circulation are generally informal. There are several shared routes for pedestrians/cyclists along the waterfront from the boardwalk to the southern corner of the site and then parallel to the railway line to meet the shared surface one-way route.

All routes are designed to allow for service with waste collection points located in buildings with easy vehicular access. Emergency access for ambulance and fire tenders has also been provided, including restricted emergency access along the waterfront cycle/footpath, between the car park and cultural/performance centre and around the hotel to maximise access around all buildings.

All these routes create a varied and very permeable pedestrian friendly movement network throughout the proposed development.

## External Lighting

The design of the public realm and choice of surface finishes relates to the hierarchy and use of space. This is complemented by the lighting strategy, which is intended to provide comfortable external lighting appropriate to the use of space.

Low level downward facing bollard lighting (approx. 1m height) has been selected for pedestrian and cycle areas including along the seaward perimeter. as these direct light onto the pavement. Low level illuminated strip lighting is used in locations such as the boardwalk and to solid edges to provide a continuous surface light onto the walking surface, and to minimise light pollution. In shared space areas, street lights are generally 4.5m high standards. For the entrance street and main public space, the street lights are on 8m standards. All luminaries will be LED which lack UV elements and will have peak wavelengths greater than 550nm (~3000°K). This will produce a warm white colour, and, in tandem with maintaining the minimum allowable lux levels, will all reduce the impacts on bats and other wildlife. The proposed lighting layout and fittings are shown on Drawing TWW-STW-00-ZZ-DR-A-131-2006.



### The Main Public Space and Hotel

The main public space is located at the centre of the site close to points of arrival, with access from Trinity Street across the railway line, and from the connection with Paul Quay.

Main public activities - hotel, restaurant/café and cultural/performance uses are grouped around this space to provide activity throughout the day. The size and scale of the space is sized to accommodate potential out-door events and temporary structures while providing circulation around. The space is designed also as an attractive place for people to sit out with sunlight, planting and other features. The size and scale of the buildings around the space provide a sense of enclosure and protection from prevailing winds.

The location and orientation of the hotel was carefully considered. It was initially proposed to orientate the hotel along the north-eastern sea wall. However, it was identified that this would limit connectivity and views of Wexford harbour from the central space. In addition, access to the proposed marina at the northern corner of the site would be restricted and there would be frequent service deliveries to the hotel across the public space.

Therefore, the hotel is located along the north-western edge of the site to face towards Paul Quay and the town centre. This provides active frontage (dining, bars, etc) along the waters-edge looking across the 'pool' towards Paul Quay and the town. The hotel service area is located close to the railway crossing which considerably reduces service vehicle movement around the central space.



*View of the Main Square with Proposed Hotel on right*



### The Main Arrival Point from Paul Quay

Several options were explored to create an attractive high-quality public realm as the main pedestrian route between Trinity Wharf and the town centre.

An initial idea was to extend Paul Quay and bring people alongside the railway line. However, this brought everyone to the same arrival point as the Trinity Street entrance, next to the proposed railway crossing, and there were concerns regarding safety and appearance. The alternative of creating a boardwalk parallel but separate to the railway line embankment was also explored, but this would still bring people to the railway crossing, rather than into a central space at the heart of the development. Moving the boardwalk away from the railway line by introducing a splay from Paul Quay would bring people into the heart of the proposed development.

The location of the boardwalk landing point at the northern corner of the development was informed by the orientation of the hotel. This has the advantage of providing pedestrians and cyclists with an arrival point where they have the choice of either continuing along the waterfront or turning into the main public space.

It was initially proposed to locate a five-storey office building between the marina circulation area and main public square, to enclose the square. However, because of the importance of this arrival point, a lower two-storey mixed-use restaurant/café type building is more suitable. This is designed with active frontage on all sides to address the main public space, the boardwalk landing area and the marina, and to maximise the panoramic views of Wexford harbour. The two storey building also provides a visual connection from the new entrance off Trinity Street through to Wexford harbour.

These measures all contribute to creating a connected sequence of spaces including the Trinity Street entrance area, the main public space, the boardwalk, Paul Quay, the Crescent Basin and main central area of Wexford.



*Aerial View showing Boardwalk Landing and Arrival Space with Hotel to right*



*Sketch showing Restaurant / Cafe Building*



**Cultural/ Performance Centre**

The central feature building on the site is the two-storey cultural/performance centre. The accommodation includes a small café, management, exhibition space and double height multi-purpose space with capacity for circa 400 people around tables, a raised stage area, and associated stores and service areas. The main entrance foyer and café open onto the southern side of the event space. The building is approached across the public space with the front elevation and scale of the building designed as a centrepiece of this space. The location provides flexibility for cultural/performance activities and events to use both indoor and outdoor spaces.





## Office Buildings

Three office buildings are proposed as part of the Trinity Wharf development. A five-storey office building is proposed to complete the south-western side of the main public space (Office Building C), while two further five-storey office buildings are proposed along the Wexford Harbour waterfront (Office Buildings A and B).

These buildings are all designed to provide highly efficient yet flexible modern accommodation that meets the requirements sought by innovative knowledge-based sectors and creative services (including financial-technology, software and systems development, etc.)

Each office building is designed for maximum flexibility in terms of sub-division with central lift, stair and service core. This allows sub-letting of different floors, with areas suitable for innovation, start-up and training companies, as well as for established businesses.

Office Building A located at the eastern corner of the development site is designed with a curved frontage as a potential corporate HQ building. The curved frontage creates a defined circular public space with central entrance on axis with the corner of the cultural/performance building and the eastern corner of the site. The building is also centred on the eastern corner of the site with views across Wexford harbour towards the Irish Sea.



*CGI View of Office Building A*



**Residential Apartments**

A five-storey residential apartment building is proposed along the south-eastern side of the site with views across Good Tide Harbour.

As stated above, this location was chosen because of its quieter location to provide a high quality environment for residents. 58 apartments are proposed consisting of 8 no. one bed apartments and 50 no. two bed apartments.

The apartments benefit from the public realm of the overall development, dedicated communal amenity space on their southerly side as well as private balconies and terraces.

Secure covered bicycle parking and bin stores are located close to building entrances along with visitor parking. Further storage, meters and comms rooms are provided in the internal communal ground floor areas.

The apartments are designed in accordance with the following Government Policy Guidelines:

- Quality Housing for Sustainable Communities (DEHLG 2007)
- Sustainable Residential Development in Urban Areas - Guidelines for Planning Authorities (DEHLG 2009)
- Urban Design Manual - A Best Practice Guide (DEHLG 2009)
- Sustainable Urban Housing: Design Standards for New Apartments - Guidelines for Planning Authorities (DHPLG 2018)
- Design Manual for Urban Roads and Streets (DECLG/DTTS 2013)
- Building Regulations Technical Guidance Document L - Energy (2018)
- Building Regulations Technical Guidance Document M - Access and Use (2010)
- BS8300:2018 - Design of an Accessible and Inclusive Built Environment Part 1
- Site Layout Planning for Daylight and Sunlight: A Guide to Best Practice (BRE 1991)

Apartment room widths and areas are provided showing compliance with minimum standards. There is also flexibility in size and area for Apartment Type C to be replanned as a three bedroom unit. As such the apartments are in accordance with the development standards set out the Wexford County Development Plan 2013-2019 and Wexford Town and Environs Development Plan 2009-2015 (as extended).

**APARTMENT AREA SCHEDULE**

Issue P01: 07.02.2019: Issued for Planning - Ref. Drawings: TWW-STW-00-ZZ-DR-A-131-2004\_P01, TWW-STW-00-ZZ-DR-A-200-07-1001\_P01, TWW-STW-00-ZZ-DR-A-200-07-1002\_P01

Apartment No.	Apartment Type	Area (sqm)	Private Amenity Space		Communal Amenity Space	
			Min Reqmt	Provision	Min Reqmt	Provision
<b>Ground Floor</b>						
01	2 Bed/ 4 Person Type A	89	7		7	
02	2 Bed/ 4 Person Type C	107	7		7	
03	2 Bed/ 4 Person Type A	86	7		7	
04	2 Bed/ 4 Person Type B	94	7		7	
05	2 Bed/ 4 Person Type B	94	7		7	
06	2 Bed/ 4 Person Type B	94	7		7	
07	2 Bed/ 4 Person Type B	94	7		7	
08	2 Bed/ 4 Person Type A	86	7		7	
09	2 Bed/ 4 Person Type C	107	7		7	
10	2 Bed/ 4 Person Type A	89	7		7	
<b>Total Apartment Area</b>		<b>940</b>			<b>70</b>	
<b>Communal Areas</b>						
<b>Party Walls/ Services</b>		<b>383</b>				
<b>Total</b>		<b>1323</b>			<b>70</b>	
<b>First Floor</b>						
11	2 Bed/ 4 Person Type A	89	7	7.23	7	
12	2 Bed/ 4 Person Type C	107	7	12.73	7	
13	2 Bed/ 4 Person Type A	86	7	7.23	7	
14	1 Bed/ 2 Person	52	5	7.23	5	
15	2 Bed/ 4 Person Type B	94	7	7.23	7	
16	2 Bed/ 4 Person Type B	94	7	7.23	7	
17	2 Bed/ 4 Person Type B	94	7	7.23	7	
18	2 Bed/ 4 Person Type B	94	7	7.23	7	
19	1 Bed/ 2 Person	52	5	7.23	5	
20	2 Bed/ 4 Person Type A	86	7	7.23	7	
21	2 Bed/ 4 Person Type C	107	7	12.73	7	
22	2 Bed/ 4 Person Type A	89	7	7.23	7	
<b>Total Apartment Area</b>		<b>1044</b>			<b>80</b>	
<b>Communal Areas</b>						
<b>Party Walls/ Services</b>		<b>279</b>				
<b>Total Area</b>		<b>1323</b>			<b>80</b>	
<b>Second Floor</b>						
23	2 Bed/ 4 Person Type A	89	7	7.23	7	
24	2 Bed/ 4 Person Type C	107	7	12.73	7	
25	2 Bed/ 4 Person Type A	86	7	7.23	7	
26	1 Bed/ 2 Person	52	5	7.23	5	
27	2 Bed/ 4 Person Type B	94	7	7.23	7	
28	2 Bed/ 4 Person Type B	94	7	7.23	7	
29	2 Bed/ 4 Person Type B	94	7	7.23	7	
30	2 Bed/ 4 Person Type B	94	7	7.23	7	
31	1 Bed/ 2 Person	52	5	7.23	5	
32	2 Bed/ 4 Person Type A	86	7	7.23	7	
33	2 Bed/ 4 Person Type C	107	7	12.73	7	
34	2 Bed/ 4 Person Type A	89	7	7.23	7	
<b>Total Apartment Area</b>		<b>1044</b>			<b>80</b>	
<b>Communal Areas</b>						
<b>Party Walls/ Services</b>		<b>279</b>				
<b>Total Area</b>		<b>1323</b>			<b>80</b>	
<b>Third Floor</b>						
35	2 Bed/ 4 Person Type A	89	7	7.23	7	
36	2 Bed/ 4 Person Type C	107	7	12.73	7	
37	2 Bed/ 4 Person Type A	86	7	7.23	7	
38	1 Bed/ 2 Person	52	5	7.23	5	
39	2 Bed/ 4 Person Type B	94	7	7.23	7	
40	2 Bed/ 4 Person Type B	94	7	7.23	7	
41	2 Bed/ 4 Person Type B	94	7	7.23	7	
42	2 Bed/ 4 Person Type B	94	7	7.23	7	
43	1 Bed/ 2 Person	52	5	7.23	5	
44	2 Bed/ 4 Person Type A	86	7	7.23	7	
45	2 Bed/ 4 Person Type C	107	7	12.73	7	
46	2 Bed/ 4 Person Type A	89	7	7.23	7	
<b>Total Apartment Area</b>		<b>1044</b>			<b>80</b>	
<b>Communal Areas</b>						
<b>Party Walls/ Services</b>		<b>279</b>				
<b>Total Area</b>		<b>1323</b>			<b>80</b>	
<b>Fourth Floor</b>						
47	2 Bed/ 4 Person Type A	89	7	7.23	7	
48	2 Bed/ 4 Person Type C	107	7	12.73	7	
49	2 Bed/ 4 Person Type A	86	7	7.23	7	
50	1 Bed/ 2 Person	52	5	7.23	5	
51	2 Bed/ 4 Person Type B	94	7	7.23	7	
52	2 Bed/ 4 Person Type B	94	7	7.23	7	
53	2 Bed/ 4 Person Type B	94	7	7.23	7	
54	2 Bed/ 4 Person Type B	94	7	7.23	7	
55	1 Bed/ 2 Person	52	5	7.23	5	
56	2 Bed/ 4 Person Type A	86	7	7.23	7	
57	2 Bed/ 4 Person Type C	107	7	12.73	7	
58	2 Bed/ 4 Person Type A	89	7	7.23	7	
<b>Total Apartment Area</b>		<b>1044</b>			<b>80</b>	
<b>Communal Areas</b>						
<b>Party Walls/ Services</b>		<b>279</b>				
<b>Total Area</b>		<b>1323</b>			<b>80</b>	
<b>Plant Level</b>						
<b>Enclosed Plant Area</b>		<b>205</b>				
<b>Total Area</b>		<b>205</b>				
<b>Total Apartment Area</b>		<b>5116</b>				
<b>Total Gross Area</b>		<b>6820</b>			<b>390</b>	<b>520</b>

Note: Sustainable Urban Housing: Design Standards for New Apartments - Guidelines for Planning Authorities' (DHPLG March 2018) Appendix 1 sets out the following Required Minimum Floor Areas and Standards:

	one bedroom (2 person)	two bedroom (4 person)
<b>Minimum Overall Apartment Floor Areas*</b>	45sqm	73sqm
* Majority of Apartments shall exceed minimum floor area by a minimum of 10%		
<b>Minimum Room Widths:</b>		
main living / dining rooms	3.3m	3.6m
Single Bedroom	2.1m	2.1m
Double bedroom	2.8m	2.8m
<b>Minimum Areas</b>		
Aggregate Floor Area of living/ dining/ kitchen areas	23sqm	30sqm
Enclosed (Separate) Kitchen	6.5sqm	6.5sqm
Single Bedroom (ex. built-in storage)	7.1sqm	7.1sqm
Double Bedroom (ex. built-in storage)	11.4sqm	11.4sqm
Aggregate Bedroom Floor Areas	11.4 sqm	11.4+13sqm = 24.4sqm
Storage Space	3sqm	6sqm
Private Amenity Space	5sqm	7sqm
Communal Amenity Space	5sqm	7sqm



### Multi-storey Car Park Building

The parking strategy for Trinity Wharf is to provide a commercial multi-storey car park serving the whole development rather than dedicated parking allocated for each use. This maximises efficient usage of parking spaces by different users, for example a parking space can be used by an office worker during the day, or by people attending a function or event in the evening, with some parking reserved for residents in dedicated areas.

The multi-storey car park is located towards the railway line along the western side of the site, conveniently located within a few minutes walking distance of all buildings and with direct vehicle access and egress from Trinity Street so that vehicular traffic within the development is minimised.

Several building options were explored to achieve the most efficient, compact form and to minimise its visual impact. A long, low building required a large building footprint and restrict pedestrian permeability. A more compact form with a smaller footprint and additional floors provided a more efficient use of land.

This building is designed to a very high quality of contemporary architectural design consistent with that of the whole development. A rippled bronze-coloured, high-quality light-weight screen cladding system is designed to provide a sculpted elevational treatment during the day and to diffuse and soften internal lighting in the darker evenings and at night. This is supplemented by soft landscaping and trees around the building that over time will filter views and further limit any light spill. As stated previously, a precedent identified is the Inselhalle car park in Lindau, Germany

A total of 462 parking spaces are provided in the multi-storey car park including 23 spaces designated for people with disabilities, in compliance with the Building Regulations TGD Part M. The design of the car park provides scope for approx. 40 residents spaces in a dedicated secure area at lower ground level, for electric car charging throughout, and for a possible car-sharing club operator. Allowance has been factored in the design for vehicle barriers, to be agreed with the operators.

### Surface Parking

A further 9 parking spaces are provided in front of the apartments of which 3 are designated spaces for people with disabilities.

There are also several short-term car parking areas around the site. There are 11 spaces between Office Building A and the apartment building, 11 spaces between Office Buildings A and B, 9 spaces between Office Building B and the restaurant/café building, and 7 spaces next to the retail unit. Each of these areas includes one space designated for people with disabilities. There are a total of 47 surface parking spaces, including the residential component.

The total car parking provision on site is 509 spaces, of which 31 All car parking spaces are to be provided with electric charge points.

### Bicycle Parking

73 Bicycle Parking stands for general use are distributed around the site in 10 locations close to building entrances. These are Sheffield stands in accordance with the National Cycle Manual and provide 146 spaces.

For the residential apartments, two external secure bicycle stores are provided, each with 10 stands (20 spaces) for residents and 5 stands (10 spaces) for visitors. There is also a secure internal bicycle store with 5 stands (10 spaces) within each block and a further 5 stands (10 spaces) for visitors by the car park. In total there are 90 dedicated residential bicycle parking spaces.

The overall provision is 236 bicycle parking spaces which meets the recommendations in the National Cycle Manual.



Photograph of Multi-storey Car Park, Lindau, Germany (Architects: Auer + Weber)



## MATERIALS AND FINISHES

An overall palette of materials and finishes is proposed for Trinity Wharf that responds and reflects to its waterfront location, including those for the boardwalk, sea wall and water's edge that relate to and enhance the context and setting of the development.

For buildings this generally consists of:

- Pale white polished reconstituted stone panels
- Glazing System with PPC Aluminium Framing, Ventilation Louvres and Brise Soleil (Colour RAL 7006: Beige-Grey)
- Louvres and Roof Plant Enclosures- PPC Aluminium (Colour RAL 7006: Beige-Grey)
- Glazed Balconies to Apartments

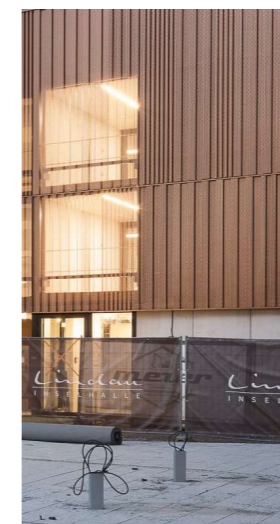
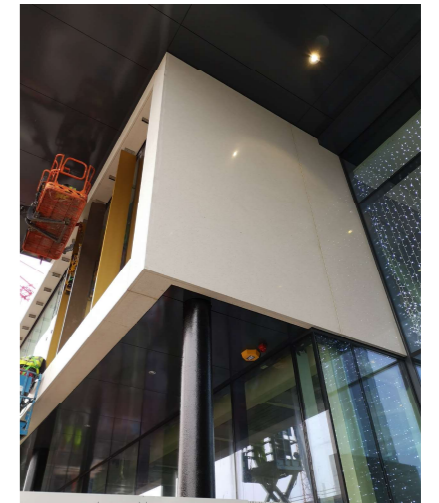
As stated above, a rippled bronze-coloured, high-quality light-weight screen cladding system is proposed for the car park building. Large mock-up samples of materials and finishes will be tested on site to assess suitability and weathering properties.

Sea walls are generally sheet-piled clad with precast concrete panels around the base of the boardwalk landing points to Trinity Wharf and Paul Quay and around the hotel terrace. The sheet-piling is to be screened by rock armour where required for hydrodynamic reasons and in highly visible areas including facing towards Good Tide Harbour and between the railway embankment and hotel terrace. Where exposed the sheet-piling is to have a durable paint finish (Colour RAL 7031: Blue-Grey).

The outer face of boardwalk is to be clad with a white aluminium panel system (RAL9006: White aluminium) The inner surfaces are to be lined and decked with either a timber finish or a poured resin surface (RAL Colour: 8004: Copper brown)

Full size mock-up samples of proposed materials and finishes are to be erected on site to assess suitability and weathering properties as part of design development.

Hard landscape materials and finishes are designed to assist people in wayfinding, with a variety of materials depending on the type of user. A soft landscaping strategy has also been designed and is set out in the Landscape Design Statement (Appendix A). This also includes the boundary fencing and planting treatment alongside the railway designed to meet Irish Rail requirements.



Reference Images showing Materials and finishes



## SERVICES STRATEGY

### Energy, Waste management, sub-stations, plant

An environmental energy analysis of the proposed development carried out by 'IN2 Engineering Design Partnership' as part of the design process, is included in Appendix B of this Design Statement.

This assessed the individual buildings proposed within the development and determined an environmental strategy for each building to ensure compliance with the Building Regulations TGD Part L (2017). These Regulations require that new buildings are designed in accordance with the near zero energy building (NZEB) directive.

Dynamic simulation modelling was created for each building to enable the energy analysis, accounting for climate, location, building materials and construction, fenestration and shading, HVAC systems, occupant profiles and behaviour (eg. opening and closing windows and blinds). For each building a servicing strategy was devised using renewable technology to ensure NZEB compliance. Photovoltaic panels for electricity generation supplemented by air source heat pumps is generally the most appropriate renewable technology for the majority of the buildings. The notable exception is the hotel, where a Combined Heat and Power (CHP) unit is most appropriate due to the high levels of hot water energy consumption.

Comfort analysis has also been undertaken for the buildings, with the offices designed to be either air-conditioned (4 pipe fan coil units) or naturally ventilated as preferred.

IN2 carried out a LEED Pre-Assessment for the proposed office buildings. This determined that a 'Gold' accreditation could be achieved due to a combination of reusing a brownfield site, environmental considerations, good accessibility and transport links and NZEB low energy performance.

Each building has been considered as a stand-alone building in terms of energy and servicing requirements with roof top and ground floor plant areas, and provision of electrical sub-stations, switch-rooms and waste storage areas at ground level, with service vehicular access.

The residential buildings are provided with external enclosed bin stores close to apartment building entrances and waste collection route.

### Sustainable Drainage and Attenuation

A site wide drainage strategy prepared by Roughan & O'Donovan Consulting Engineers is provided in Appendix C. This includes the provision of green and blue roofs to all buildings to reduce and store rainwater, permeable paving, swales, and natural attenuation measures to collect and manage surface water. This has been coordinated with the landscape design including the specification of hard and soft landscaping treatment and finishes.

### Waste Water

Roughan & O'Donovan Consulting Engineers waste strategy is also included in their report (Appendix C) Several options were proposed for drainage from buildings, including a series of individual pump stations dispersed around the site. As these impacted on the public realm, a gravity fed system was proposed that leads to a pump station located close to the railway crossing. From there it connects to Trinity Street.

### Structural and Civils

The Structural and Civils Report prepared by Roughan & O'Donovan Consulting Engineers is also included in Appendix C.

### Marina

RPS Consulting Engineers have prepared design proposals for a 64-berth marina. Their report sets out options considered and their proposals for the preferred design.



## PROPOSED PHASING

The first development phase consists of enabling works and development of site infrastructure – including drainage works and services, access from Trinity Street, the new railway crossing, the vehicular routes and main public realm works, the replacement of the sea walls and construction of the boardwalk.

There is some flexibility in phasing of the buildings, but it is envisaged that the second development phase will include the Hotel, Cultural/ Performance Building, Office Building B and development of the marina. Indicative building phasing is shown on Drawing TWW-STW-00-ZZ-DR-A-131-2010.



Indicative Development Phasing Layout



## CONCLUSIONS

This Design Statement has explained the design process and principles for the proposed development of Trinity Wharf. These principles are in accordance with the 12 urban design criteria set out in the 'Urban Design Manual - A Best Practice Guide' (DEHLG 2009). Although the Urban Design Manual is a companion document to 'Sustainable Residential Development in Urban Areas - Guidelines for Planning Authorities' (DEHLG 2009), the criteria in the Manual provide useful evaluation tools of best practice urban design.

**1. Context:** The proposed development is designed in response to its surroundings on Wexford Harbour and relationship with the overall scale of and setting of the town. The density of development respects the surrounding buildings and landscape. The urban form, architecture and landscaping responds to the location and environment. The development positively contributes to the character and identity of the town.

**2. Connections:** There are attractive routes in and out of the development for pedestrians and cyclists that connect with the town centre and public transport. The layout is designed to provide new links that connect with the existing network of streets and spaces and creates places that people will want to get to. The density of development will support active movement and public transport.

**3. Inclusivity:** The design and layout enables easy access for all, with gentle gradients throughout. There is a range of public, communal and private amenity spaces that provide for people of all ages, including children's play areas. Public areas are clearly defined, accessible and open to all. New buildings are located and sized to provide permeability.

**4. Variety:** The proposed activities provide a mix of uses that will contribute to the quality of life in the town. Uses that attract most people are located conveniently in the most accessible places. The mix of uses will complement those available in the town.

**5. Efficiency:** The proposed density is appropriate for an urban town centre location. Landscaped areas are designed to provide amenity and biodiversity and incorporate sustainable urban drainage systems. Private and communal amenity space, and public spaces are laid out to enjoy a southerly aspect and benefit from the best solar orientation. This development will bring a derelict site back into productive use. Recycling and waste storage areas are provided in each building.

**6. Distinctiveness:** The proposed development creates a sense of place by relating and responding to its settings, with views in and out of the site, and through choice of materials, finishes and architectural quality. It is designed to be memorable, with a variety of discernable features and focal points such as the boardwalk, main public space and waterfront.

**7. Layout:** People friendly streets and spaces are created by aligning routes and creating desire lines with destinations, providing areas of interest and activity, as well as quieter passive areas where people can relax and unwind. Front doors open directly onto main circulation routes and streets are designed as places with high quality landscape and finishes, rather than as roads for cars. There is a clear hierarchy of space with less busy routes having surfaces shared by pedestrians, cyclists and drivers. Traffic speeds are kept low by design and layout.

**8. Public Realm:** All public open space is overlooked or actively used and is designed throughout as an integrated element of the overall development. Children's play areas are overlooked by apartments and there is a clear definition between public and private space. Streets and parking areas are considered as an integral landscaped element in the public realm.

**9. Adaptability:** Buildings are designed to be flexible for a range of layouts, with minimal energy requirements using renewable energy sources.

**10. Privacy and Amenity:** Each apartment is provided with private outdoor space. Windows are sited to avoid overlooking into or from other properties. Ground floor apartments have a 3m private area with planting. All apartments are provided with storage in compliance with the standards in 'Sustainable Urban Housing: Design Guidelines for New Apartments (March 2018)'.

**11. Parking:** Car parking is provided communally to maximise efficiency. Appropriate on-street car parking is provided in several convenient locations around the development and within easy reach of building entrances. The quality of materials of parking areas is to the same consistent standard for the overall development, and facilities for bicycles meet the recommendations in the National Cycle Manual.

**12. Detailed Design:** The materials and external design makes a positive contribution from the outset, and are designed for easy and regular maintenance. Services, storage and waste areas have all been considered and incorporated into the design.



SCHEDULE OF ACCOMMODATION

**Issue P01: 07.02.2019: Issued for Planning based on STW Stage 4 - Planning Application Drawings**

	Floor	Level	GFA (sqm)	Total GFA (sqm)	Notes
<b>Building 1: Office C - 5 storey</b>					
Office Accommodation, Services and plant	Ground Floor	00	843		
Office Accommodation	First Floor	01	1033		
Office Accommodation	Second Floor	02	1033		
Office Accommodation	Third Floor	03	1033		
Office Accommodation	Fourth Floor	04	1033		
Enclosed Roof Plant and Stairs	Plant Level	05	15		
<b>Building 1: Total GFA</b>			<b>4990</b>	<b>4990</b>	
Open Plant Enclosure	Plant Level	05	298		
<b>Building 2: 120 Bedroom Hotel - 6 storey</b>					
Foyer, Reception, Bar, Services, Storage and Plant	Ground Floor	00	2155		
Lounge, Cocktail Bar, Dining, Kitchen, Staff	First Floor	01	2689		
28 bedrooms plus 2no. Suites	Second Floor	02	1260		
28 bedrooms plus 2no. Suites	Third Floor	03	1260		
28 bedrooms plus 2no. Suites	Fourth Floor	04	1260		
28 bedrooms plus 2no. Suites	Fifth Floor	05	1260		
Access Stairs	Plant Level	06	58		
<b>Building 2: Total GFA</b>			<b>9942</b>	<b>9942</b>	
Open Plant Enclosure	Plant Level	06			
<b>Building 3: Mixed Use - Restaurant, Café, Retail - 2 storey</b>					
Café, Retail Unit, Services	Ground Floor	00	606		
Restaurant	First Floor	01	690		
Enclosed Roof Plant and Stairs	Plant Level	02	233		
<b>Building 3: Total GFA</b>			<b>1529</b>	<b>1529</b>	
Open Plant Enclosure	Plant Level	02	0		
<b>Building 4: Cultural Centre - 2 storey</b>					
Foyer, Café, Conference, Back of House	Ground Floor	00	1738		
Exhibition, Studios, Admin	First Floor	01	1030		
Enclosed Roof Plant and Stairs	Plant Level	02	177		
<b>Building 4: Total GFA</b>			<b>2945</b>	<b>2945</b>	
Open Plant Enclosure	Plant Level	02	173		
<b>Building 5: Office B - 5 storey</b>					
Office Accommodation, Services and plant	Ground Floor	00	1005		
Office Accommodation	First Floor	01	1261		
Office Accommodation	Second Floor	02	1261		
Office Accommodation	Third Floor	03	1261		
Office Accommodation	Fourth Floor	04	1261		
Access Stairs	Plant Level	05	56		
<b>Building 5: Total GFA</b>			<b>6105</b>	<b>6105</b>	
Open Plant Enclosure	Plant Level	05	134		
<b>Building 6: Office A - 5 storey</b>					
Office Accommodation, Services and Plant	Ground Floor	00	939		
Office Accommodation	First Floor	01	1138		
Office Accommodation	Second Floor	02	1138		
Office Accommodation	Third Floor	03	1138		
Office Accommodation	Fourth Floor	04	1043		
Access Stairs	Plant Level	05	56		
<b>Building 6: Total GFA</b>			<b>5452</b>	<b>5452</b>	
Open Plant Enclosure	Plant Level	05	305		
<b>Building 7: Residential Apartment Building - 5 storey</b>					
10 no 2 Bed Apartments plus services	Ground Floor	00	1323		
10 no 2 Bed and 2 no 1 Bed Apartments	First Floor	01	1323		
10 no 2 Bed and 2 no 1 Bed Apartments	Second Floor	02	1323		
10 no 2 Bed and 2 no 1 Bed Apartments	Third Floor	03	1323		
10 no 2 Bed and 2 no 1 Bed Apartments	Fourth Floor	04	1323		
Enclosed Roof Plant	Plant Level	05	205		
<b>Building 7: Total GFA</b>			<b>6820</b>	<b>6820</b>	
Open Plant Enclosure	Plant Level	05	0		
External Bin and Bicycle Stores	Ground Floor	00	83		
<b>Building 8: Multi-Storey Car Park - 6 storey (462 parking spaces)</b>					
40 no. Residents Segregated Parking Spaces	Lower Ground Floor	00_A	979		
36 no. Parking Spaces (inc. 10 Designated for Residents)	Upper Ground Floor	00_B	1059		
26 no. Parking Spaces (inc. 23 no. Designated for People with Disabilities)	Lower First Floor	01_A	1059		
40 no. Parking Spaces	Upper First Floor	01_B	1053		
40 no. Parking Spaces	Lower Second Floor	02_A	1053		
40 no. Parking Spaces	Upper Second Floor	02_B	1053		
40 no. Parking Spaces	Lower Third Floor	03_A	1053		
40 no. Parking Spaces	Upper Third Floor	03_B	1053		
40 no. Parking Spaces	Lower Fourth Floor	04_A	1053		
40 no. Parking Spaces	Upper Fourth Floor	04_B	1053		
40 no. Parking Spaces	Lower Fifth Floor	05_A	1053		
40 no. Parking Spaces	Upper Fifth Floor	05_B	1053		
Enclosed Roof Plant	Plant Level	06	176		
<b>Building 8: Total GFA</b>			<b>12750</b>	<b>12750</b>	
<b>Building 9: Management/Supervision Building - 1 storey</b>					
Tea Station, Reception, Irish Rail Maintenance	Ground Floor	00	57		
<b>Building 9: Total GFA</b>			<b>57</b>	<b>57</b>	
<b>Total Development Gross Floor Area</b>				<b>50590</b>	

Car Parking Provision	Total No. of Spaces	Designated Spaces for People with Disabilities	Notes
<b>Short-Term / Visitor Surface Parking - Location:</b>			
Marina Drop-Off	7	1	
Restaurant/Café	9	1	
Office A/B	11	1	
Office A	11	1	
Residential	9	4	
<b>Total Short-Term/Visitor Spaces</b>	<b>47</b>	<b>8</b>	
<b>Multi-Storey Car Park</b>	<b>462</b>	<b>23</b>	
<b>Overall Total</b>	<b>509</b>	<b>31</b>	
Bicycle Parking Provision	No. of Stands (Sheffield type)	No. of Spaces	Notes
<b>General Bicycle Parking - Location:</b>			
Hotel	16	32	
Restaurant/Café	7	14	
Office B	14	28	
Office A	12	24	
Office C	12	24	
Cultural Centre	12	24	
<b>Total General Bicycle Parking</b>	<b>73</b>	<b>146</b>	
<b>Dedicated Residential Bicycle Parking:</b>			
Residents External Bicycle Stores	20	40	
Residents Internal Bicycle Stores	10	20	
Short-Term / Visitor	15	30	
<b>Total Dedicated Residents Long-Term Bicycle Parking</b>	<b>45</b>	<b>90</b>	



SCHEDULE OF DESIGN TEAM APPLICATION DRAWINGS

PLANNING APPLICATION: SCHEDULE OF DESIGN TEAM DRAWINGS - SHEET 1					
Drawing No.	Scale	Sheet Size	Issue	Drawing Title	
<b>SITE LAYOUT</b>					
TWW-STW-00-ZZ-DR-A-131-1000	1:1000	A1	P01	Site Location Map	
TWW-STW-00-ZZ-DR-A-131-1001	1:1000	A1	P01	Existing Site Layout - Overall	
TWW-STW-00-ZZ-DR-A-131-1002	1:500	A1	P01	Existing Site Layout- Paul Quay	
TWW-STW-00-ZZ-DR-A-131-1003	1:500	A1	P01	Existing Site Layout - Trinity Wharf	
TWW-STW-00-ZZ-DR-A-131-1050	1:500	A1	P01	Existing Site Sections	
TWW-STW-00-ZZ-DR-A-131-2001	1:1000	A1	P01	Proposed Site Layout - Overall	
TWW-STW-00-ZZ-DR-A-131-2002	1:500	A1	P01	Proposed Site Layout - Paul Quay and Boardwalk	
TWW-STW-00-ZZ-DR-A-131-2003	1:500	A1	P01	Proposed Site Layout - Trinity Wharf	
TWW-STW-00-00-DR-A-131-2004	1:500	A1	P01	Proposed Site Layout - Ground Floor Level	
TWW-STW-00-01-DR-A-131-2005	1:500	A1	P01	Proposed Site Layout - First Floor Level	
TWW-STW-00-ZZ-DR-A-131-2006	1:500	A1	P01	Proposed Site Layout - External Lighting	
TWW-STW-00-ZZ-DR-A-131-2007	1:500	A1	P01	Proposed Site Layout - Typical Floor Level	
TWW-STW-00-ZZ-DR-A-131-2010	1:500	A1	P01	Proposed Site Layout - Indicative Phasing Plan	
TWW-STW-00-ZZ-DR-A-131-2014	1:500	A1	P01	Proposed Site Layout: Paul Quay & Boardwalk: Overall Dimensions	
TWW-STW-00-ZZ-DR-A-131-2015	1:500	A1	P01	Proposed Site Layout: Trinity Wharf: Overall Dimensions	
TWW-STW-00-ZZ-DR-A-131-2016	1:500	A1	P01	Proposed Site Layout: Trinity Wharf: Turning Head	
TWW-STW-00-ZZ-DR-A-131-2050	1:500	A1	P01	Proposed Site Sections: Sheet 1 of 3	
TWW-STW-00-ZZ-DR-A-131-2051	1:500	A1	P01	Proposed Site Sections: Sheet 2 of 3	
TWW-STW-00-ZZ-DR-A-131-2052	1:500	A1	P01	Proposed Site Sections: Sheet 3 of 3	
<b>OFFICE BUILDING C</b>					
TWW-STW-00-ZZ-DR-A-200-01-1001	1:200	A1	P01	Office C: Ground, 1st, 2nd and 3rd Floor Plans	
TWW-STW-00-ZZ-DR-A-200-01-1002	1:200	A1	P01	Office C: 4th Floor, Plant and Roof Plans	
TWW-STW-00-ZZ-DR-A-300-01-1001	1:200	A1	P01	Office C: Building Elevations and Sections	
<b>HOTEL</b>					
TWW-STW-00-ZZ-DR-A-200-02-1001	1:200	A1	P01	Hotel: Ground and First Floor Plans	
TWW-STW-00-ZZ-DR-A-200-02-1002	1:200	A1	P01	Hotel: Second and Third Floor Plans	
TWW-STW-00-ZZ-DR-A-200-02-1003	1:200	A1	P01	Hotel: Fourth and Fifth Floor Plans	
TWW-STW-00-ZZ-DR-A-200-02-1004	1:200	A1	P01	Hotel: Plant Level and Roof Plans	
TWW-STW-00-ZZ-DR-A-300-02-1001	1:200	A1	P01	Hotel: Building Elevations and Sections	
TWW-STW-00-ZZ-DR-A-300-02-1002	1:200	A1	P01	Hotel: Building Elevations and Sections	
<b>RESTAURANT/ CAFÉ BUILDING</b>					
TWW-STW-00-ZZ-DR-A-200-03-1001	1:200	A1	P01	Restaurant-Café: Ground, First Floor, Plant Level and Roof Plans	
TWW-STW-00-ZZ-DR-A-300-03-1001	1:200	A1	P01	Restaurant-Café: Building Elevations and Sections	
<b>CULTURAL / PERFORMANCE CENTRE</b>					
TWW-STW-00-ZZ-DR-A-200-04-1001	1:200	A1	P01	Cultural centre: Ground and First Floor Plans	
TWW-STW-00-ZZ-DR-A-200-04-1002	1:200	A1	P01	Cultural centre: Plant Level and Roof Plans	
TWW-STW-00-ZZ-DR-A-300-04-1001	1:200	A1	P01	Cultural centre: Building Elevations and Sections	
<b>OFFICE BUILDING B</b>					
TWW-STW-00-ZZ-DR-A-200-05-1001	1:200	A1	P01	Office B: Ground, 1st, 2nd and 3rd Floor Plans	
TWW-STW-00-ZZ-DR-A-200-05-1002	1:200	A1	P01	Office B: 4th Floor, Plant and Roof Plans	
TWW-STW-00-ZZ-DR-A-300-05-1001	1:200	A1	P01	Office B: Building Elevations and Sections	
<b>OFFICE BUILDING A</b>					
TWW-STW-00-ZZ-DR-A-200-06-1001	1:200	A1	P01	Office A: Ground, 1st, 2nd and 3rd Floor Plans	
TWW-STW-00-ZZ-DR-A-200-06-1002	1:200	A1	P01	Office A: 4th Floor, Plant and Roof Plans	
TWW-STW-00-ZZ-DR-A-300-06-1001	1:200	A1	P01	Office A: Building Elevations and Sections	
<b>RESIDENTIAL BUILDING</b>					
TWW-STW-00-ZZ-DR-A-200-07-1001	1:200	A1	P01	Residential Building: Ground, 1st and 2nd Floor Plans	
TWW-STW-00-ZZ-DR-A-200-07-1002	1:200	A1	P01	Residential Building: 3rd, 4th, Plant and Roof Plans	
TWW-STW-00-ZZ-DR-A-200-07-1050	1:100	A1	P01	Residential Building: Cycle and Bin Store (plans, Elevations, Sections)	
TWW-STW-00-ZZ-DR-A-300-07-1001	1:200	A1	P01	Residential Building: Building Elevations and Sections	
<b>MULTI-STOREY CAR PARK</b>					
TWW-STW-00-ZZ-DR-A-200-08-1001	1:200	A1	P01	Car Park: Ground & First Floor Plans	
TWW-STW-00-ZZ-DR-A-200-08-1002	1:200	A1	P01	Car Park: Second & Third Floor Plans	
TWW-STW-00-ZZ-DR-A-200-08-1003	1:200	A1	P01	Car Park: Fourth & Fifth Floor Plans	
TWW-STW-00-ZZ-DR-A-200-08-1004	1:200	A1	P01	Car Park: Plant and Roof Plans	
TWW-STW-00-ZZ-DR-A-300-08-1001	1:200	A1	P01	Car Park: Elevations and Sections	
<b>TRINITY STREET ENTRANCE AND MANAGEMENT BUILDING</b>					
TWW-STW-00-ZZ-DR-A-200-09-1001	1:200	A1	P01	Management Building: Floor and Roof Plan, Sections and Elevations	

PLANNING APPLICATION: SCHEDULE OF DESIGN TEAM DRAWINGS - SHEET 2					
Drawing No.	Scale	Sheet Size	Issue	Drawing Title	
<b>Civil/Structural Engineering: Roughan &amp; O'Donovan Consulting Engineers</b>					
TRWH-ROD-GEN-SW_AE-DR-CH-4051	NTS	A1		Location Plan	
TRWH-ROD-GEN-SW_AE-DR-CH-4052	1:750	A1		Existing Site Levels	
TRWH-ROD-GEN-SW_AE-DR-CH-4053	1:800	A1		Proposed Site Layout	
TRWH-ROD-GEN-SW_AE-DR-CH-4061	1:600	A1		Landscape and Public Realm	
TRWH-ROD-GEN-SW_AE-DR-CH-4062	1:600	A1		Proposed Site Layout - Ground Floor Level	
TRWH-ROD-GEN-SW_AE-DR-CH-4064	1:500	A1		Surface Water and Drainage Layout	
TRWH-ROD-GEN-SW_AE-DR-CH-4065	1:500	A1		Foul Water Drainage Layout	
TRWH-ROD-GEN-SW_AE-DR-CH-4066	1:500	A1		Proposed Watermain Layout	
TRWH-ROD-GEN-SW_AE-DR-CH-4071	1:500	A1		Internal Roads Autotrack	
TRWH-ROD-GEN-SW_AE-DR-CH-4072	1:250	A1		Access Road and Level Crossing - Sheet 1	
TRWH-ROD-GEN-SW_AE-DR-CH-4073	VARIOUS	A1		Access Road and Level Crossing - Sheet 2	
TRWH-ROD-GEN-SW_AE-DR-CH-4074	VARIOUS	A1		Access Road and Level Crossing - Sheet 3	
TRWH-ROD-GEN-SW_AE-DR-CH-4081	1:500	A1		Sea Wall General Arrangement - Sheet 1	
TRWH-ROD-GEN-SW_AE-DR-CH-4082	1:100	A1		Sea Wall General Arrangement - Sheet 2	
TRWH-ROD-GEN-SW_AE-DR-CH-4085	1:350	A1		Boardwalk General Arrangement - Sheet 1	
TRWH-ROD-GEN-SW_AE-DR-CH-4086	VARIOUS	A1		Boardwalk General Arrangement - Sheet 2	
TRWH-ROD-GEN-SW_AE-DR-CH-4088	VARIOUS	A1		Proposed Sea View Avenue 3-Point Turn Facility GA	
TRWH-ROD-GEN-SW_AE-DR-CH-4091	1:500	A1		Proposed Marina Layout Plan View	
TRWH-ROD-GEN-SW_AE-DR-CH-4092	1:600	A1		Proposed Marina Layout Restraint System Detail - Option 1	
TRWH-ROD-GEN-SW_AE-DR-CH-4093	1:600	A1		Proposed Marina Layout Restraint System Detail - Option 2	
TRWH-ROD-GEN-SW_AE-DR-CH-4101	1:2500	A1		Catchment Area for Off-site Parking	
TRWH-ROD-GEN-SW_AE-DR-CH-4102	1:1000	A1		Japanese Knotweed Locations	
TRWH-ROD-GEN-SW_AE-DR-CH-4103	1:12500	A1		Teagasc Soil Mapping	
TRWH-ROD-GEN-SW_AE-DR-CH-4104	1:12500	A1		GSI Bedrock Geology Mapping	
TRWH-ROD-GEN-SW_AE-DR-CH-4105	1:12500	A1		GSI Aquifer and Groundwater Body (GWB) Mapping	
TRWH-ROD-GEN-SW_AE-DR-CH-4106	1:12500	A1		GSI Groundwater Vulnerability Mapping	
<b>LANDSCAPE: THE PAUL HOGARTH CO. LTD.</b>					
<b>Layouts</b>					
1125-L-PP-01	1:500	A1		Planting Plan	
1125-L-HW-200	1:500	A1		Hard Works Plan	
<b>Sections</b>					
1125-L-SE-700	NTS	A3		Typical Section_Coastal Walk	
1125-L-SE-701	NTS	A3		Typical Section_Plaza	
1125-L-SE-702	NTS	A3		Typical Section_Railway Edge	
<b>Details</b>					
1125-L-DE-901	1:20	A3		Typical Tree Pits	
1125-L-DE-902	1:20	A3		Typical Shrub Planting Types	
1125-L-DE-903	1:20	A3		Typical Hedges	
<b>Sketches</b>					
SK-09	NTS	A3		Proposed Seating	
SK-10	NTS	A3		Proposed Bin	
SK-11	NTS	A3		Proposed Cycle stand	
SK-12	NTS	A3		Proposed Signage	
SK-13	NTS	A3		Proposed Play Equipment	
<b>CARDINAL SURVEYS (EXISTING SITE SURVEY)</b>					
18-125-02	1:1000	A1		Trinity Wharf - Combined Surveys	



