



The Connolly Quarter

Masterplan Document – For Information

SHD Submission October 2019

18135-RKD-00-XX-RP-A-3010

RKD ARROW ballymore. *Oxley*

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01 Introduction & Vision

1. Introduction

This Masterplan document has been prepared by RKD in support of a planning submission for lands adjacent to Connolly Station and bounded by Sheriff St Lower, Commons St, Oriel St and Seville Place, and on behalf of Ballymore.

The application envisages the removal of existing CIE facilities plus surface car parking and telecommunications masts from the site, and with the full retention of protected structures including the Luggage Store Building, Workshops and existing boundary walls along Oriel St. and Sheriff St. The application proposes a mixed use urban regeneration development incorporating residential, office and hotel facilities over an active ground floor level offering a range of retail, commercial and community uses. The development proposes a series of urban blocks of varying heights arranged around a hierarchy of interconnecting public and semi private amenity spaces with full connectivity to bounding streets and Connolly Station.

This Masterplan document is a summary of the proposals which are fully described in the drawings and reports accompanying the submission.

2. DCC Consultation

The proposal has been developed through pre-application consultations with Dublin City Councils Planning, Mobility and Conservation departments. The design team reviewed the masterplan with DCC Planning department on a number of occasions with comments incorporated into the final masterplan proposal.

3. Cross Referencing Accompanying Documents

This Design Statement has been prepared by RKD and has been informed by detailed inputs from other members of the design team. In addition to the general arrangement drawings required for submission under the planning regulations, this report should be read in conjunction with detailed reports as prepared by other members of the design team:

- Planning Report (MCH)
- Landscape Report (BSLArch)
- Conservation Report (Clare Hogan)
- Transport Report (OCSC)
- Verified Views (Modelworks)
- Sunlight & Daylight Report (IES)
- Waste Management Report (AWN)
- Construction Management Plan (OCSC)

ballymore. *Oxley*

Developer – Ballymore/ Oxley

RKD

Architects / Lead Consultant - RKD Architects

ARROW

Concept Architects - Arrow Architects

 McCutcheon Halley
CHARTERED PLANNING CONSULTANTS

Planning Consultant - McCutcheon Halley

 G1
CONSERVATION
ARCHITECT
RIAI

Conservation Architect - Clare Hogan Conservation Architect

 OCSC
O'CONNOR SUTTON CRONIN
MULTIDISCIPLINARY CONSULTING ENGINEERS

Civil + Structural - O'Connor Sutton Cronin

 HOMAN O'BRIEN
Engineering Excellence

Building Services - Homan O'Brien

BSLArch

Landscape Design - BSLArch

 MSA
FIRE SAFETY
ENGINEERS

Fire Consultant - Michael Slattery & Associates

 Linesight

PSDP - Linesight

 bdb
facade consultants

Façade Consultant - Billings Design Associates

 IES

IES – Daylight/Sunlight/Wind Analysis

Summary



Masterplan Concept

The creation of openness, permeability and a new sense of community are the driving principles of this masterplan. The masterplan creates an entirely new quarter in Dublin which both integrates into and connects to the surrounding neighbourhoods. We have identified the key pedestrian desire paths across the site which have informed the connections and passages through the new quarter. The lowering of the existing site level to that of the surrounding street level unlocks the potential to open the site to the surrounding street network. We have deliberately resisted the natural instinct to secure the site at its boundary connections as to do so would destroy the driving requirement for permeability. The masterplan proposes a series of mixed functions blocks which are connected basement, ground and first floor levels. The first floor level is particularly key to the masterplan concept in that it involves the creation of an elevated highline connected amenity route. This resident-only amenity will allow the fostering of community interaction of all residential blocks while also recognising the need to provide security and personal choice to each resident. The highline concept is described in more detail in Section 07 of this report and in the other submitted SHD application documents.

The Connolly Quarter Masterplan offers 108,052 m² of Gross Internal Area (GIA) and comprises of the following buildings:

Block A - Office

- A 23,300 m² (GIA) office building with active frontage onto Sheriff St Lower and forming a 'Gateway' into Connolly Square.
- The building offer 9 floors of modern office space over the protected Luggage Store building which will be adapted to form the new entrance to the block.

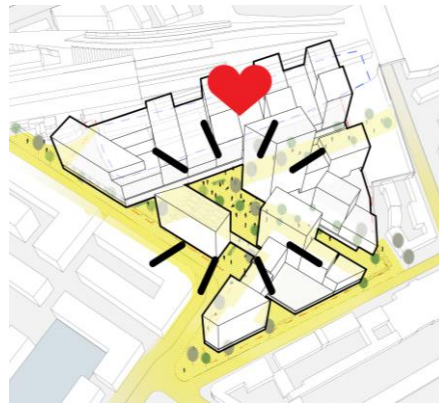


Block B – Residential

- A 31,857 m² (GIA) residential block offering 329 residential units (mixture of studio, 1 bed, 2 bed and 3 bed unit types) Block B extends up to 15 floors above the proposed Connolly Quarter street level and comprises x3 residential 'finger blocks' aligned to optimize daylight penetration to the new urban spaces.
- Private open space is integrated at podium and rooftop levels. Generously proportioned podium gardens offer excellent active and visual amenity whilst the rooftop garden terraces offer panoramic views over Connolly Station and the city beyond.
- Block B extends over the existing Irish Rail sidings and is supported by a steel truss support arrangement. This support deck creates the opportunity to accommodate 174 CIE car parking spaces on full buildout (135 spaces as part of the SHD application) within the structural depth with this deck being accessed via a series of ramps/roadways from Oriel St.
- Block B also provides 1,506m² of retail, café and community facilities at street level.

Block C – Residential

- A 24,369 m² (GIA) residential block offering 295 residential units (mixture of studio, 1 bed, 2 bed and 3 bed unit types) Block C is comprised of 3 distinct blocks forming a cluster of blocks ranging in height from 5 to 23 floors above the Connolly Quarter street level and with blocks stepping down in height to the site boundary to respect the existing residential amenity.
- The Block C1 tower is located centrally to the overall masterplan and forms a visual focus with frontage onto Connolly Square.
- Block C1 will be the heart of the residential scheme and is supported by 256m² of retail and commercial uses at street level.



Block D1/D2 – Residential

- A 12,225 m² (GIA) residential block offering 117 residential units (mixture of studio, 1 bed, 2 bed and 3 bed unit types).
- Block D ranges in height from 5 to 14 floors above Connolly Quarter street level with blocks stepping down in height towards the Oriel St Lower site boundary.
- Block D also provides 1,380m² of retail and café facilities at street level.

Block D3 – Hotel

- A 9,229 m² (GIA) hotel buildings which is located on a prominent site at the intersection of Oriel St and Commons St. The building is arranged over 12 floors with guest amenity spaces offered at ground floor entrance and at the rooftop penthouse level

Block E - Office

- A 6,988 m² (GIA) office building with active frontage onto Sheriff St Lower and forming a 'Gateway' into Connolly Square.
- The building offers 8 floors of modern office accommodation over the protected Workshop Building.



Basement Level

- A 7,271 m² (GIA) single level basement is proposed to support each of the proposed blocks above ground. The basement has been minimised in terms of footprint and accommodates 58 car parking spaces (52 residential and 6 CIE), 640 bicycle parking spaces, residential plant and waster storage amenities. A dedicated basement level shall be located beneath the Block D3 hotel building.

Project Vision

Ballymore Reputation for Quality

The Connolly Quarter by Ballymore will follow a long established portfolio of high quality developments such as City Island, London, Royal Wharf, London and Dublin Landings, North Wall Quay, and will incorporate the key principles of every Ballymore development:

- Sustainable placemaking
- Accessibility for all
- Vibrant mix of uses
- Embracing of history and heritage
- Local community engagement
- Commit to long term success
- Quality placemaking.
- Certainty of delivery.



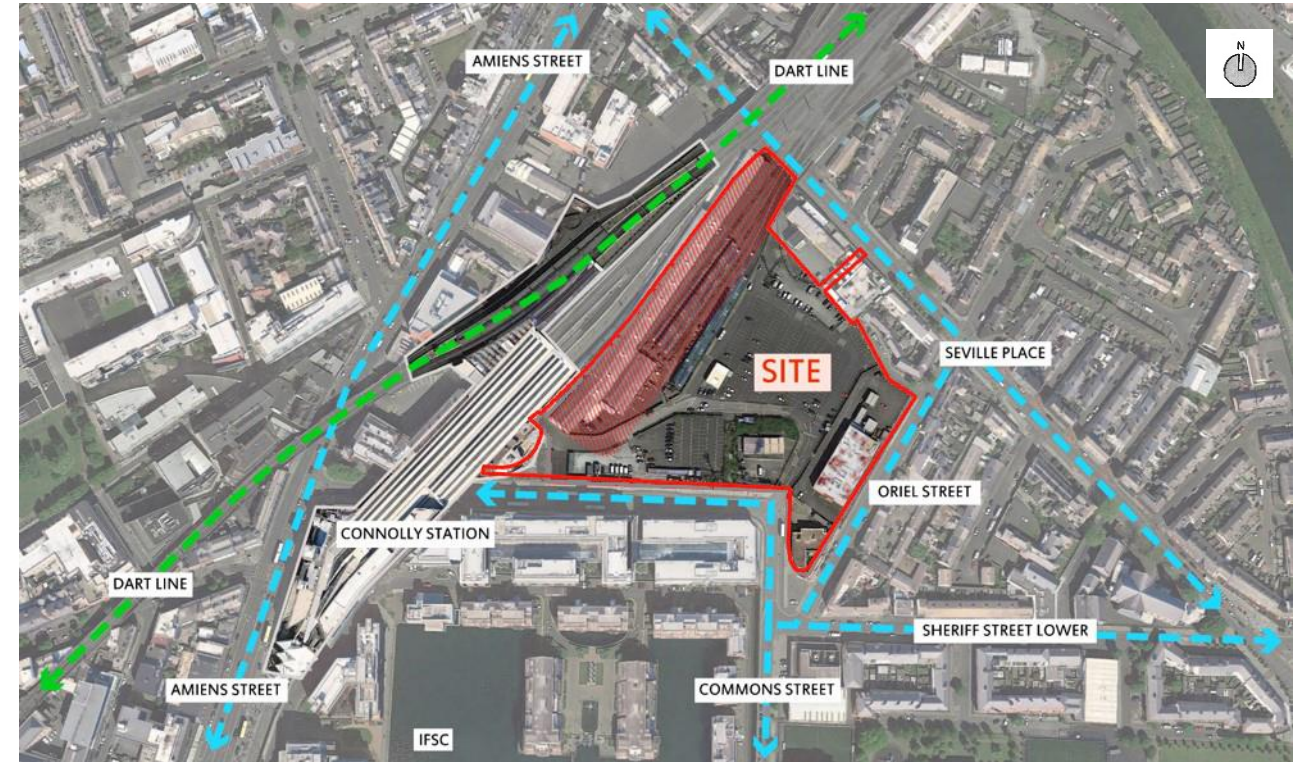
02 Site Context

Site Context

Site Location

The Connolly site is on the north side of the River Liffey and is bounded by Sheriff St Lower, Commons St, Oriel St and Seville Place. It is directly adjacent to Connolly Station which offers primary rail, Dart and Luas connections both within Ireland and Dublin City.

The site is within a 25 minute drive to the M50 and thereby offers excellent road connections to the whole country. The Connolly site is very well connected within Ireland and Dublin City and would therefore support opportunities for a compact inner city live/work community.



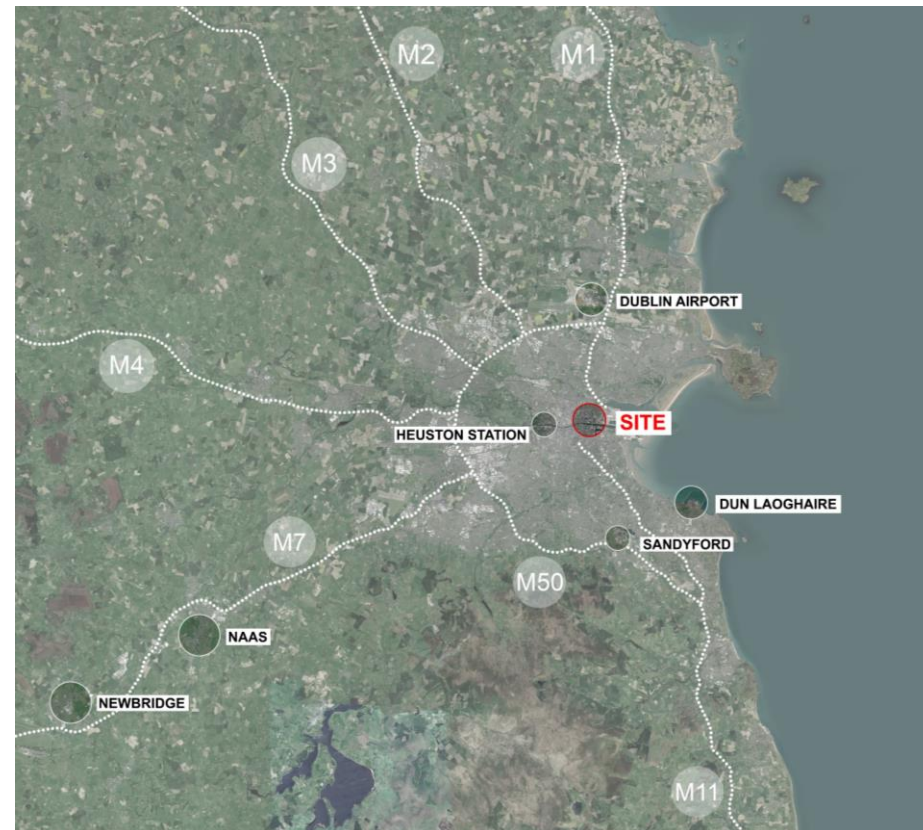
Micro Site Context



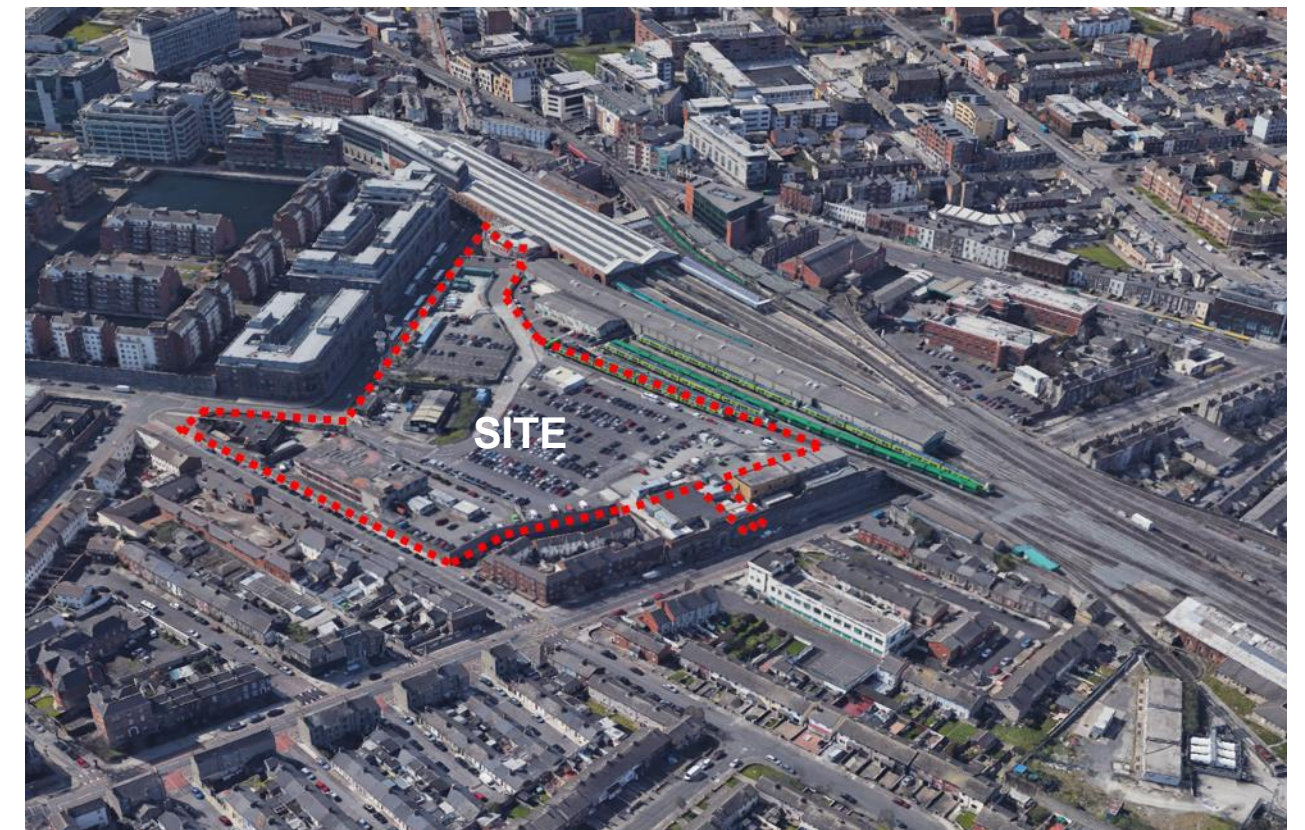
Connolly Station / LUAS



Connolly Station



Macro Site Context



Site Aerial View

Site Context

Site Boundary

The Masterplan site boundary is defined as follows:

01 South (Sheriff St Lower)

- Bounded by the existing protected structures including the Luggage Store and Workshop buildings. The retained stone walls offer potential in terms of retained site character, active frontage and a site 'Entrance Portal'.

02 Commons St/Sheriff St Lower

- Bounded by Oriel House (to be demolished) and existing low level concrete boundary walls

03 Oriel St Lower

- Bounded by a circa 4m high protected stone wall which extends to the entrance to Oriel Hall.

04 Oriel Hall

- A protected stone wall which extends to circa 6m in height and faces north towards existing housing.

05 Irish Rail Train Control Centre (IRCC)

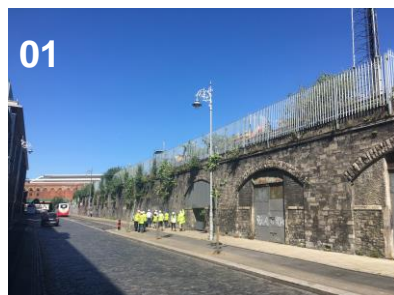
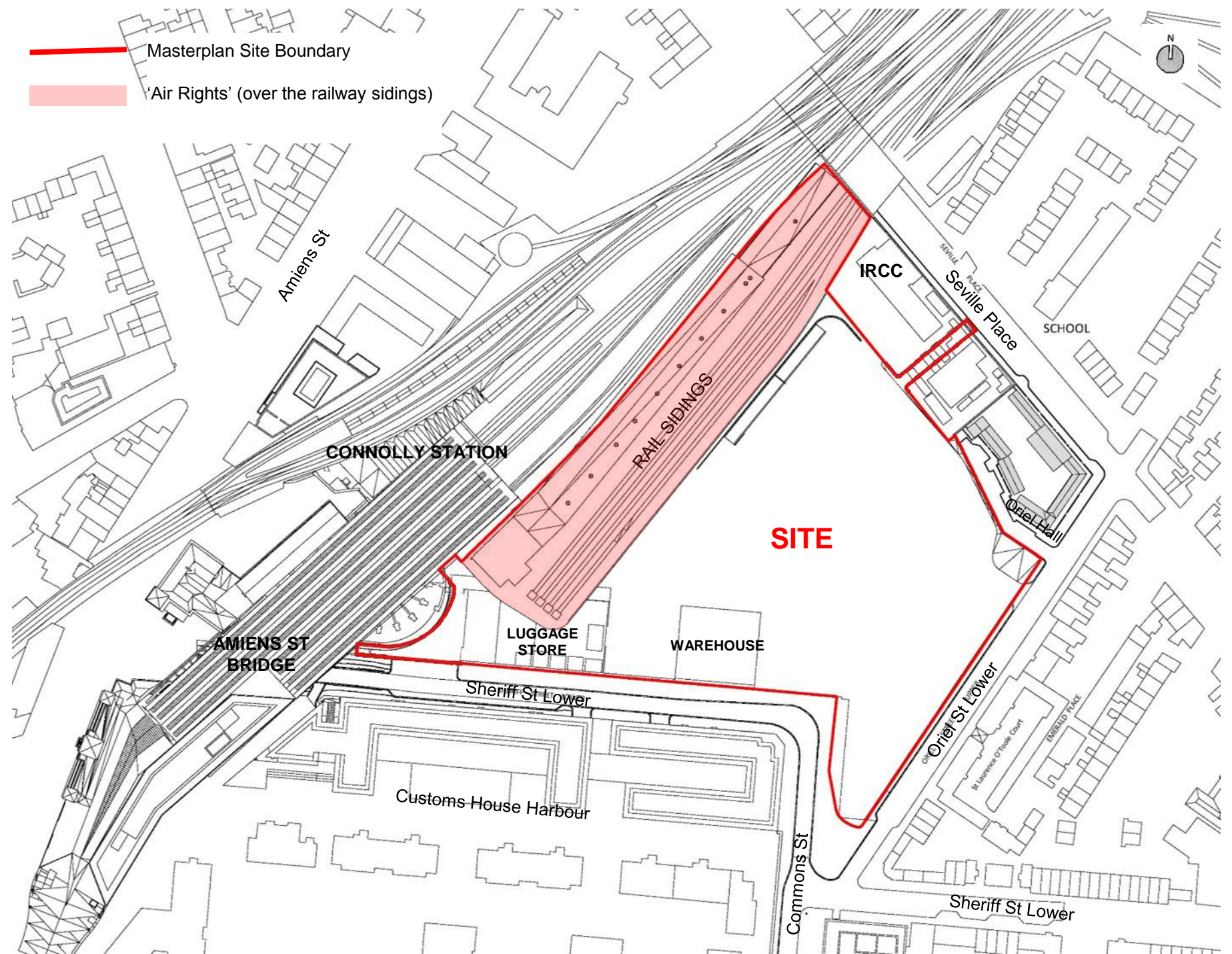
- A series of existing Irish Rail structures plus metal boundary fence.

06 Connolly Rail Sidings/Maintenance Shed

- The subject site extends over the existing rail sidings and up to the south/east face of the existing IR Maintenance Shed.

07 Connolly Station (Platform 4)

- The boundary is defined by the end of the rail sidings, IR Maintenance Shed and the entrance to Connolly Station at platform 4.



Site Boundary Context Photos (01-07)

Planning History

Refer to separate report by MHW Planning Consultant

Current Planning Context

- The Masterplan Presentation has been informed by Dublin City Development Plan 2016 – 2022 including the following:
- Z5 City Centre zoning
- Tall buildings policy
- Policy for lands contiguous to transportation hubs

Emerging Policy Context

- The recently published Government Draft Guidelines on Urban Development and Building Heights which promotes intensification in urban areas particularly on brownfield sites
- The National Planning Framework Plan which sets a target that 50% of future population growth be located within existing city centres.
- Sustainable Urban Housing: Design Standards for New Apartments, Guidelines for Planning Authorities, which seeks to enhance apartment output to secure national housing objectives
- The Mulvey Report which recommends specific measures to support the long-term economic and social regeneration of the North East Inner City.

The Masterplan Vision for Project Connolly will contribute towards regeneration in the area in the following ways:

- Improved Linkages – Project Connolly will contribute towards a network of safe and direct walking and cycle routes, connecting the NEIC to the wider city centre area and into the Docklands.
- Public Realm – Project Connolly will complement the strategies set out in the City Centre Public Realm Masterplan 2016, and the Docklands Public Realm Masterplan 2016.

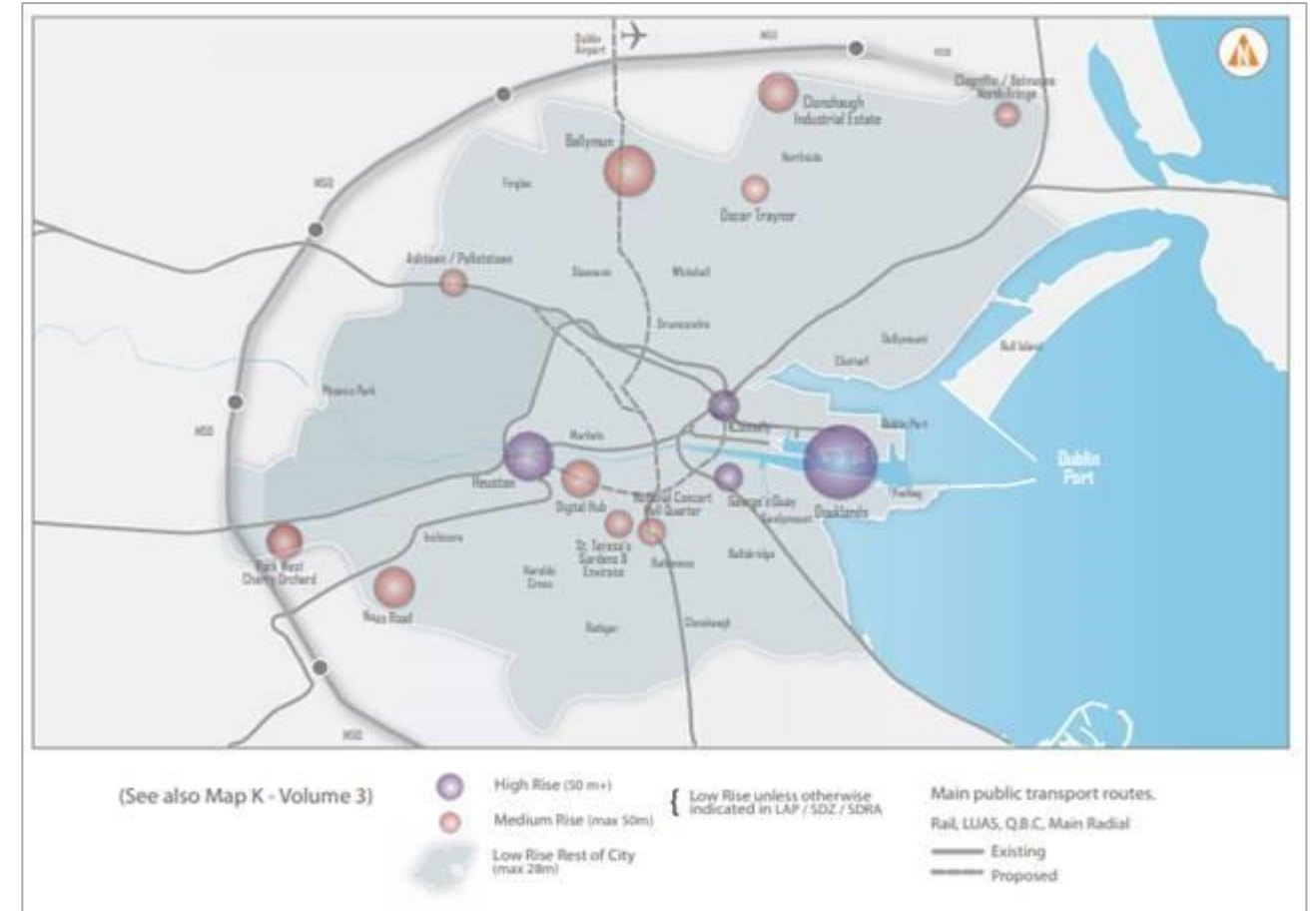
Previous Planning Permission (Expired)

Planning Detail

- Applicant – CIE
- Application No. – 2863/11
- Date of Final Grant – 23rd May 2012
- Site Area – 3.216 hectares.
- Development Area – 81,538m² (mixed use)
- Car parking – 550 spaces at basement level.
- Building Height – 4 to 7 storeys (13 blocks)

Key Issues Arising.

- Integration of the existing protected structures.
- Connolly Station operations.
- Traffic impact.
- Site Linkages (pedestrian + vehicle)
- Impact on adjoining developments.



Extract from Dublin City Development Plan 2016-2022 (Fig.39 Building Height in Dublin Context)



Previous Planning Images



Open Space

Refer to separate report by BSLArch Landscape Consultant

The site accommodates existing Irish Rail operations and surface car parking. The existing pedestrian/vehicular station access shall be maintained.

There is a limited number of public open spaces within close proximity to the subject site. These spaces range in terms of scale, proximity and use. These spaces would include the following:

01 Mariners Park (Astro Pitch)

- Located within 200m of the site and offers sports and recreation amenities (linked to Mariners Port Park)

02 Mariners Port Park

- Located with 350 m of the site and offers landscaped gardens and residential amenity for local residents.

03 Mayor Square

- Located within 400m of the site with its main entrance from Sheriff St. A formal hard landscaped square with commercial and residential frontage.

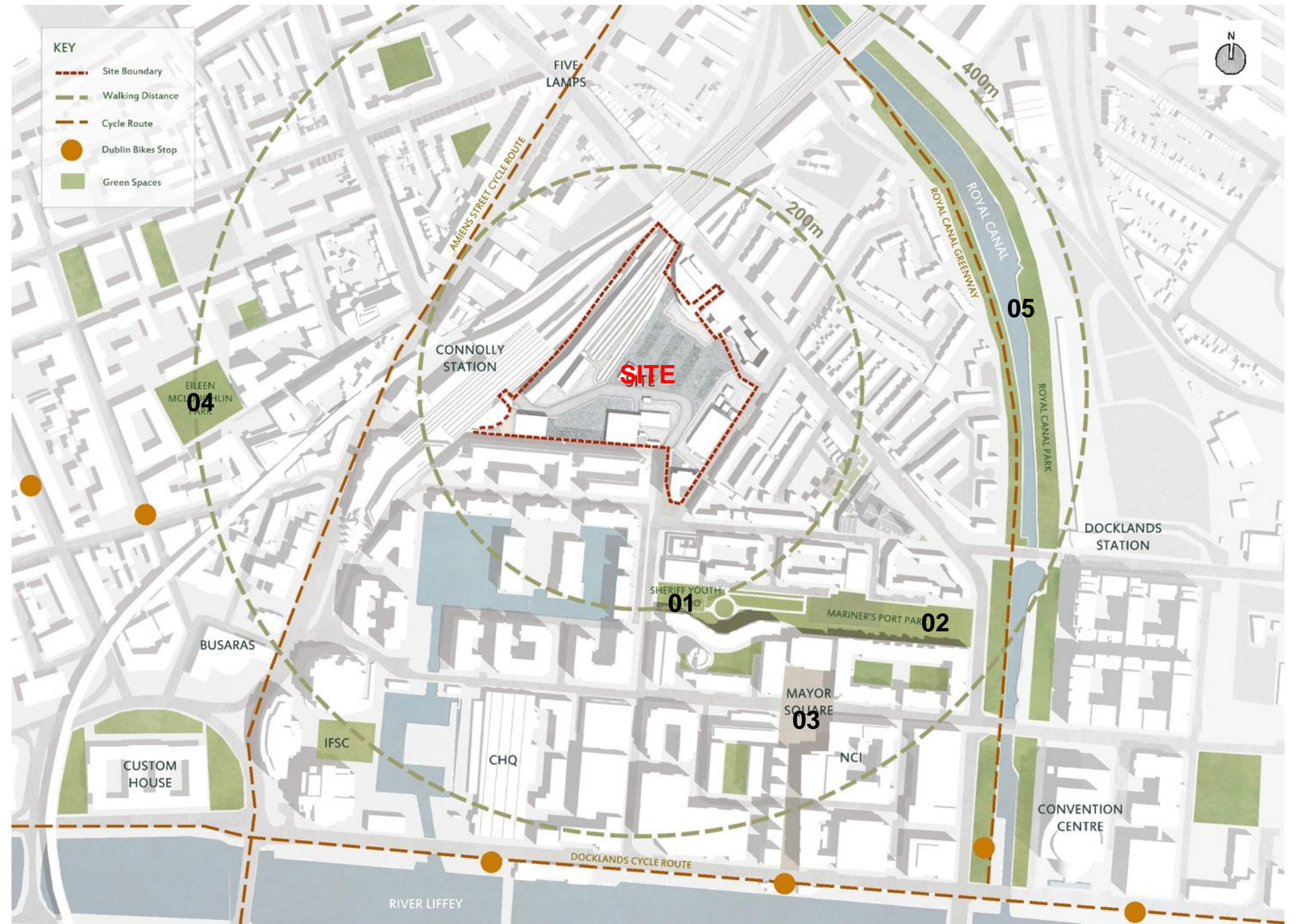
04 Eileen McCloughlin Park

- Located with 400m of the site and offers a hard/soft landscaped amenity to local residents.

05 Royal Canal

- Located within 400m of the site and offers Canal front access and public walkways.

The Connolly Quarter site offers significant opportunities to improve the penetration of active green spaces into the local community.



01 Mariners Port Park / Astro Pitch

02 Mariners Port Park

03 Mayor Square

04 Eileen McCloughlin Park

05 Royal Canal Park

Site Landscape Context Photos (01-05)

Site Context

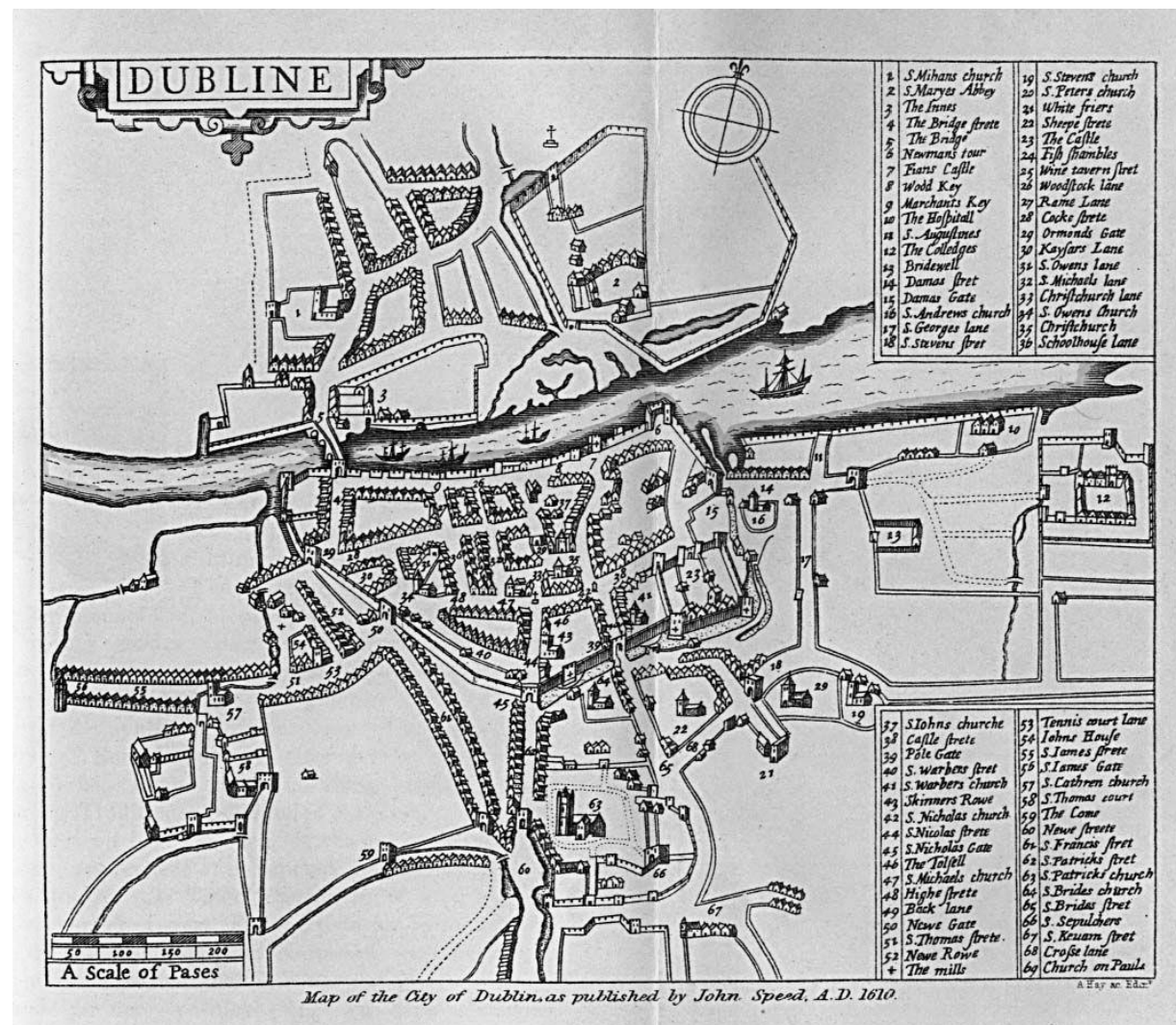
Site History

Map from 1610

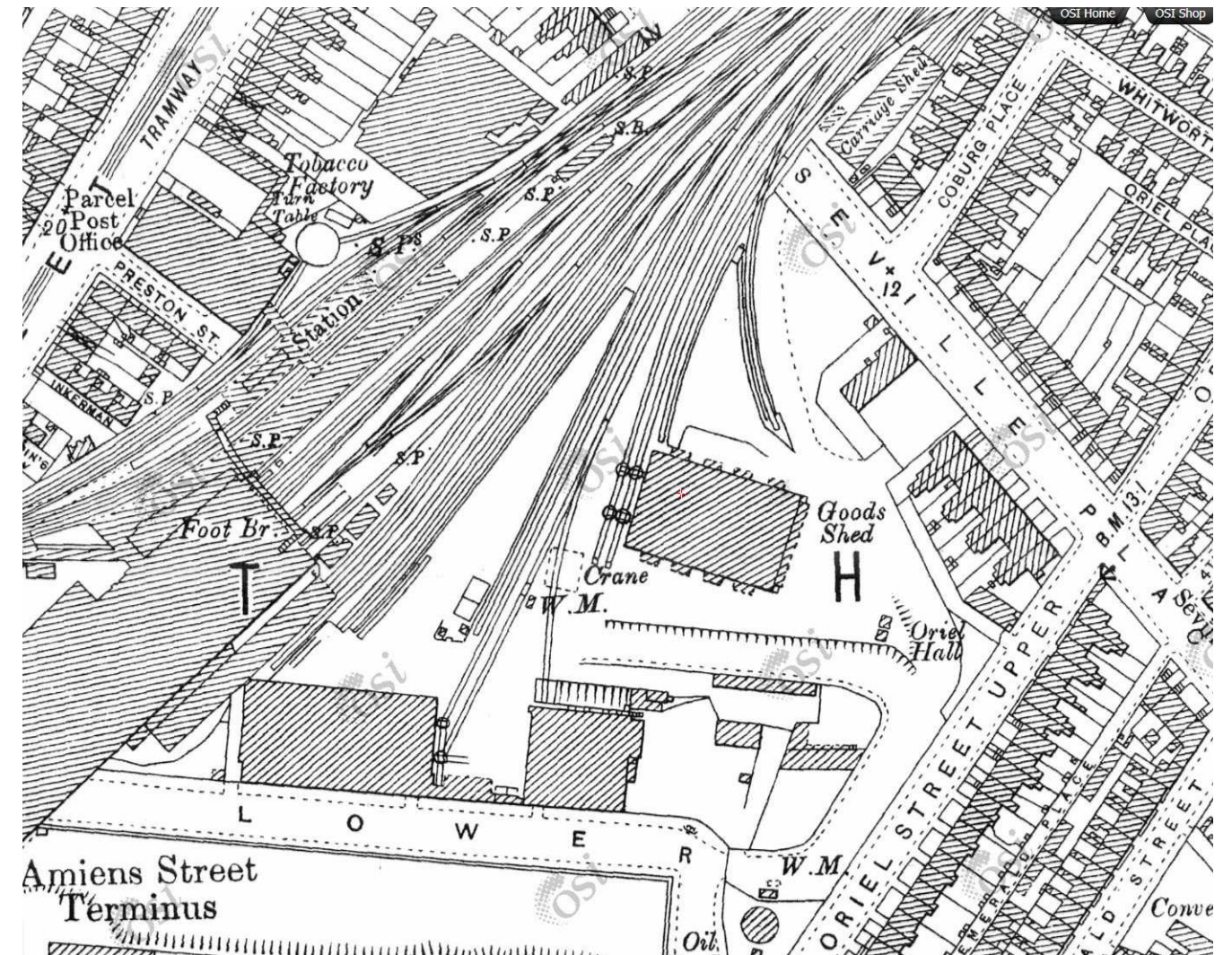
- Historically sited as the banks of the River Liffey known as "The Strand"

Map from 1847

- Land is reclaimed around 'The Strand' and the industrial history is born.
- Construction of Amiens Station and the railway commences, becoming a key commercial & transport hub in Dublin's history



Map from 1610



Map from 1847

Heritage

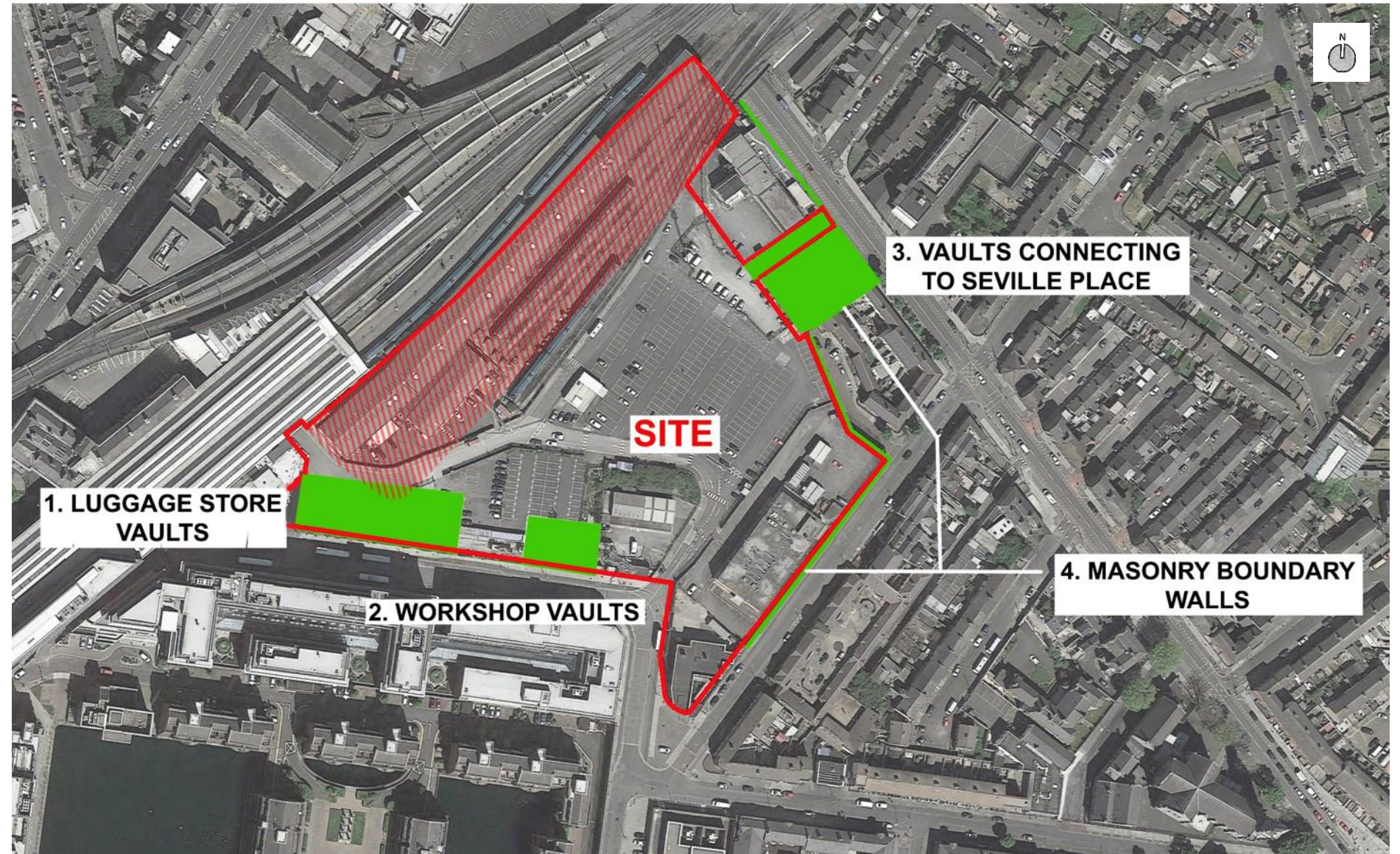
Refer to separate report by Clare Hogan Conservation Architect.

Protected Structures

The protected structures within the site include the following:

- The remnants of the Luggage Store building on Lower Sheriff Street
- The remnants of the Workshop/Vaults building on Lower Sheriff Street
- Vaults connecting to Seville Place
- Masonry walls bounding the eastern and northern sides of the lands facing Oriel Street and Seville Place.

The masterplan and SHD application seek to sensitively integrate the identified protected structures into the scheme design.



Site Context

Heritage - Summary Photographic Record

Refer to separate report by Clare Hogan Conservation Architect.

Protected structures located within the site include the following;

- 01 Remnants of the luggage building facing onto Lower Sheriff Street
- 02 Remnants of the Workshop building facing onto Lower Sheriff Street.
- 03 Vaults connecting to Seville Place.
- 04 Masonry walls bounding the eastern and northern sides of the lands facing onto Oriel Street and Seville Place.

01



02



03



04



Site Context Photographs

Roads and Transport

Refer to separate report by OCSC

The city centre location means that the site is well served by many of the public transport links within Dublin. The site benefits from the following road and rail connections:

Rail & Dart

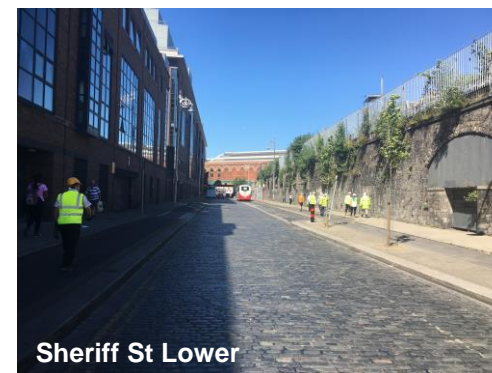
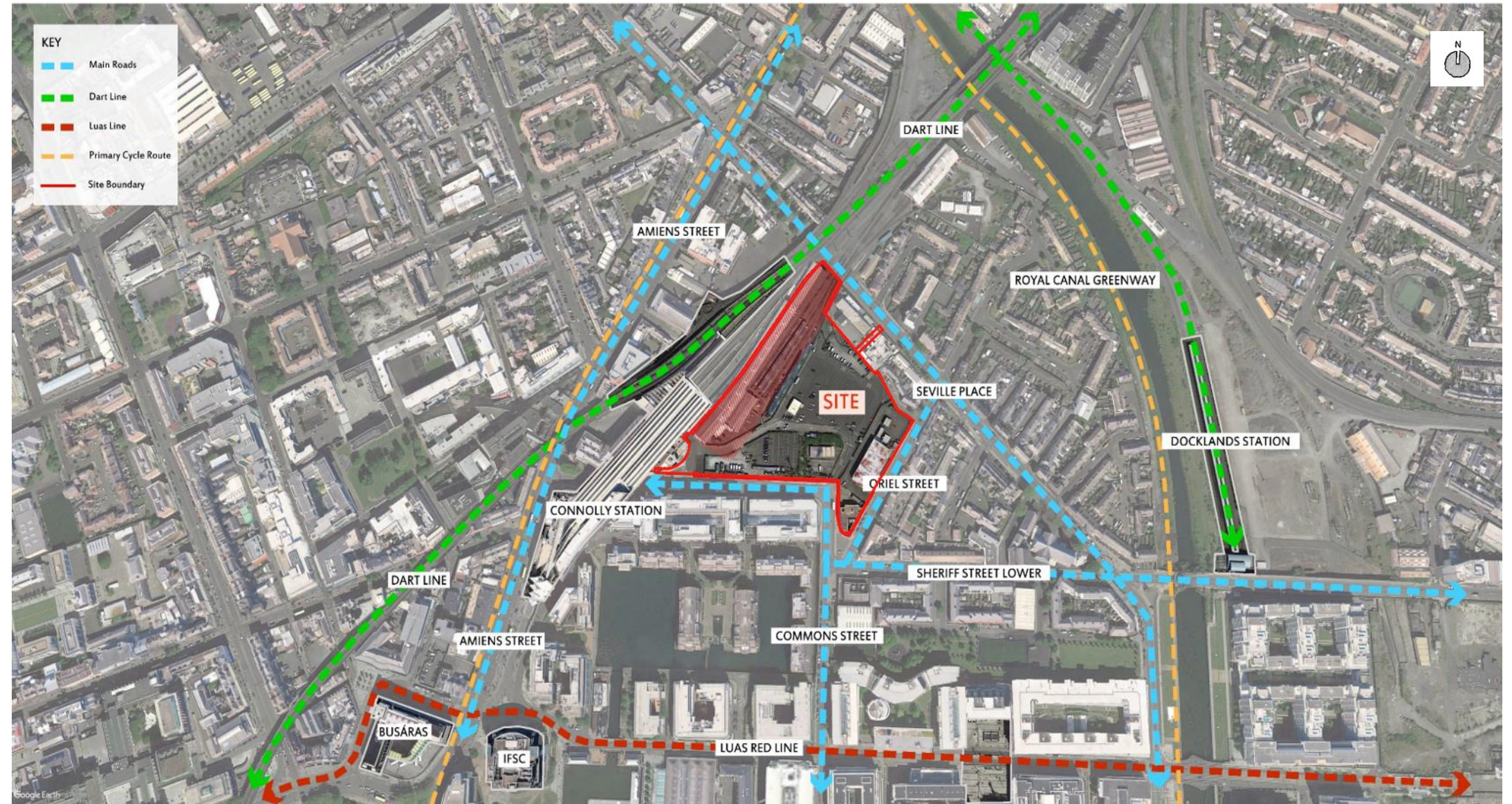
The site is directly adjacent to Connolly Rail Station which offers primary rail links within Dublin City and to other destinations within Ireland. The station also offers Dart line connections running north-south and as such is a major transport hub within the city.

Luas

Connolly Luas Station is located within 350m of the site. Luas Red Line services operate east-west.

Road

The site benefits from good road connectivity. Sheriff St Lower (south) and Seville Place (north) connect directly to Amiens St which delivers primary road access north/south of the site. Oriel St aligns to the eastern site boundary and serves local residents along that road. Commons St aligns north/south to the site and makes a primary connection to North Wall Quay (east/west road connectivity)



03 Site Analysis

Site Analysis

Constraints Influencing/ Informing the Masterplan

01 CIE Car Parking

- There are currently 320 car spaces which are located at grade and are accessed at the intersection of Sheriff St Lower and Commons St.
- There is a contractual agreement to retain 180 car parking spaces for Irish Rail staff within the future development proposal (basement level, parking deck etc)

02 Site Levels

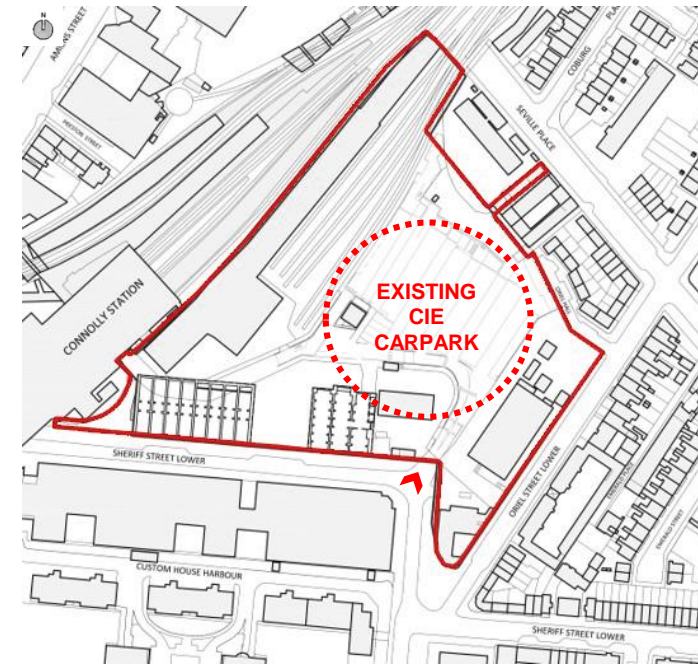
- There are significant level changes within the site varying from +1.75 on Sheriff Street to +8.90 at the IR access point. The existing site access point is from the corner of Sheriff St and Commons with an inclined road connecting to surface car parking on inclined ground.
- There is a circa 4m level difference to each side of the existing boundary wall along Oriell St and with a similar level difference at the boundary with Oriell Hall.

03 CIE Access Points

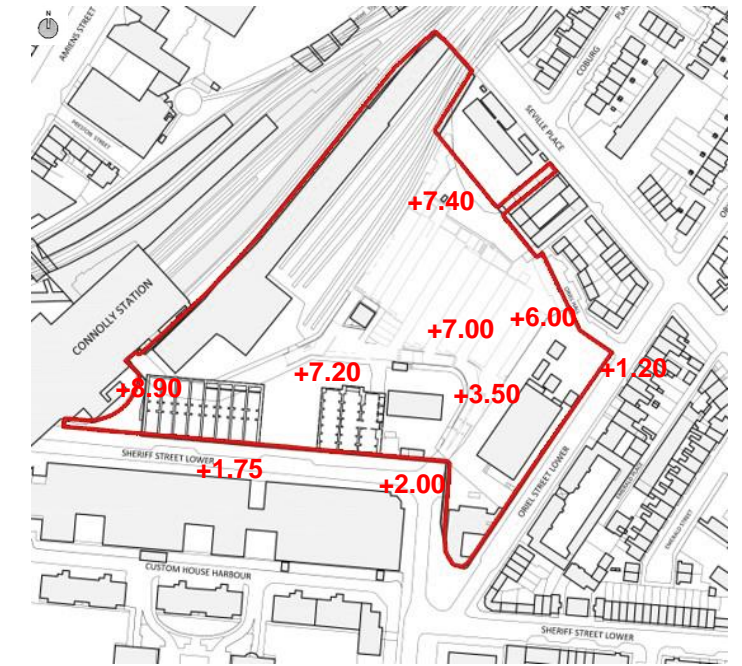
- There is a contractual requirement to retain access points to a series of existing structures adjoining to the site, namely:
 - Connolly Station
 - Railway Sidings
 - Irish Rail Train Control Centre (ITCC)
- The masterplan considers these site level and access requirements as part of the design.

04 Protected Structures

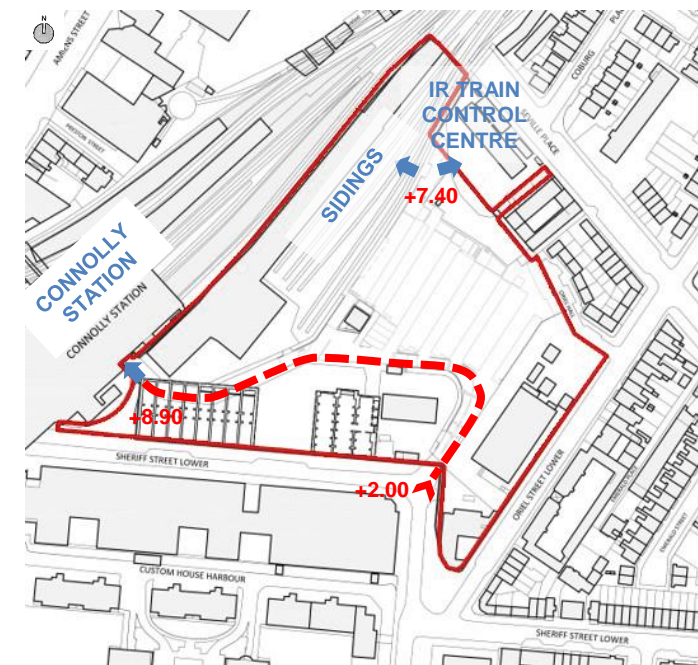
- Protected structures located within the site include the following:
 1. Remnants of the luggage building facing onto Lower Sheriff Street
 2. Remnants of the Workshop building facing onto Lower Sheriff Street.
 3. Masonry walls bounding the eastern and northern sides of the lands facing onto Oriell Street and Seville Place and the 4 Seville Place Vaults.
- The proposed development needs to consider the retention and sensitive re-use of these significant historic structures.



01 CIE Car Parking



02 Site Levels



03 CIE Access Points



04 Protected Structures

Constraints Influencing/ Informing the Masterplan

05 Neighbouring Properties

The site is faced by a range of established building types which range in terms of use and building height. This established urban fabric is considered in detail in developing the proposed masterplan footprint and building heights in order to mitigate against potential overshadowing and overbearing of those properties.

1. Sheriff Street

- Existing 6/7 storey office building (constructed c. 1997) located to the south of the site. These buildings do not offer active frontage to Sheriff St Lower and overshadow the street to the north.

2. Oriel St Lower

- Established residential properties ranging in height from 2-3 floors which extend from the corner of Sheriff St Lower to Seville Place. The proposed heights and building line of the masterplan are carefully considered to minimise their impact on Oriel Street (please refer to the accompanying sunlight/ daylight reports prepared by IES/ BRE). The existing Oriel St wall creates a barrier to pedestrian movement into the site. There are opportunities to create new connections in order to fully integrate the Oriel St environs and improves pedestrian permeability.

3. Oriel Hall

- Established three storey housing aligned to the north of the protected wall facing Oriel Hall.

4. Oriel Hall (Seville Place)

- Established three storey housing with frontage onto Oriel St Lower and Seville Place.

5. Connolly Station

- A range of station, depot buildings and rail tracks located to the North/North West of the site. The existing non commercial and residential uses create an opportunity for creating an active development boundary to these lands.

06 Irish Rail Sidings

- The Connolly Quarter Masterplan responds to upgrade works to the Irish Rail Railway Sidings which involves the extension of the train tracks to accommodate longer trains.
- Fire tender and service access to Connolly Station is currently delivered by the existing sloped access road extending from Commons St to the station entrance at platform 3. A new access route is proposed by this masterplan accessed from Oriel Street Lower.

07 Connolly Station Access

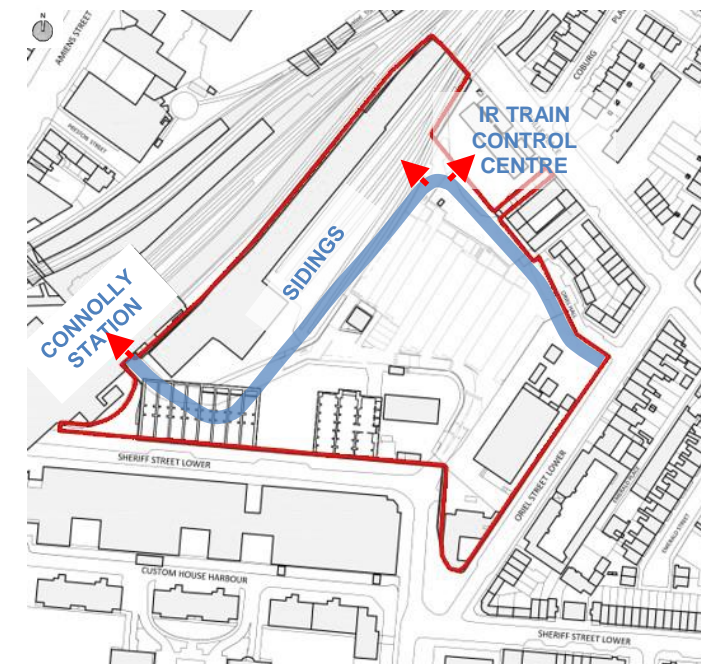
- Integration of the fire tender access to Connolly Station, railway sidings and the Irish Rail Control Centre is proposed within the design of the masterplan.



05 Neighbouring Properties



06 Rail Sidings



07 Connolly Station Access

Site Analysis

Site Opportunities

The site creates a unique opportunity to present a mixed use urban regeneration scheme which offers new connections to new public open spaces

The masterplan addresses the following unique site opportunities:

Connectivity

- New pedestrian connections from Sheriff St Lower, Oriel St and Seville Place.

Heritage Character

- Sensitive re-use of the protected structures (Workshop and Luggage Store buildings) to offer active frontage onto Sheriff St and with a unique urban and architectural character.

Aspect

- The site orientation and relationship with Connolly Station/railway tracks minimises the negative impact of overshadowing of neighbouring properties.

Open Space

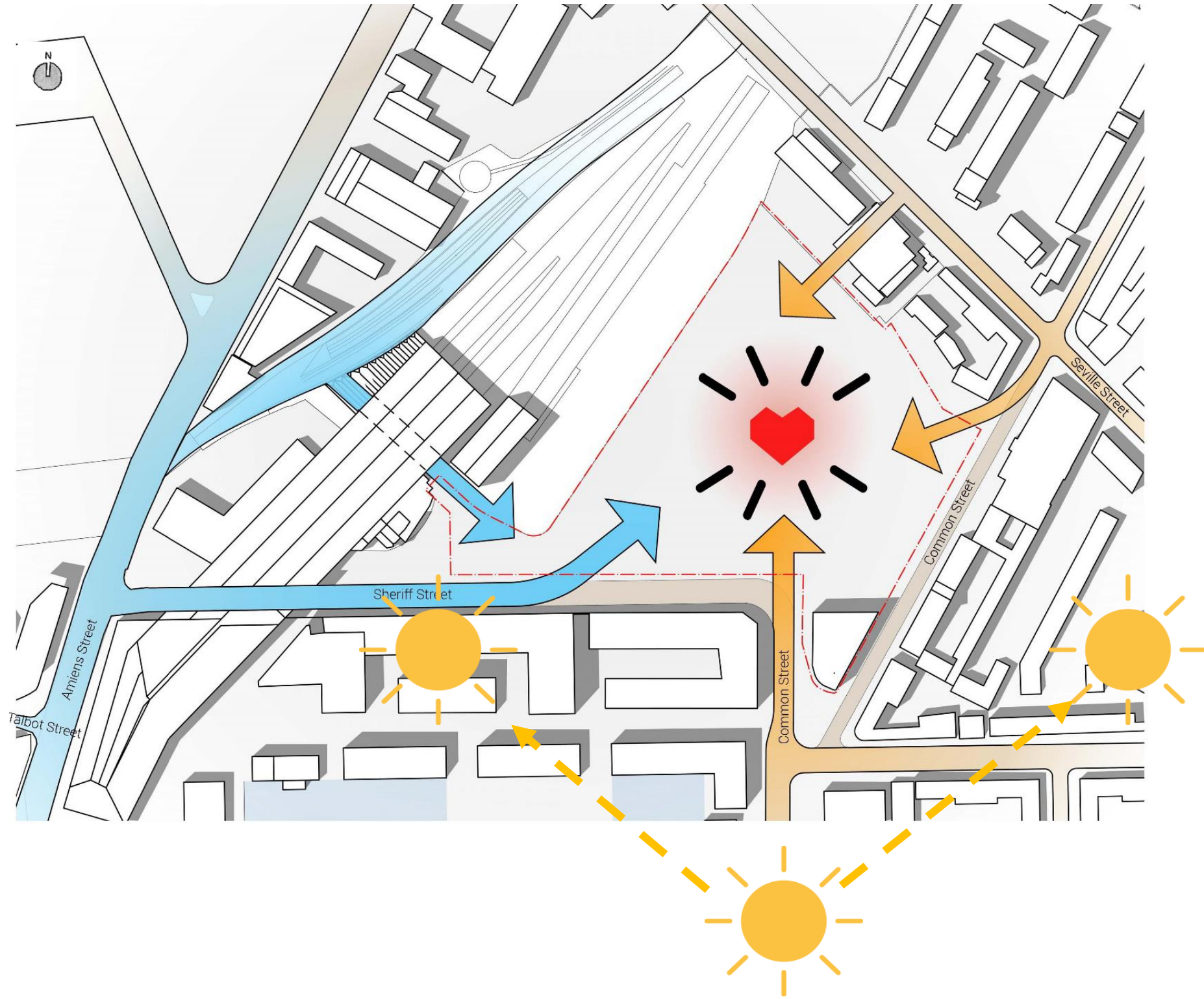
- The new site connections create opportunities to create a new public realm and streetscape. This is a new destination for local residents.

Railway Sidings

- There are opportunities to build over the existing railway sidings in order to maximise the sustainable density of this prime city centre location.

Connolly Station Connection

- Potential for pedestrian connectivity from the site to Connolly Station at ground floor to optimize footfall through the site and create an *Urban Hub*



Site Analysis

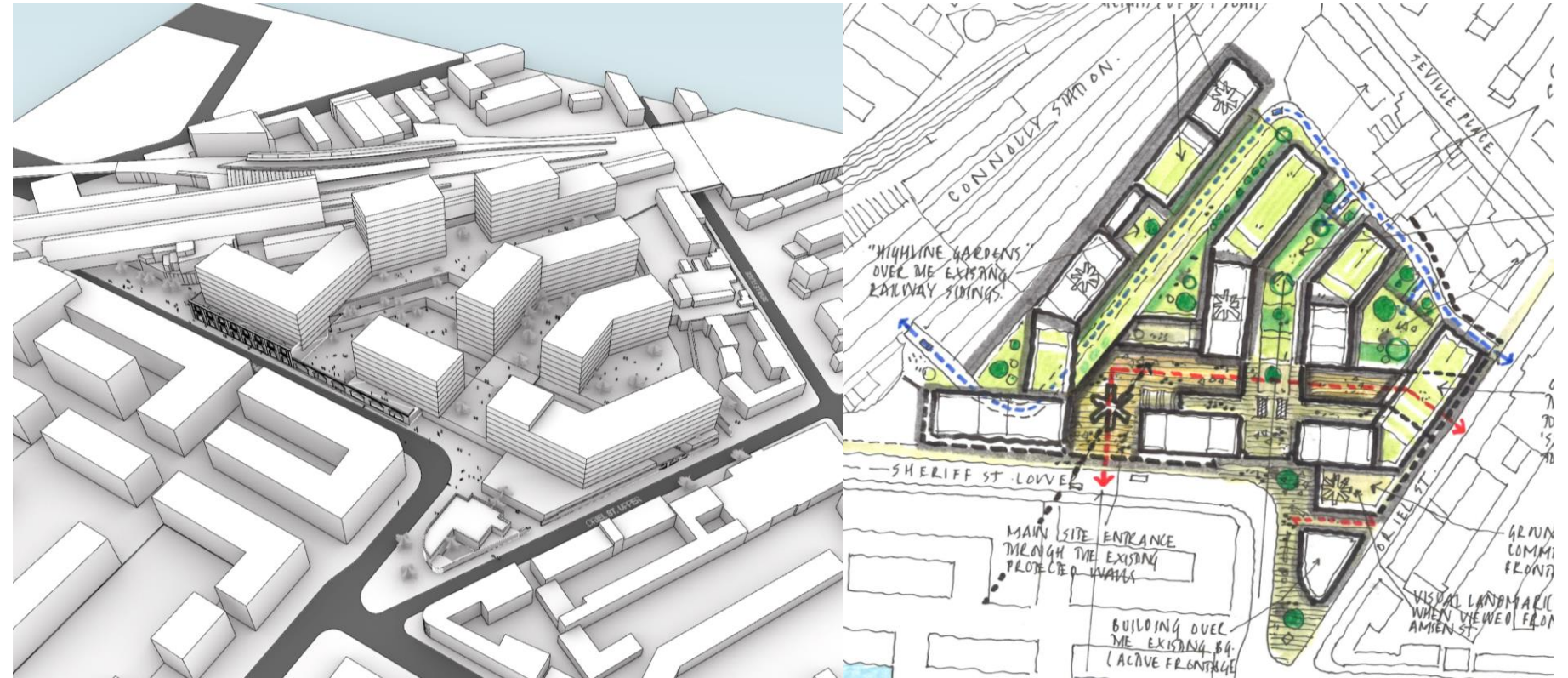
Alternative Options

Alternative Option 1

To create a new mixed use urban quarter with a series of blocks arranged around a central public open space.

Comments arising included the following:

- There is greater potential to create connectivity through the site to Oriel St and Seville Place.
- To reconsider the building line along Oriel St (potential overshadowing impact)
- Consider daylight penetration from the north west into the proposed new public open space (sketch layout may create overshadowing)

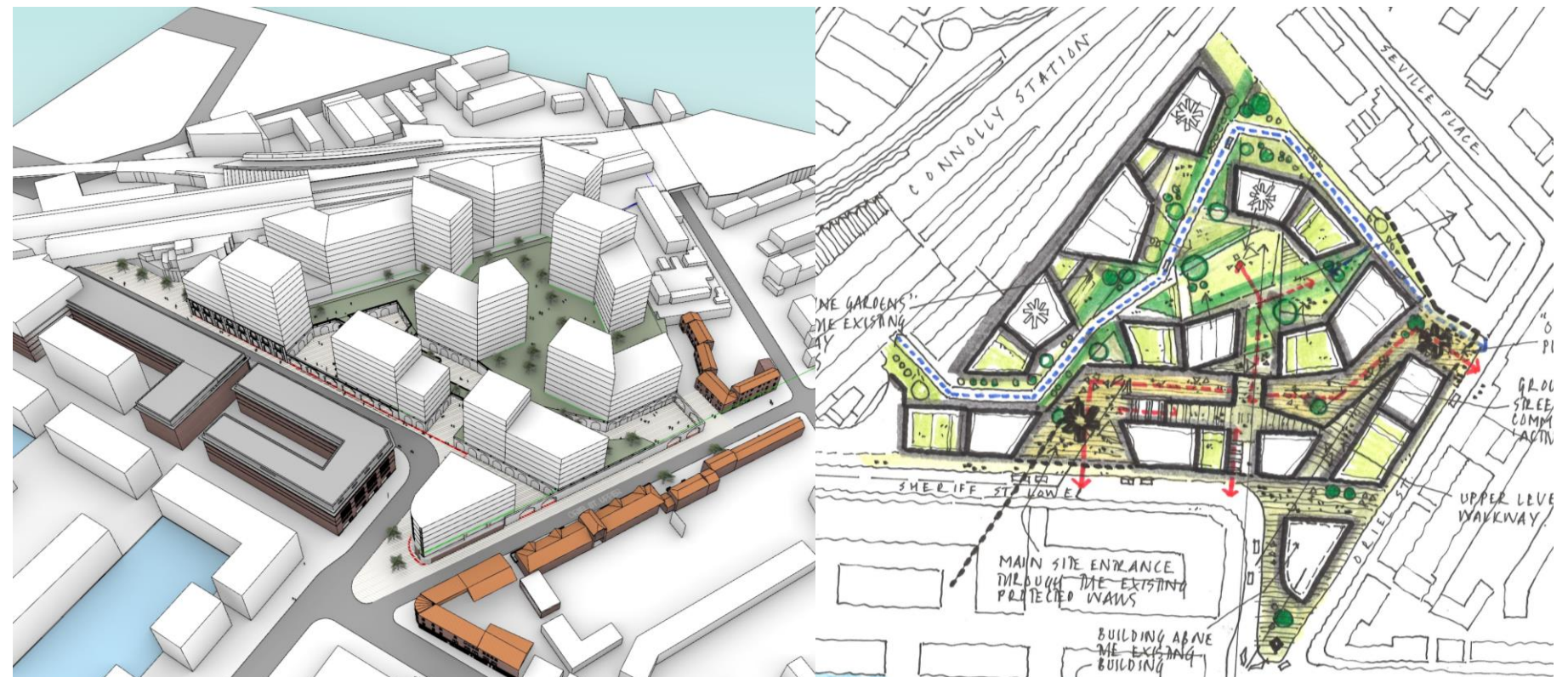


Alternative Option 2

To create a new mixed use urban quarter with a series of blocks arranged around a central public open space.

Comments arising included the following:

- There is greater potential to create connectivity through the site to Oriel St and Seville Place.
- To reconsider the building line along Oriel St (potential overshadowing impact)
- The blocks are somewhat fragmented and may not deliver an efficient use of the site (residential quantum)
- The proposed area of semi private space at the upper podium level is somewhat remote and may be of greater public value if included at ground level.
- The proposed podium road alignment to the rear of Connolly Station is visually invasive and not in the spirit of creating a unique pedestrian environment.



04 Masterplan Concept

Key Principles

Reclaim the Forgotten

The original shoreline identity could inform the landscape form and materiality and create a unique site character and identity.

- The past can help to define the future of the Connolly site.
- The natural history and reclaimed land reference can inspire the landscape and public realm concept (reflecting the rivers and coastal shores of Dublin)
- A urban design concept which is site specific in terms of the character and design.

Reinforce the Past + Existing

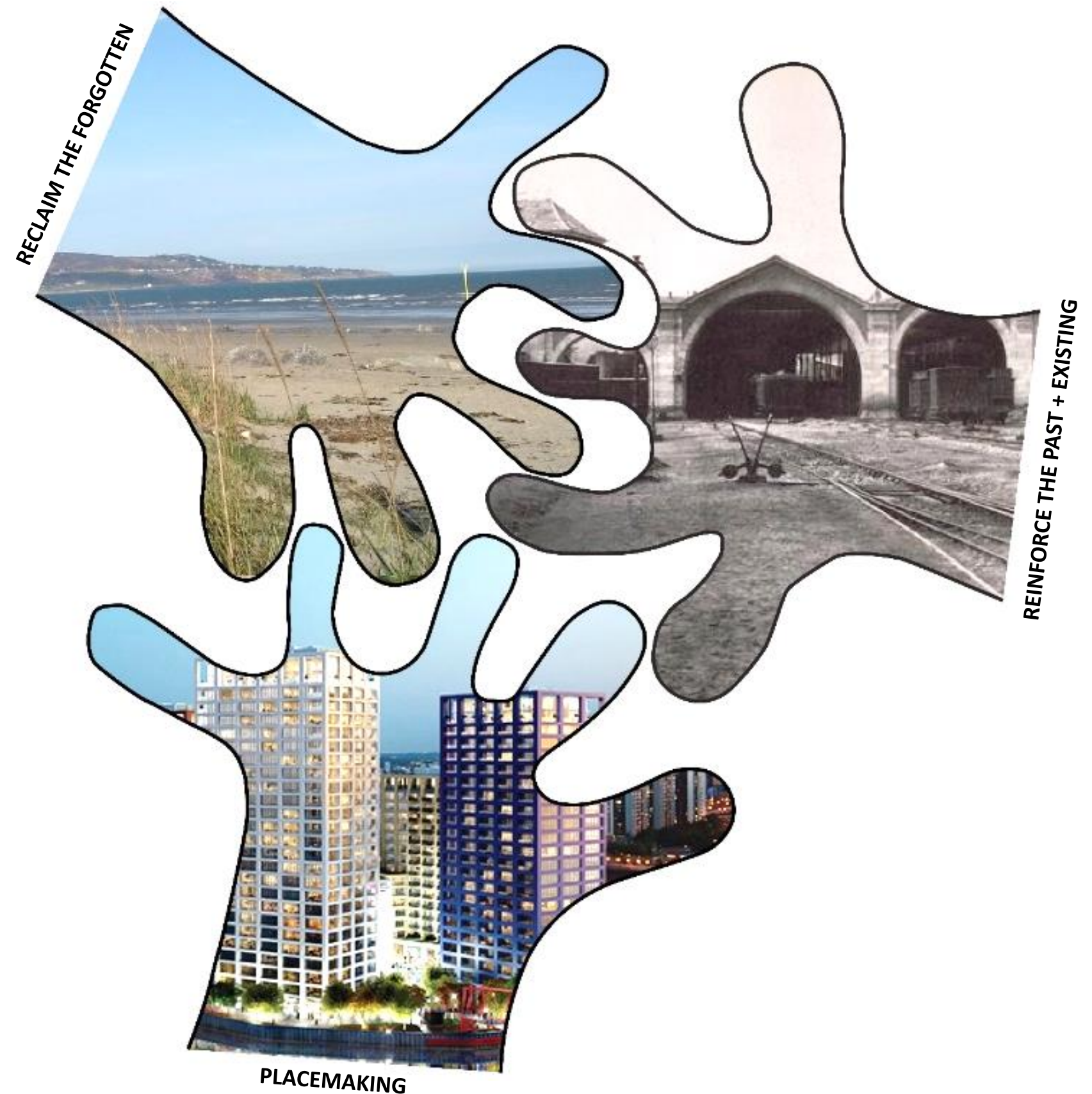
To capture the unique site character and opportunities to create a mixed use destination which seeks to regenerate this important site.

- Juxtaposition between regeneration of the historic arches and busy transport hub, to form a new landmark city destination with a contemporary identity.
- A urban design concept which is site specific in terms of the character and design.
- To capture the unique site character and opportunities to create a mixed use destination which seeks to regenerate this important site.

Placemaking

To capture the unique site character and opportunities to create a mixed use destination which seeks to regenerate this important site.

- Juxtaposition between regeneration of the historic arches and busy transport hub, to form a new landmark city destination with a contemporary identity.
- A urban design concept which is site specific in terms of the character and design.
- To capture the unique site character and opportunities to create a mixed use destination which seeks to regenerate this important site.

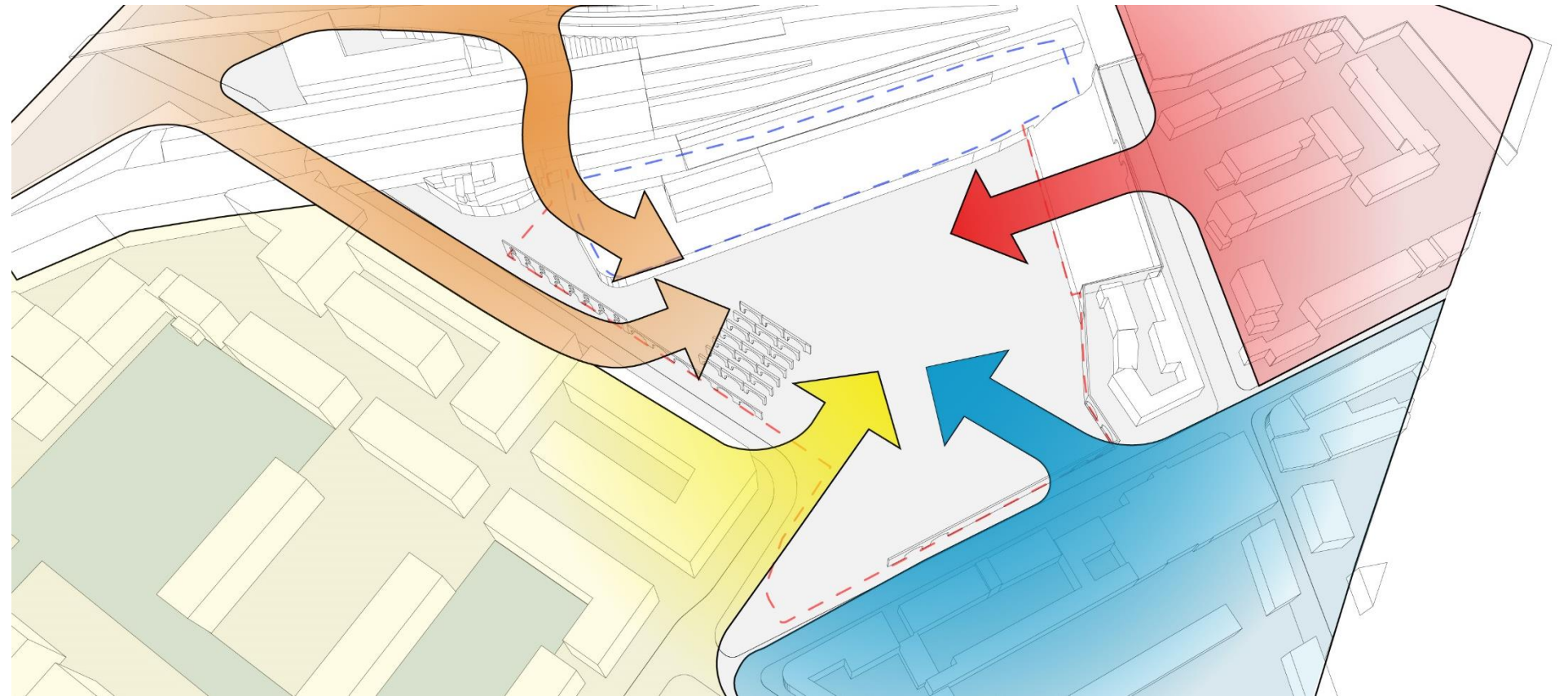


Masterplan Concept

Concept Visuals

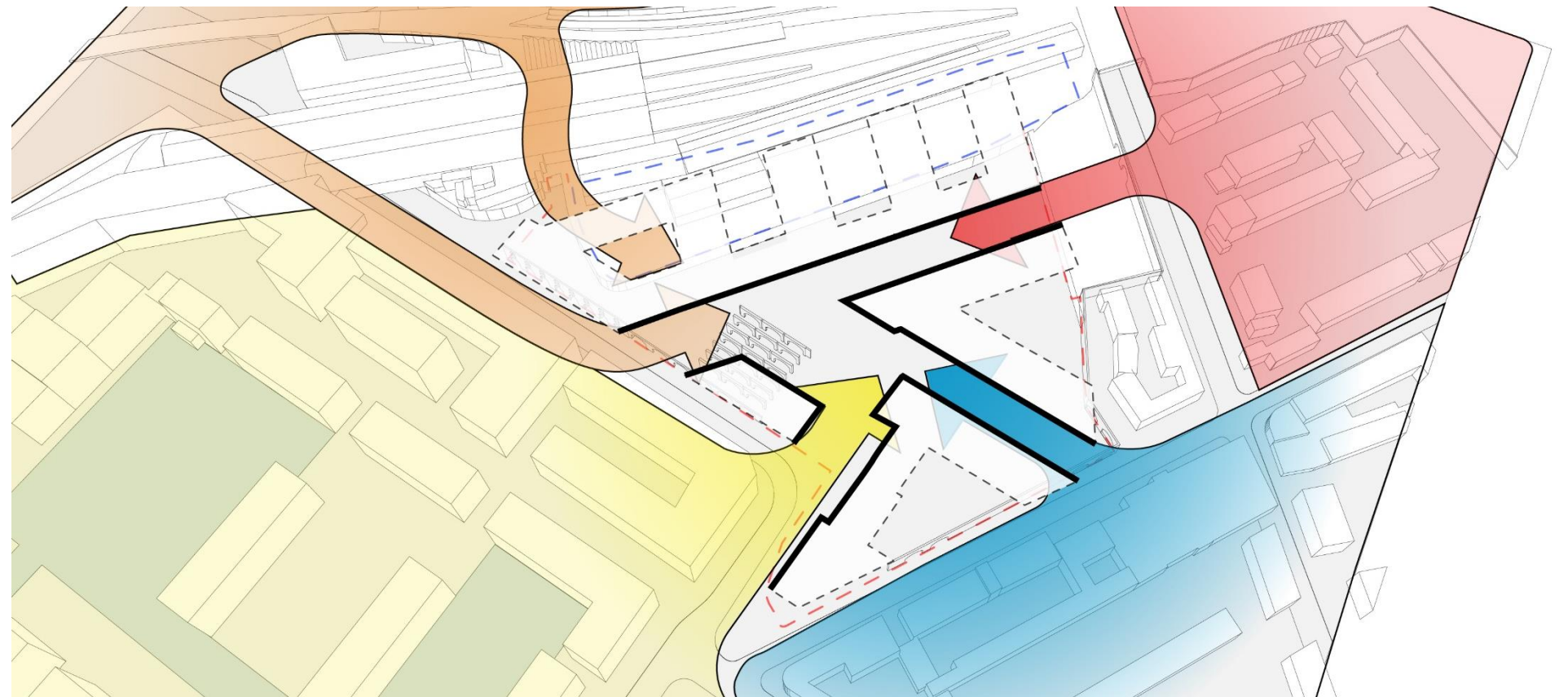
Connectivity & Integration

- The site to be mapped with *Openness and Community* at the heart of the concept. To create a new destination in Dublin which integrates and connects to the surrounding neighbourhoods.
- The site boundary to be penetrated by access routes from Sheriff St Lower, Oriel St, Seville Place and Commons St. The masterplan to embrace the possibility of connecting directly into Connolly Station in order to maximise footfall within the scheme and create a unique *Urban Energy*.



Create Streetscape

- Sight lines and movement lines to define the future street scape and to create new *Urban Edges*.
- All surrounding neighbourhoods to connect directly to the centre of the proposed new urban district.
- The site connectivity concept directly informs to definition of the new open spaces and streetscape.

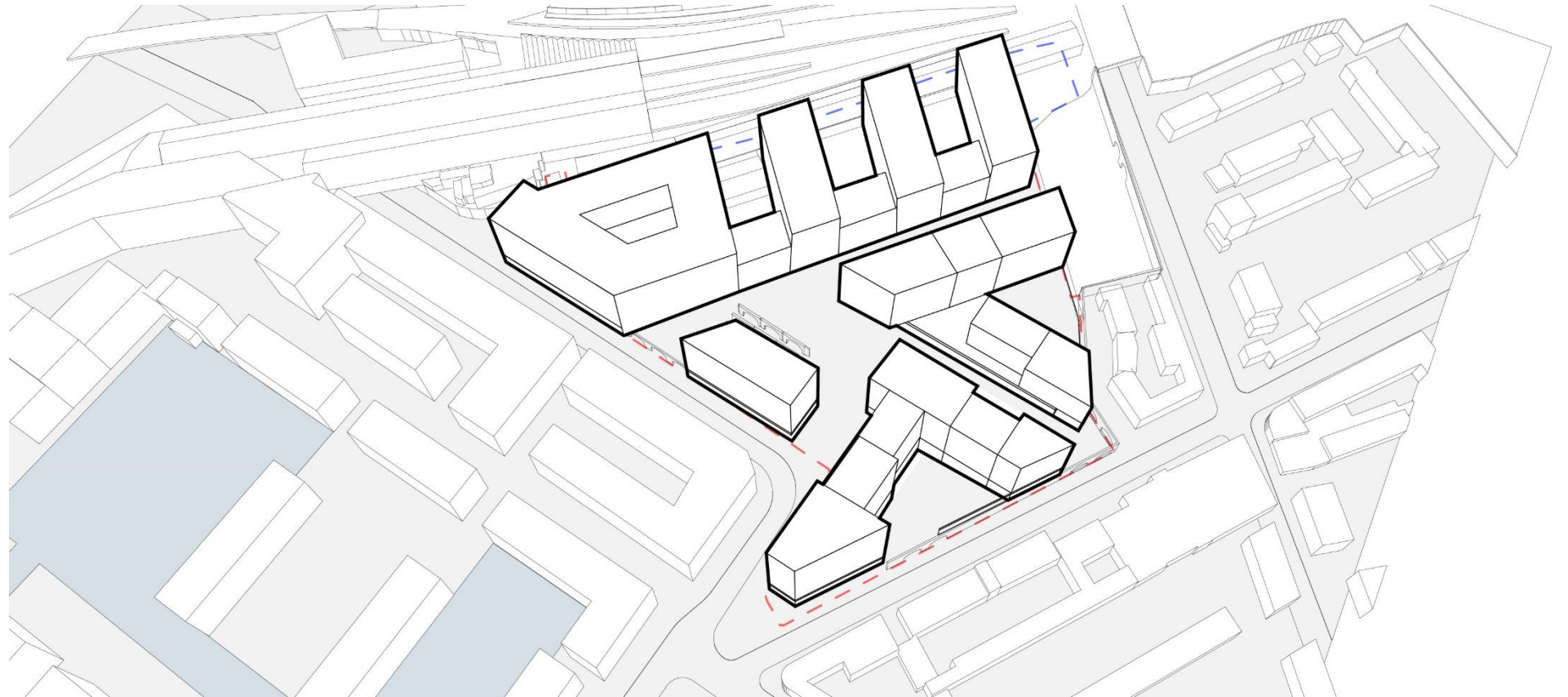


Masterplan Concept

Concept Visuals

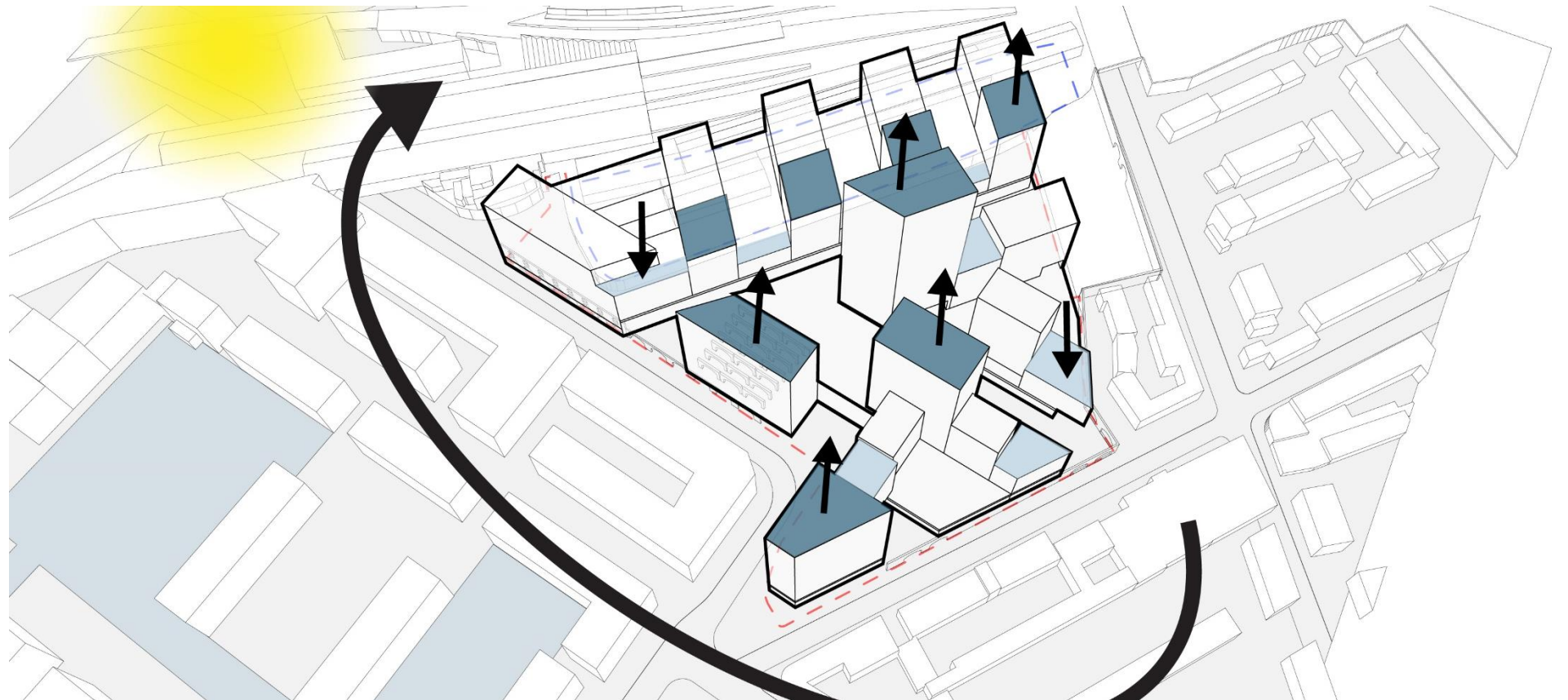
Spatial Definition

- Open perimeter blocks open up to their surroundings, creating a defined space at the center of the development.
- We propose a new district where streetscapes and courtyards all are all located at ground floor level for the use and pleasure of the whole neighborhood.



Urban Densification

- To increase the urban feel and atmosphere, at strategical points the development densifies and becomes a beacon in the new Dublin Skyline.
- Volume optimization to improve urban comfort for Connolly Square.
- Volumes lowered towards the lower neighborhoods towards Oriel Hall / Oriel Street / Seville Place.

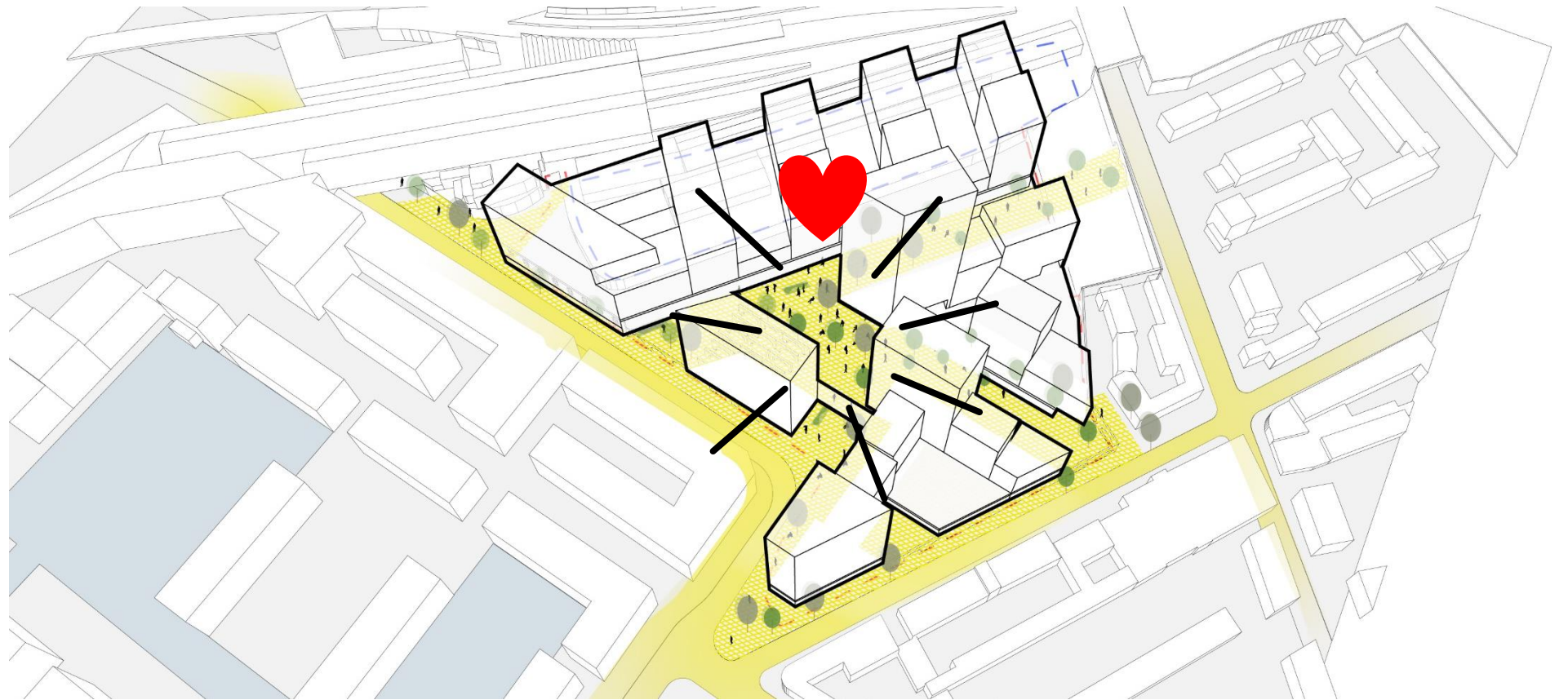


Masterplan Concept

Concept Visuals

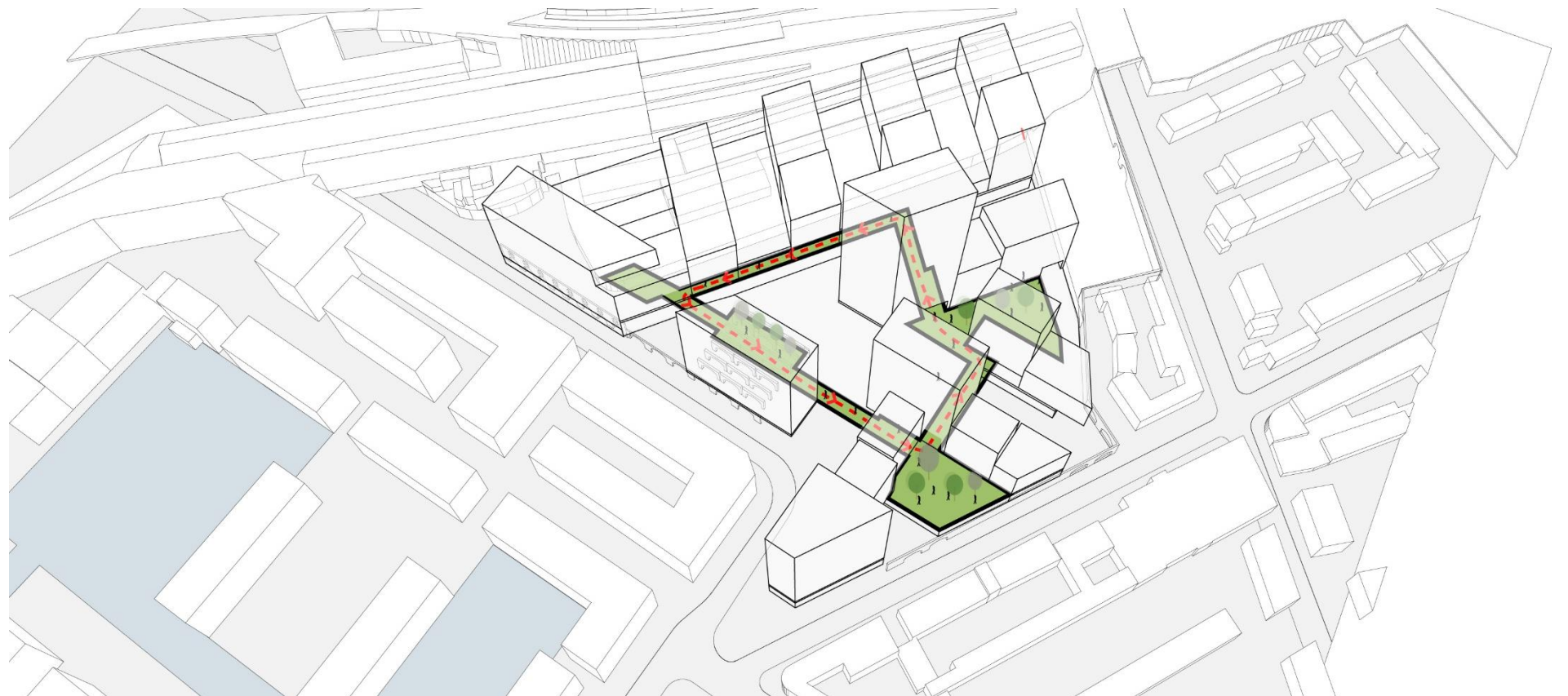
Urban Square and Shared Public Space

- At the center, New Connolly Square is located. It becomes the new destination in Dublin for commercial and urban city life. New Connolly Square will be a gathering point for commercial, retail and residential life.
- Together with protected structures, the new architecture will create a unique identity.
- A shared space will connect to all the surrounding neighborhoods and create a pedestrian friendly urban environment.



Semi Private Space – Highline

- Improved connectivity at “Highline” level. Residents from each block can easily access the different courtyards. It increases the quality of the semi-private amenities while interconnecting them.



Masterplan Concept

Concept Visuals



Landscaped Courtyards

- Open perimeter blocks open up to their surroundings and have open courtyard environments for the use of the whole community.



Mixed Use Dense Living

- The Connolly Quarter Masterplan captures the unique site character and opportunities to create a mixed use destination which seeks to regenerate this important site.

05 Masterplan Proposal

Masterplan Proposal

Site Masterplan

The Masterplan arrangement of commercial activities (offices and hotel) along Sheriff Street Lower and Commons Street will ensure day long activation of previously inactive streetscapes. The positioning of the residential blocks (B, C and D) off new internal streets and public spaces ensures penetration of pedestrian flows across the site. The carefully considered access points to the site along with additional connections to public transport hubs connect the site to existing active streets such as Talbot Street, Amiens Street, Seville Place and the I.F.S.C.



Connolly Square Visual



Roof Plan

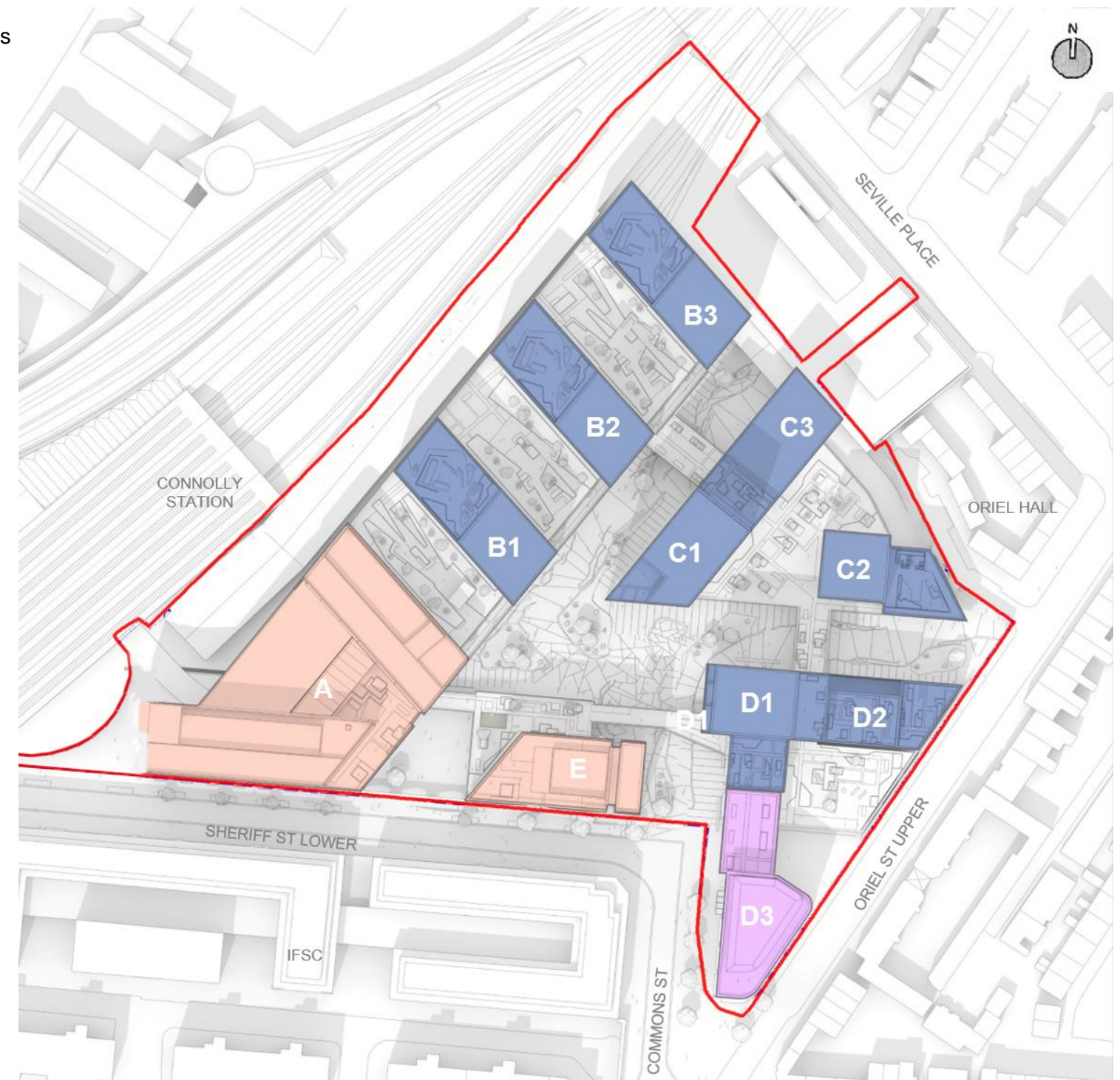
Masterplan Proposal

Use Mix (Block Scale)

The masterplan proposal offers a broad mix of uses above ground which are in line with statutory expectations and shall offer a sustainable urban mix for this important city centre site.

Proposed block uses above ground are as below:

BLOCK	PRIMARY USE	FLOOR	USE
A	Office	Ground First Typical	Retail / Office Entrance Highline communal Space / Office space Office space
B (B1,B2,B3)	Residential	Ground First Typical	Retail / Community / Cycles / Residential Entrance Highline communal Space / Residential Amenity Residential & private open space
C (C1,C2,C3)	Residential	Ground First Typical	Retail / Cycles / Management / Residential Entrance Highline communal Space / Residential Amenity Residential & private open space
D (D1,D2)	Residential	Ground First Typical	Retail / Cycles / Residential Entrance Highline communal Space / Residential Amenity Residential & private open space
D3	Hotel	Ground First Typical	Hotel Entrance / Residents Amenity Bedrooms Bedrooms
E	Office	Ground First Typical	Retail / Office Entrance Highline communal Space / Office space Office space



Use Mix Plan)

Masterplan Proposal

Use Mix Experience

To create a unique mixed use community with a sustainable mix of uses on this city centre site The Connolly streetscape can deliver the following in terms of amenity uses:

01 Active Street Frontage (all blocks)

- The ground floor is designed to maximise active frontage along the proposed new streets and public open spaces and to meet the needs of the future footfall through the site. A range of retail, café, leisure and other commercial uses is envisaged which shall meet the needs of the local community and new residents within The Connolly Quarter.
- All entrances into the residential blocks are located at street level which shall ensure activation of the public open spaces throughout the day.

02 Residential (Blocks B,C and D1)

- Connolly residents enter the individual residential blocks from street level and into separate entrance/concierge spaces (offering secure access) A range of residential unit types including studio, 1 bed, 2 bed and 3 bed units are offered through each of the residential floors above 1F/Highline level.
- Residential Amenity spaces are offered at ground, first floor, highline (see Section 07 p.37) and roof and are shared by the whole Connolly residential community. Amenities shall include lounges, leisure suites and games rooms etc. The residential amenity is integral to the Highline experience with direct access from the external Highline link which connects each of the blocks.

03 Office & Hotel (Blocks A, D2 and E)

- Commercial office and hotel uses are located with direct frontage onto Sheriff St Lower and with frontage/access onto Connolly Square.
- Blocks A and E offer stand alone office accommodation over the protected vault structures. Each building is designed to offer maximum tenant flexibility.
- Block D1 offers a circa 236 bedroom with ground floor café and a penthouse ding area with external terrace access.

04 Community Uses (Block D3)

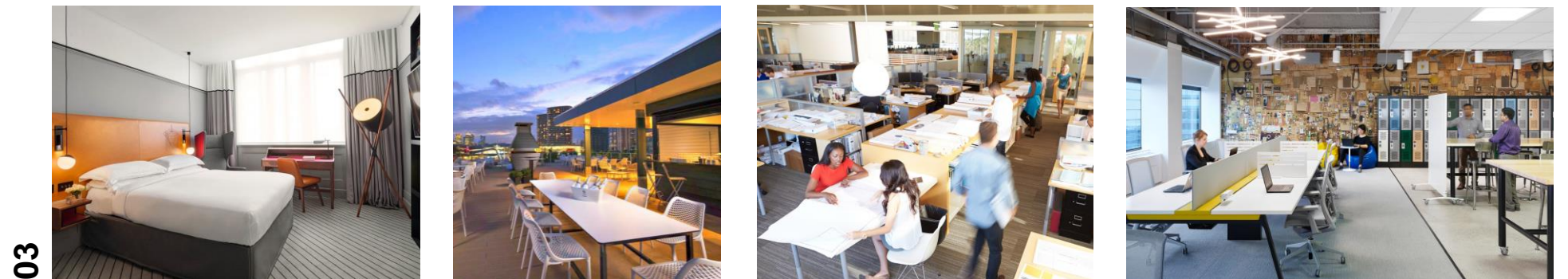
- Local community needs are integral to the success of the Connolly project. Upgraded amenities serving the local community are being considered and with prime access from Oriel St and Commons St.



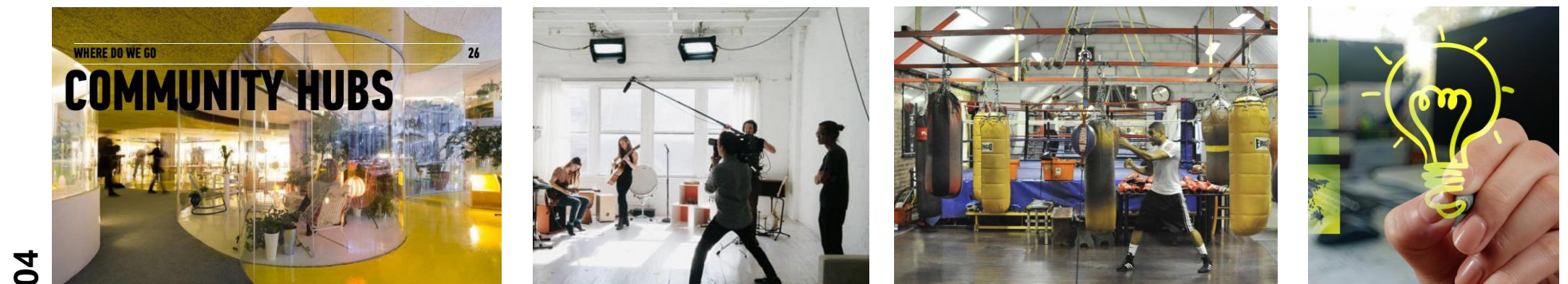
01



02



03



04

Concept Lifestyle Imagery

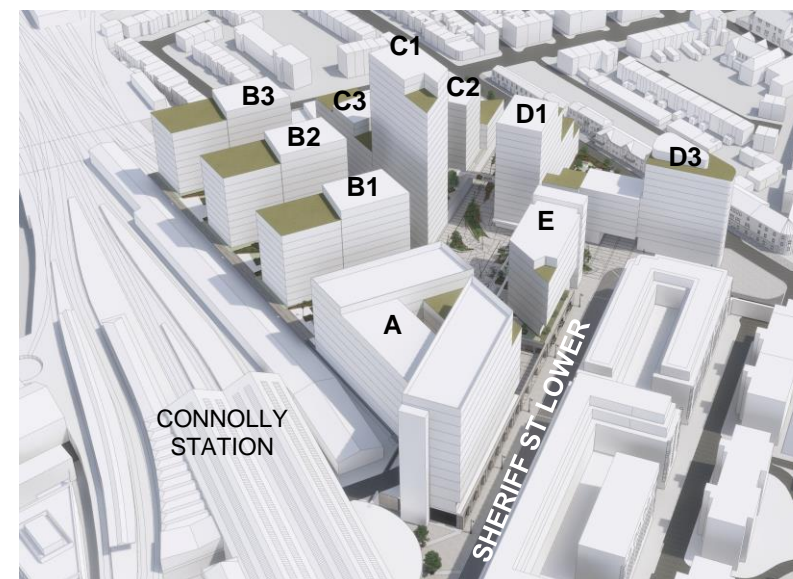
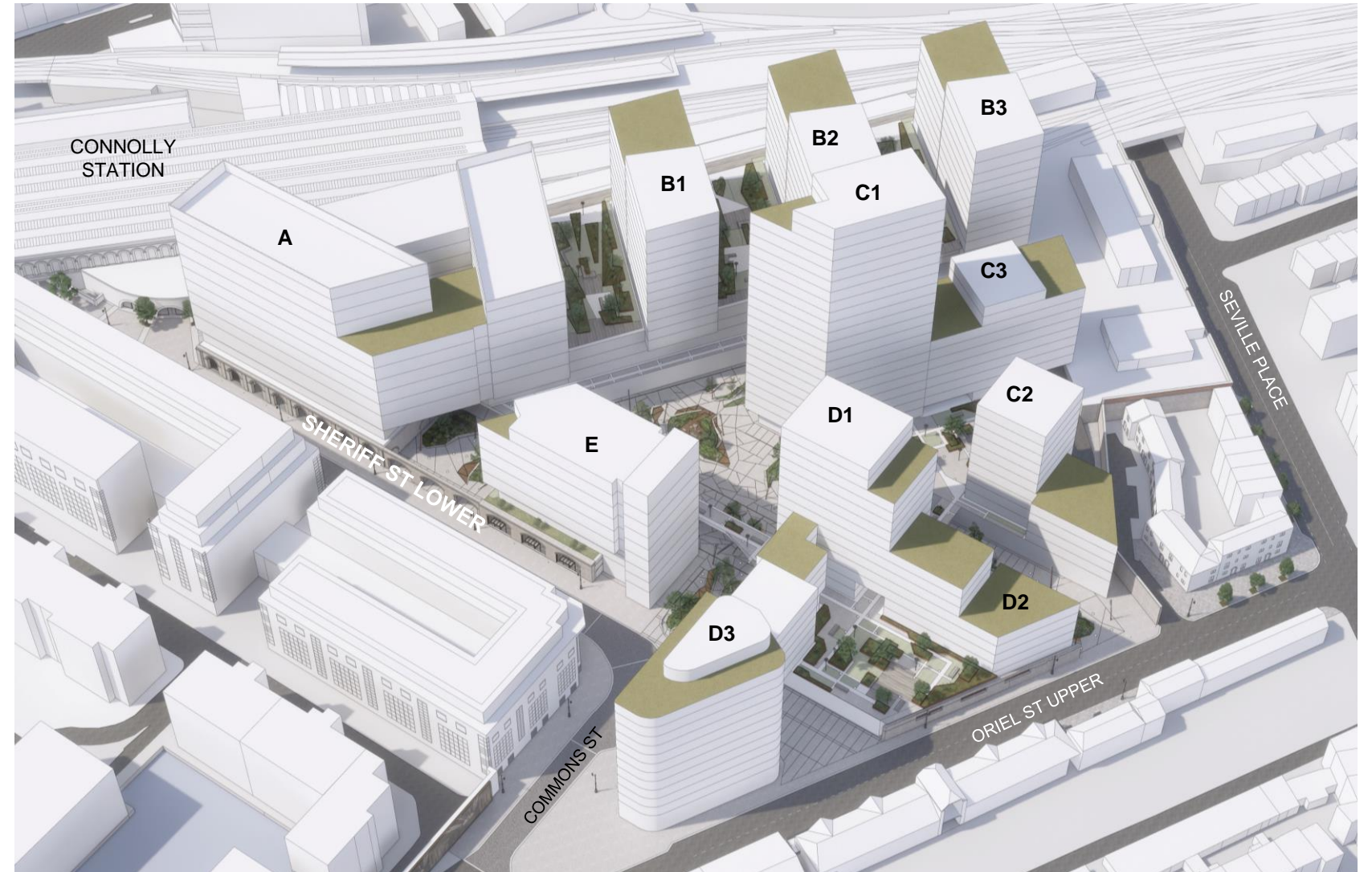
Masterplan Proposal

Block Massing

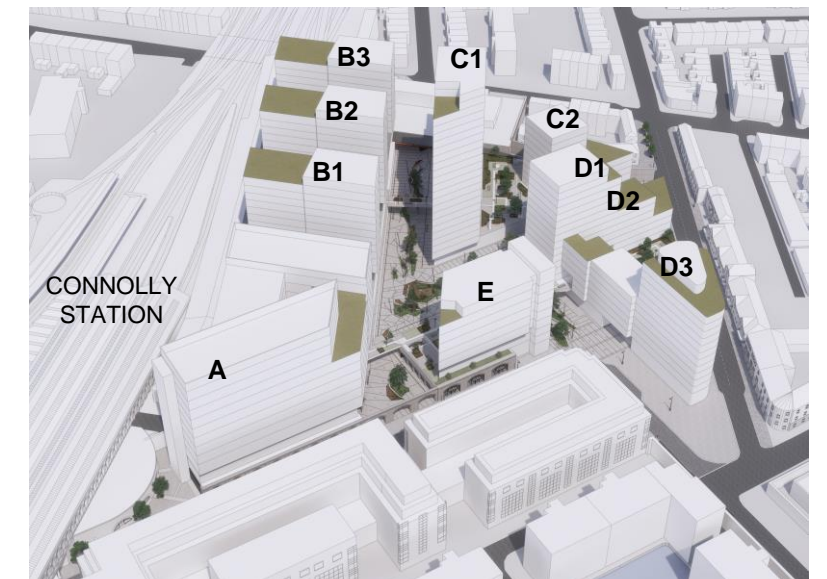
The proposed block arrangement of the masterplan was carefully considered to ensure an appropriate balance was struck between sustainable density, site constraints, logistical requirements, residential amenity and design quality. Additionally the following key design opportunities were availed of:

- Existing protected walls and structures offer a permeable pedestrian edge to the urban form with the existing vaults to offer active frontage uses.
- The creation of an 'Active Edge' to Connolly Station with new residential and office commercial uses arranged around open spaces with prime views to the west.
- Blocks along Connolly Station boundary are aligned in order to optimize daylight penetration into the new public open spaces (Connolly Square)
- Individual blocks are arranged in order to define new public spaces including squares, gardens and streets. These new public spaces to connect directly with existing streets bounding the site.
- Building heights to be optimized towards the centre of the site to mitigate against overshadowing of existing streets and residential properties. Blocks to be stepped down in height towards the site boundary.
- The positioning of a series of commercial buildings along Sheriff St Lower and to Commons St which create a 'landmark identity' for the Connolly site.

BLOCK	USE
A	Office
B (B1,B2,B3)	Residential
C (C1,C2,C3)	Residential
D1, D2 D3	Residential Hotel
E	Office



Aerial View (Massing)



06 Connectivity

Masterplan Connectivity

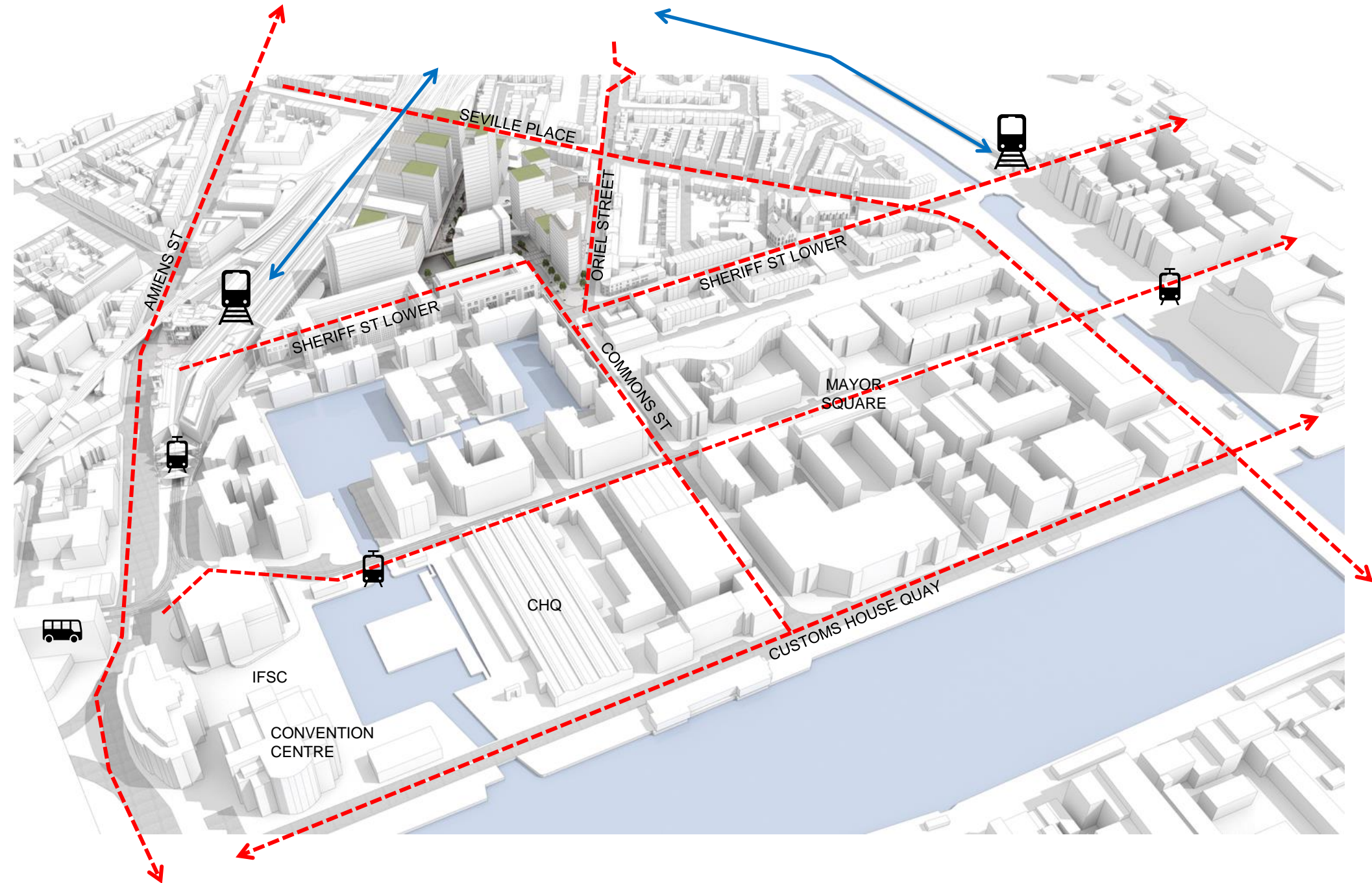
City Scale

The site is exceptionally positioned to fully avail of high quality connections to existing infrastructural networks such as:

- Connolly Station (Mainline Rail and DART)
- Busaras (Intercity and Outer Suburban Bus)
- Dublin Bus – Bus Connect routes along Amiens Street
- LUAS – Busaras and Mayor Square Stations

The masterplan additionally will provide high class facilities for cyclists both living and working on the site with new city's developing cycle lane network.

The site will facilitate the linkage of the Amiens Street/ Talbot Street active hub with the northern side of the IFSC.



Aerial View – Transport Context

- Rail & Dart (Connolly Station)
- LUAS
- Busaras



Oriel St



Seville Place



Sheriff St Lower



Sheriff St / Commons St



Amiens St Bridge



Commons St

Masterplan Connectivity

Ground Floor

The masterplan offers the following connections at ground/ 'street' level:

Sheriff St Lower

- Pedestrian connectivity through existing protected wall structures into Connolly Square

Oriel St Upper

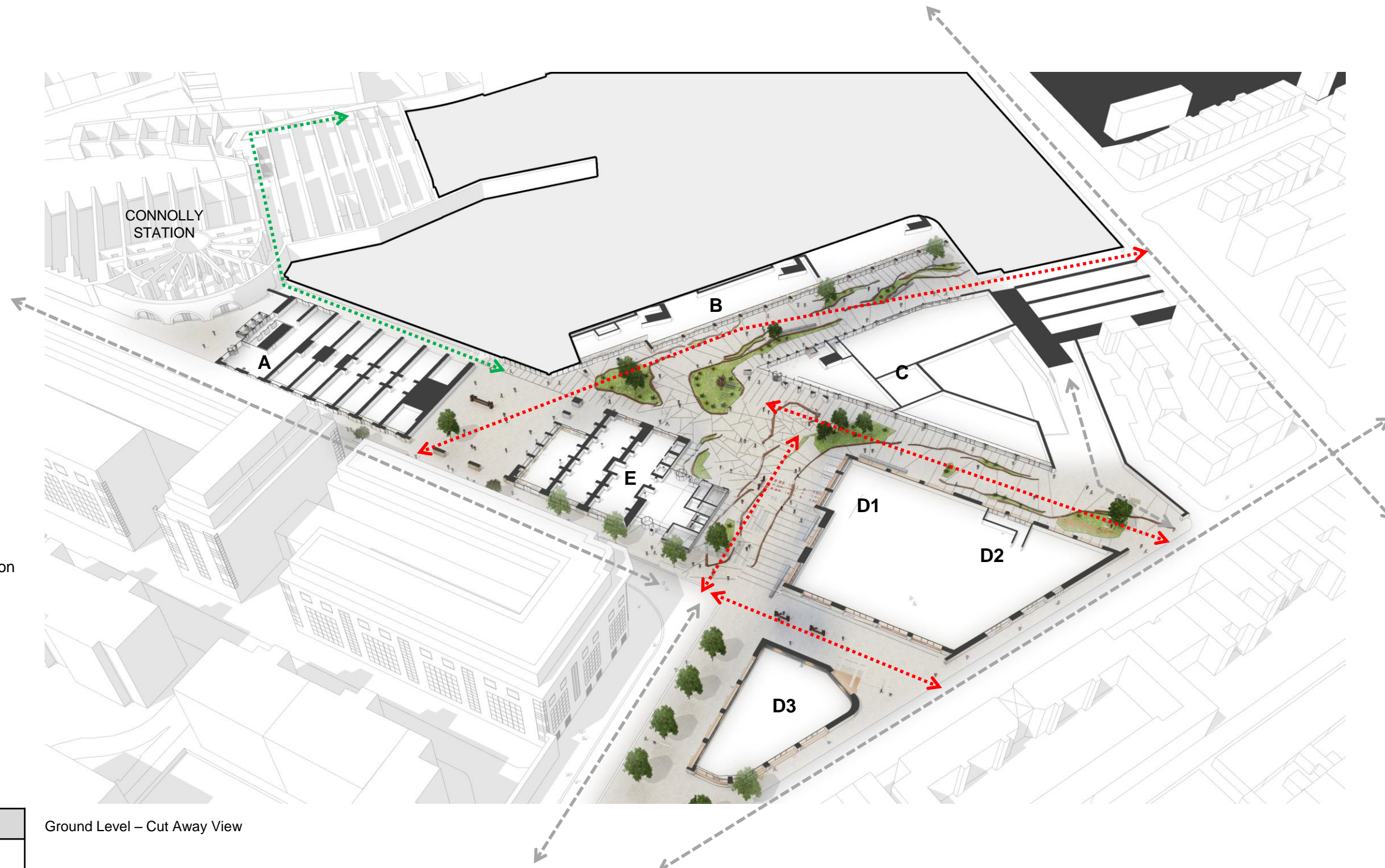
- Pedestrian connectivity through existing protected wall structures into Connolly Square
- A new pedestrian route through Block D connecting Oriel St and Sheriff St Lower.

Seville Place

- Seville place link for cyclists and pedestrians

The masterplan also facilitates the creation of a new direct connection at ground level to the Connolly Station DART platforms.

←-----→ Future potential connection to Connolly Station



Ground Level – Cut Away View

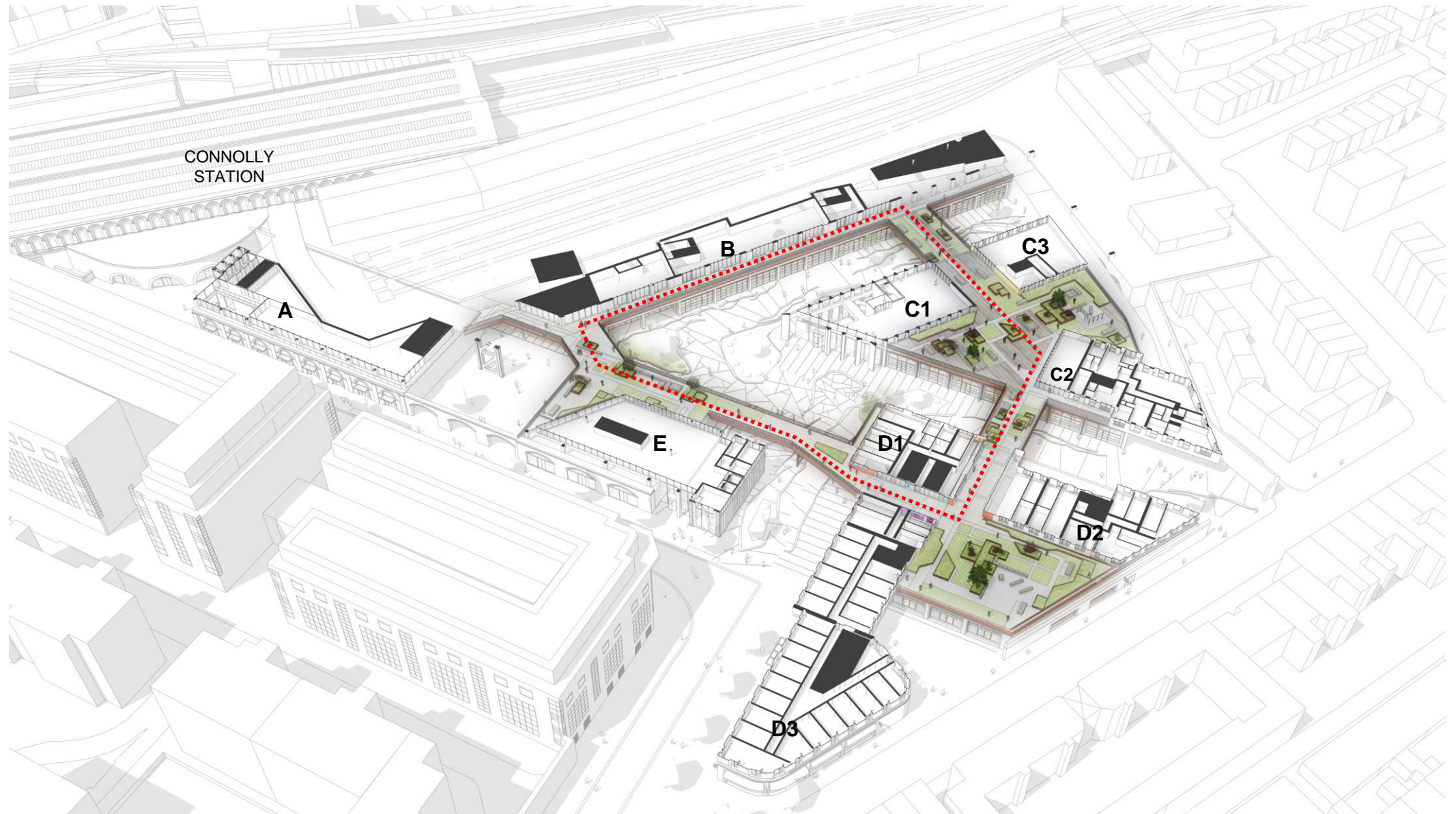
BLOCK	USE
A	Office
B (B1,B2,B3)	Residential Community Use
C (C1,C2,C3)	Residential
D1,D2	Residential
D3	Hotel
E	Office

Masterplan Connectivity

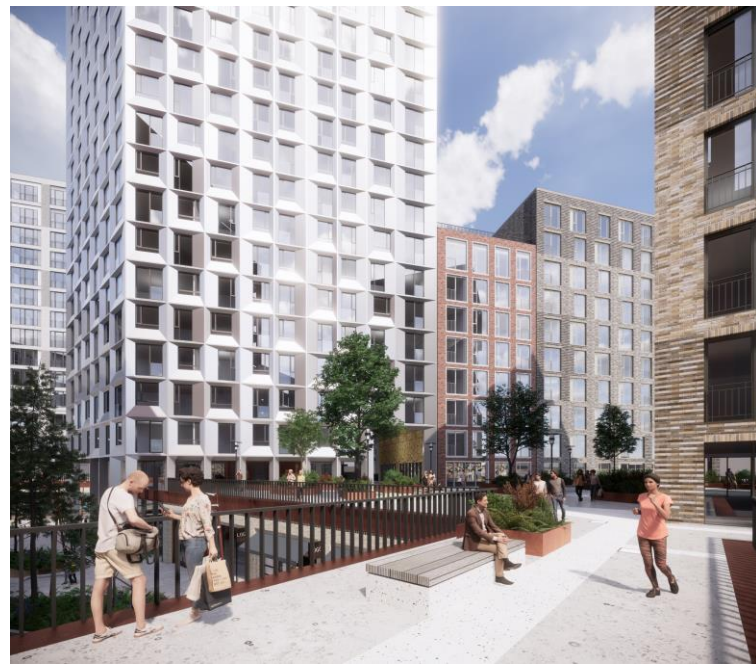
The Highline (First Floor)

The Connolly Highline offers a unique and interactive semi private residential amenity which offers the following:

- Pedestrian connectivity between each block at an upper semi private level.
- Secure and semi private access for occupants of Blocks A,B,C, and D .Public access from street level is not accommodated.
- Access to a range of interior and exterior amenity spaces.



Highline Level – Cut Away View



BLOCK	USE
A	Office
B (B1,B2,B3)	Residential Community Use
C (C1,C2,C3)	Residential
D1,D2	Residential
D3	Hotel
E	Office



07 Landscape & Open Space

Landscape & Open Space

Architectural and Landscape Integration

Refer to separate report by BSLArch Landscape Consultants

The following areas of focus have been incorporated into the masterplan:

Reclaim the Forgotten

- The original shoreline identity informs the landscape form and materiality to create a unique open space character.

Reinforce the Past & Existing through Insertion

- The unique industrial site character is referenced and preserved within the detailed landscape proposals.

Modern Integration of Nature

- A unique landscape environment which creates a fusion of historic and modern landscape references.

Multi Layered Open Space

- A Multi Layered open space and amenity experience which offers public, communal and private open space solutions vertically through the scheme.

Urban Square

- Connolly Square to be located at the heart of the urban plan and to become a focal point for new commercial, retail and residential life.

The Highline

- A unique and shared open space concept which connects the Connolly Community via a range of indoor and outdoor residential amenity spaces. These spaces shall be zoned to offer a range of leisure and relaxation uses.

Pedestrian Priority Urban Quarter

- The ground floor public realm offers a series of streets and squares which are pedestrian priority. Vehicles are segregated from the public realm and with limited access only.

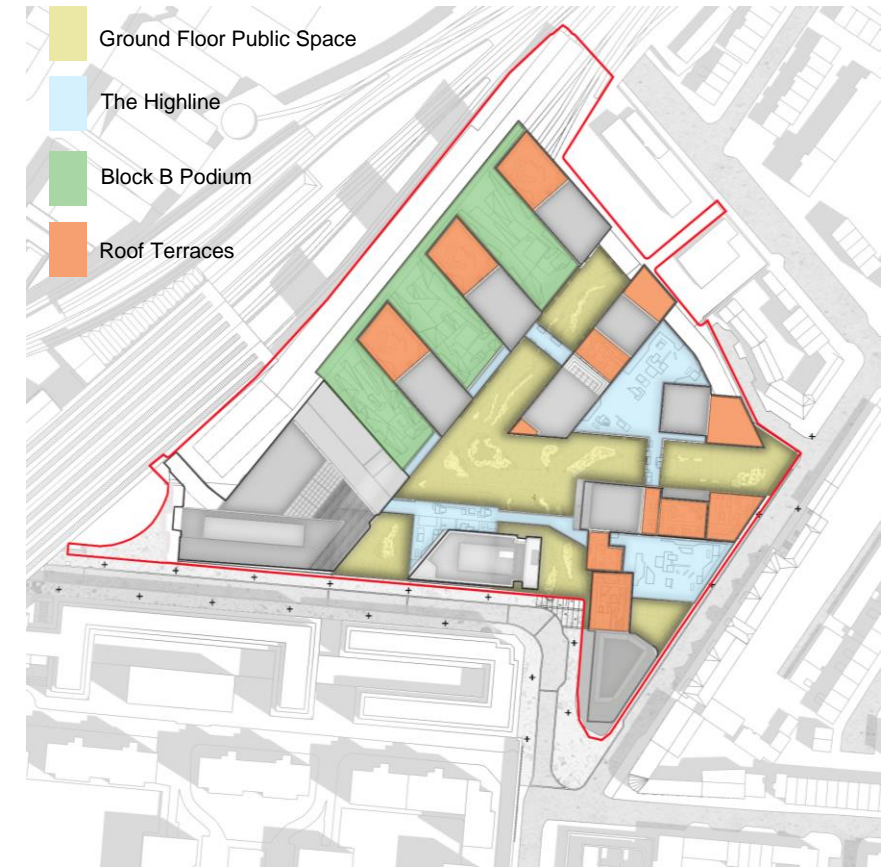
Animated Public Realm

- Generously proportioned spaces which allow for a range of public and private uses. The ground level public realm to be contained by animated urban edges (retail, café, community uses)

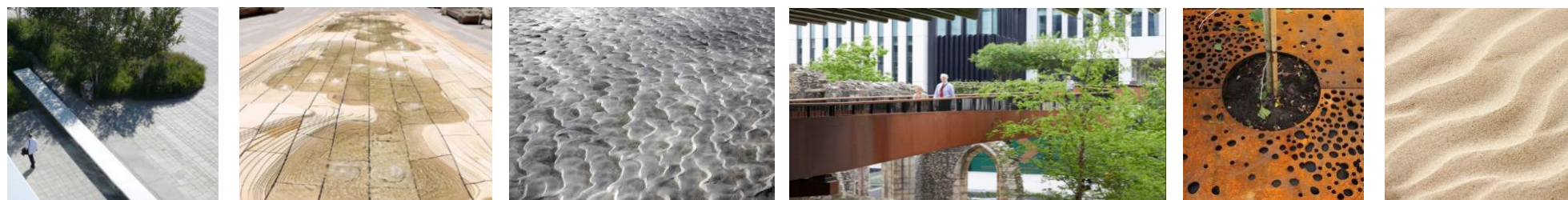
Spatial Quality (Daylight/Sunlight)

- The height and orientation of individual residential blocks creates a series of open spaces which benefit from changing daylight/sunlight levels during the course of the day. The multi layered approach enables residents to take full benefit of this approach.

All of the above areas of focus are developed in further detail in the architectural and landscape design proposals accompanying the planning application.



Landscape Layers



Public Open Space

Refer to separate report by BSLArch Landscape Consultants

The Masterplan creates a unique and interactive public realm which connects each of the blocks at street level. The Connolly Quarter streetscape offers a new open space, and shall the deliver the following in terms of landscape opportunities:

New Connections

- The extensive public realm experience is connected to existing roads bounding the site to promote full site connectivity and optimize footfall within the site. The protected structures on Sheriff St and Oriel St form an entrance portal into the site with new and existing wall openings offering access and active frontage.

A New Urban Square

- Connolly Square is located at the heart of the urban plan and is a focal point for new commercial, retail and residential life.

Fully Animated Streets

- The ground level streetscape becomes a unique and dynamic characteristic of the scheme and represents a destination for future residents and visitors alike. New streets provide extensive active frontage and access to all residential block entrances.

A Unique Character & Materiality

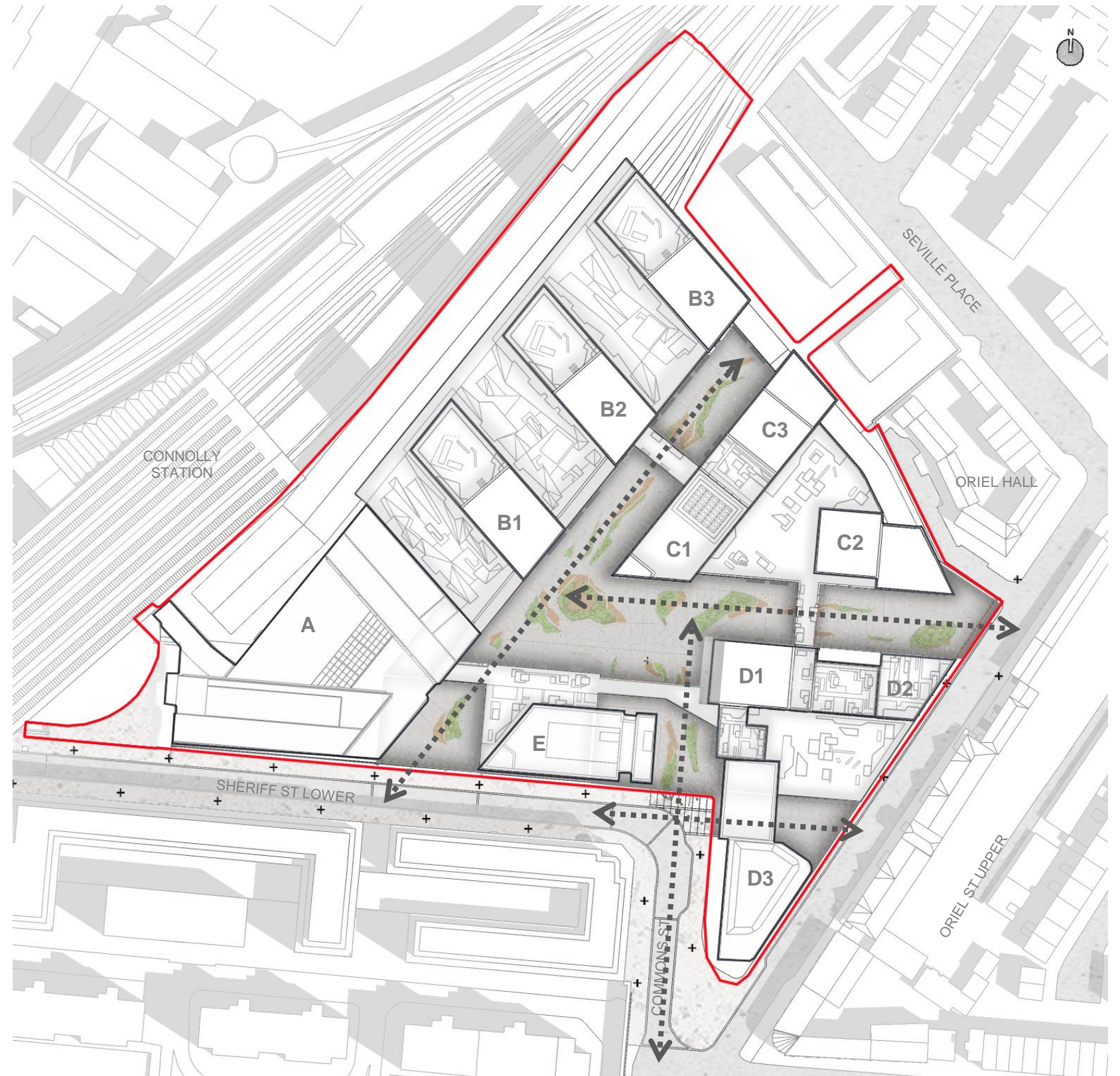
- The site vision describes the ambition to *Reinforce the Past & Existing* site characteristics, and to capture these site unique references within a new placemaking urban strategy. Hard and soft landscape features are proposed which capture references to the original shoreline and industrial character which being framed within a modern architectural aesthetic.

Flexible

- The public realm is designed to be fully accessible in terms of public emergency vehicle access. The landscape strategy does not dictate spatial uses, but moreover creates opportunities for uses to evolve over time.



Design Reference



Landscape Plan – Ground Floor Open Space

Public Open Space

View from Connolly Square – Night Time

Refer to separate report by BSLArch Landscape Consultants



The Highline

Refer to separate report by BSLArch Landscape Consultants

The highline is unique and interactive communal open space which connects each of the residential blocks at first floor level and delivers the following in terms of landscape opportunities:

Reinforce the Past & Existing

- The unique industrial site character is referenced and preserved within the detailed landscape proposals. The Highline form is a geometric construct and appears as a separate layer above the organic form streetscape below. The unique industrial past is referenced through industrial forms including the Highline beam, metal truss forms and metal railings.

Multi Layered

- The Highline is a key part of the multi layered open space strategy which offers public, communal and private open space solutions vertically through the scheme. The elevated level of this communal space offers connectivity between residents and the street level.

Residential Community

- The Highline is a dedicated communal open space which is shared by the entire Connolly residential community.

Open Space Quality & Variety

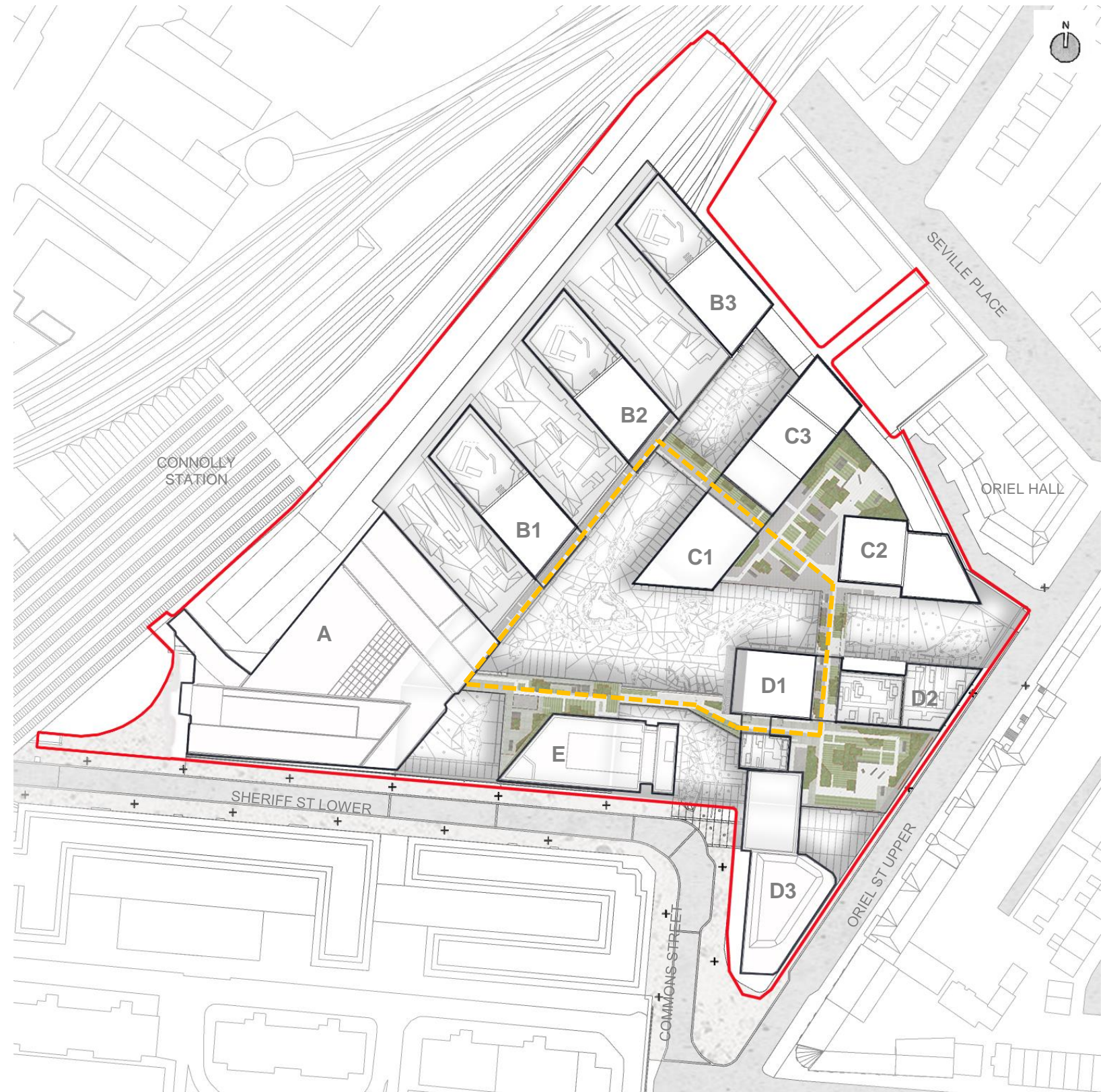
- The Highline spaces are sized and orientated to offer good quality sunlight penetration during the course of the day. Informal uses are included in order to respond to the changing sunlight qualities.

Destination & Activities

- The circa 400m long Highline offers a full outdoor activity circuit with 'touchpoints' within garden spaces offering activities including an outdoor gym, yoga zone and a trim trail.
- The Highline connects to indoor residential amenities which would include lounges, gym/fitness, games rooms, business lounges etc. The Highline becomes a unique and dynamic characteristic of the scheme and represents a destination for future residents



Design Reference



Highline Plan

The Highline

View from the Block E Highline (towards Connolly Square)

Refer to separate report by BSLArch Landscape Consultants



Podium and Roof

Block B Podium Gardens

Refer to separate report by BSLArch Landscape Consultants

Pursuant to the Sustainable Urban Housing: Design Standards for New Apartments 2018 and DCC Development Plan 2016-2022, it is a requirement to provide apartments with private open space in the form of gardens, patios and balconies. The Connolly Quarter scheme does not proposed private balconies for all of the units but does however propose extensive areas of private open space and internal residential amenity. Private terraces are however provided at podium (level 04) within Block B. The core design concepts are as follows:

Aspect & Views

- These gardens create a landscaped backdrop to the dramatic and unique views over Connolly Station and towards the north west of the city and are orientated to accommodate good levels of daylight/sunlight penetration into those spaces. The gardens themselves offer a changing daylight condition during the day with prime daylight penetration during the morning and evening hours (hours when residents shall be returning from work and college).

Green Layer

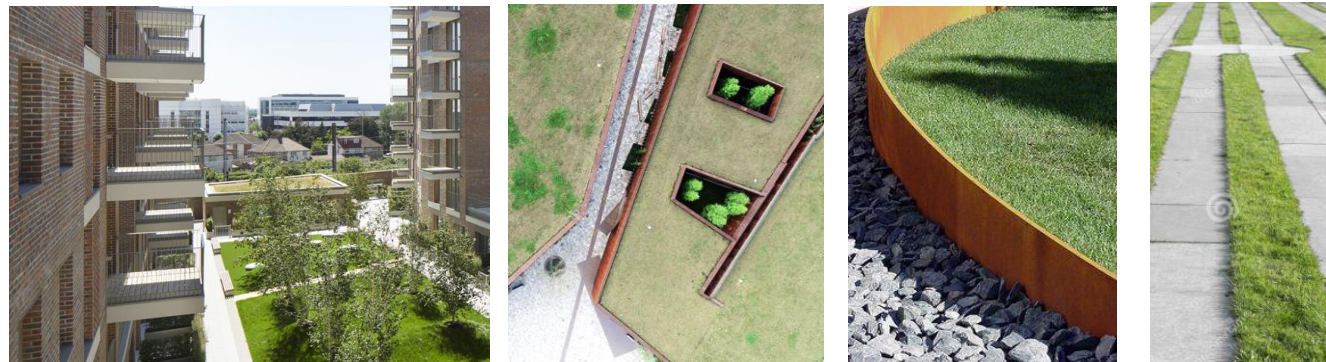
- The gardens are designed as a 'Green Layer' within the overall landscape concept. The 'green backdrop' forms a visual buffer between opposing residential facades whilst the central landscaped areas perform a shared space function. Green mounds are formed above the structural podium level and a range of trees and plants are arranged to create layers of green.

Activity & Meeting Spaces

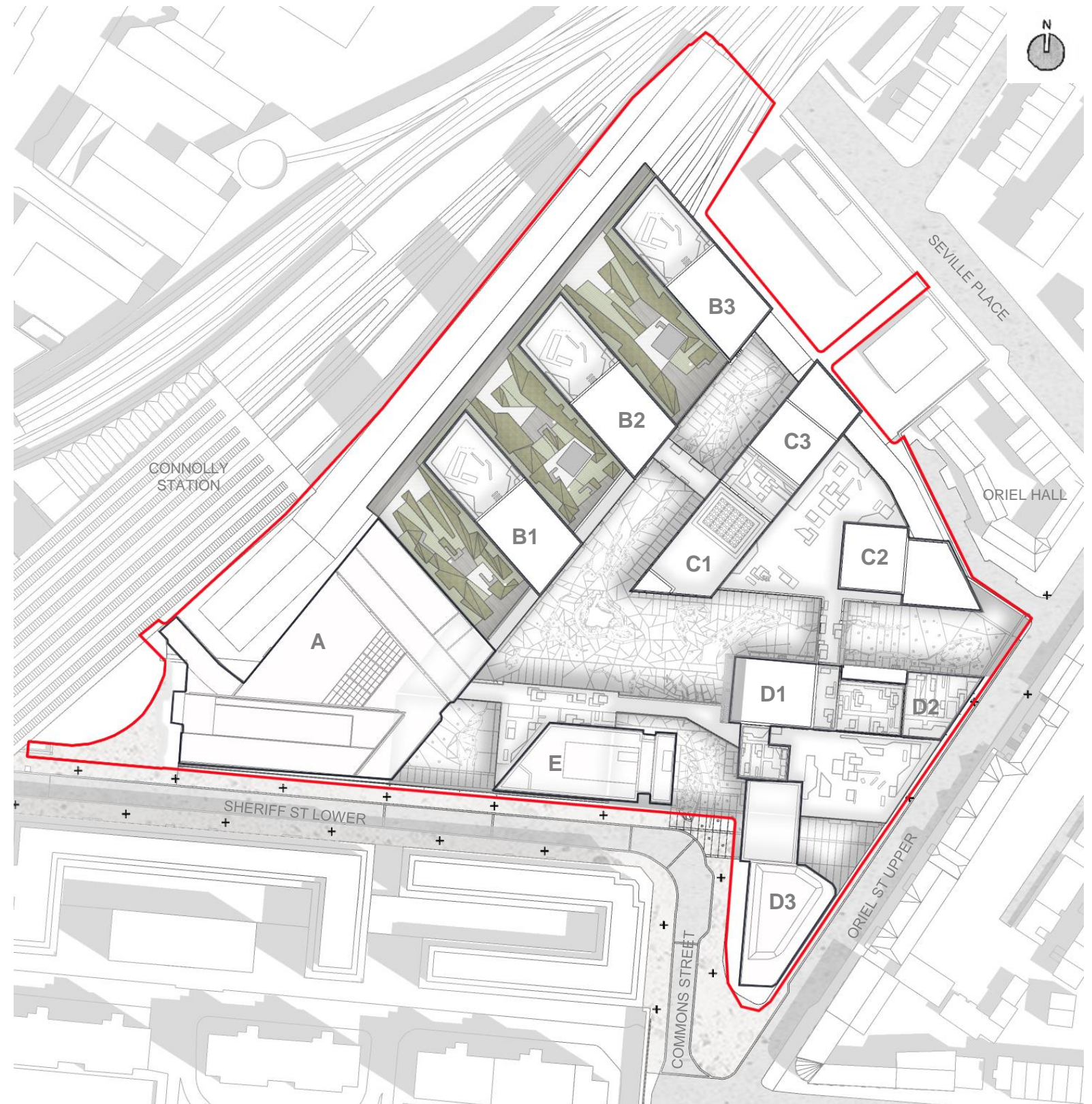
- The centrally located staircase and pavilion acts as a destination for residents who are using the space. The covered external space accommodates informal meeting (under cover from inclement weather) and an opportunity for external dining.

Connected Spaces

- The gardens between each block are connected via a cantilevering walkway which oversails the Connolly Station sidings below and offers panoramic views to the north west. Given each space shall benefit from differing sunlight/daylight quality during the course of the day, the connection ensures that all Block B residents can avail of high quality private open space.



Design Reference



Block B Podium Level Plan

Podium and Roof

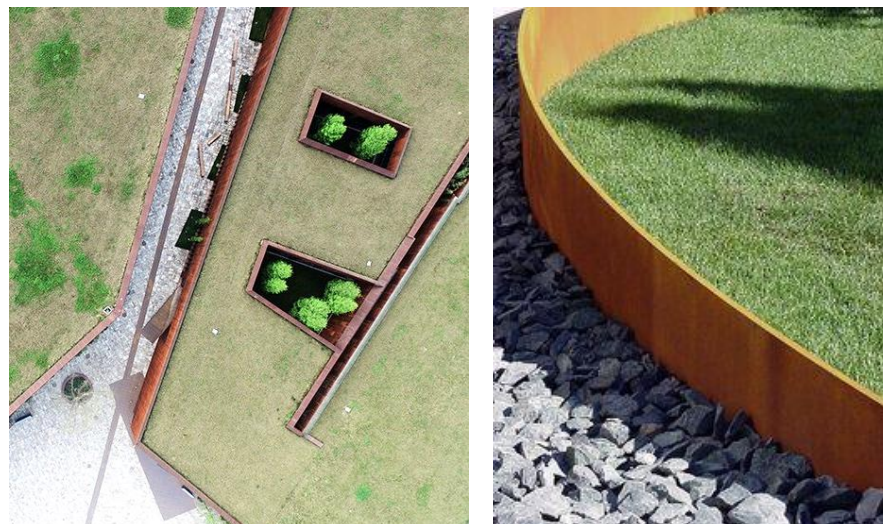
Block B Podium Gardens - Aerial View

Refer to separate report by BSLArch Landscape Consultants

- The roof gardens offer active and visual amenity for those residents looking into these spaces. Whilst the ground and Highline landscape experiences make reference to the shoreline and industrial site characteristics, these gardens are designed to be a 'Contemporary Landscape Layer' and with an 'intensively green' planting strategy which befits the private residential character.
- The centrally located staircase and pavilion acts as a destination for residents who are using the space. The covered external space accommodates informal meeting (under cover from inclement weather) and an opportunity for external dining.

Key issues considered in order to optimize daylight/sunlight:

- Optimum glazing extent to garden level living rooms facing onto the courtyards.
- Reduced planting height in areas directly in front of living areas.
- A light coloured masonry façade colour on Block B which reduces daylight absorption in these areas.



Design Reference

Podium and Roof

Roof Terraces

Refer to separate report by BSLArch Landscape Consultants

Pursuant to the Sustainable Urban Housing: Design Standards for New Apartments 2018 and DCC Development Plan 2016-2022, it is a requirement to provide apartments with private open space in the form of gardens, patios and balconies. The Connolly Quarter scheme does not proposed private balconies for each of the units but does however propose extensive areas of private open space terrace which is incorporated at roof terrace level within each block. The core design strategies/concepts include the following:

High Quality & Useable Space

- Given the rooftop location, these spaces benefit from very good levels of daylight/sunlight quality and as such are useable for most times in the year.
- The centrally located private amenity/meeting space is contained within a 2m high glazed screen in order to mitigate against prevailing winds. This screen ensures optimum use of this spaces during the course of the year.

City meets the Sky

- The landscaped roof terraces create a backdrop to the dramatic and unique views over Connolly Station, the north west of the city and towards the Wicklow mountains to the south.

External Terrace Space

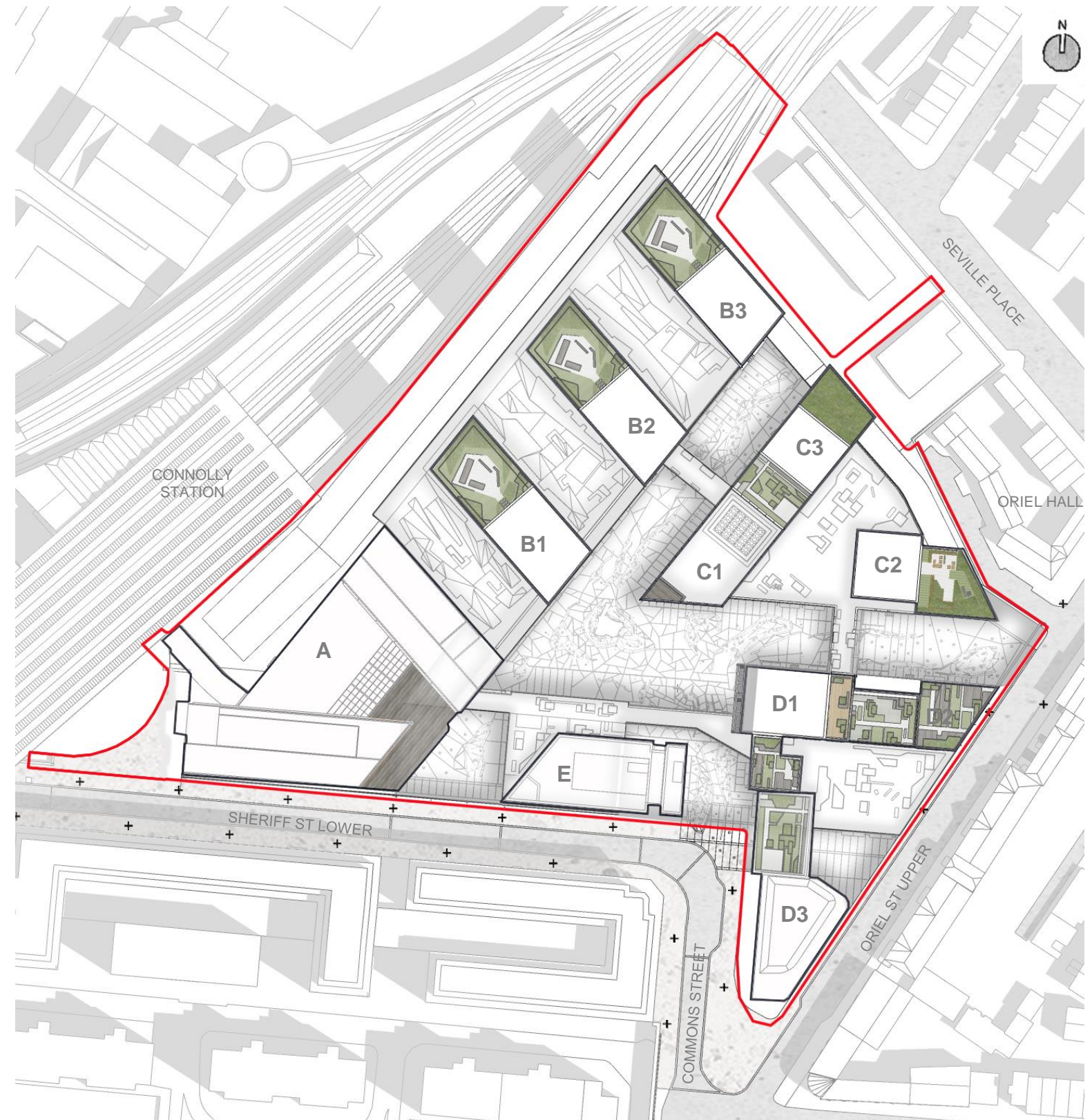
- Blocks B1,B3, C1,C2, C3, D1 and D2 are afforded private roof terraces which area accessible from the top residential unit floors. These external spaces are designed to be 'passive' green roof spaces which integrate an informal meeting space within a 'green enclosure'

External Amenity Space

- The Block B2 roof terrace is distinct from other spaces given its is directly accessible from a top floor residential amenity space. This spatial relationship creates the opportunity for a more active and shared external space experience.



Design Reference



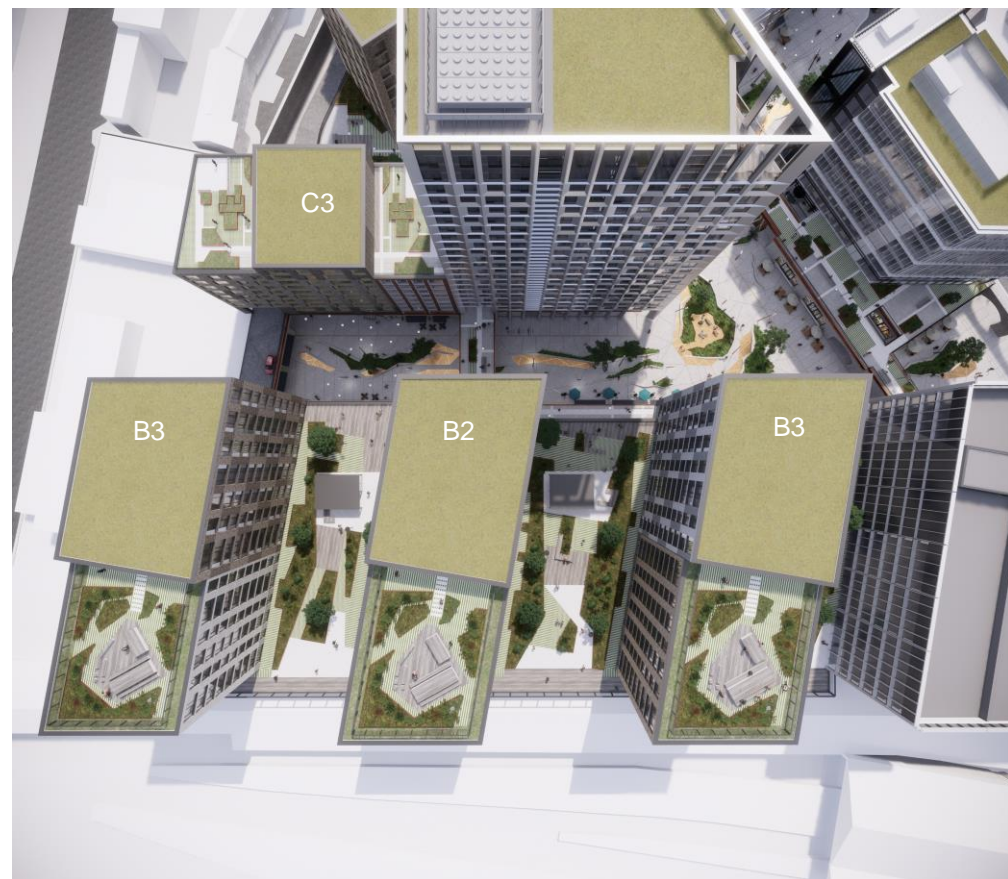
Roof Terrace Plan

Podium and Roof

Block B1 - Roof Terrace View

Refer to separate report by BSLArch Landscape Consultants

- The rooftop gardens offer unique and panoramic views over Connolly Urban Quarter and the city beyond. Given the proximity above ground, they benefit from excellent daylight/sunlight penetration and represent a destination space for Connolly residents. The rooftop gardens are an integral part of the Connolly landscape design proposal and maximise opportunities in terms of views and aspect. The roof gardens can offer a variety of uses including outdoor seating, viewing deck and rooftop gardening/allotments.
- The centrally located private amenity/meeting space is contained within a 2m high glazed screen in order to mitigate against prevailing winds. This screen ensures optimum use of this spaces during the course of the year.



Aerial View



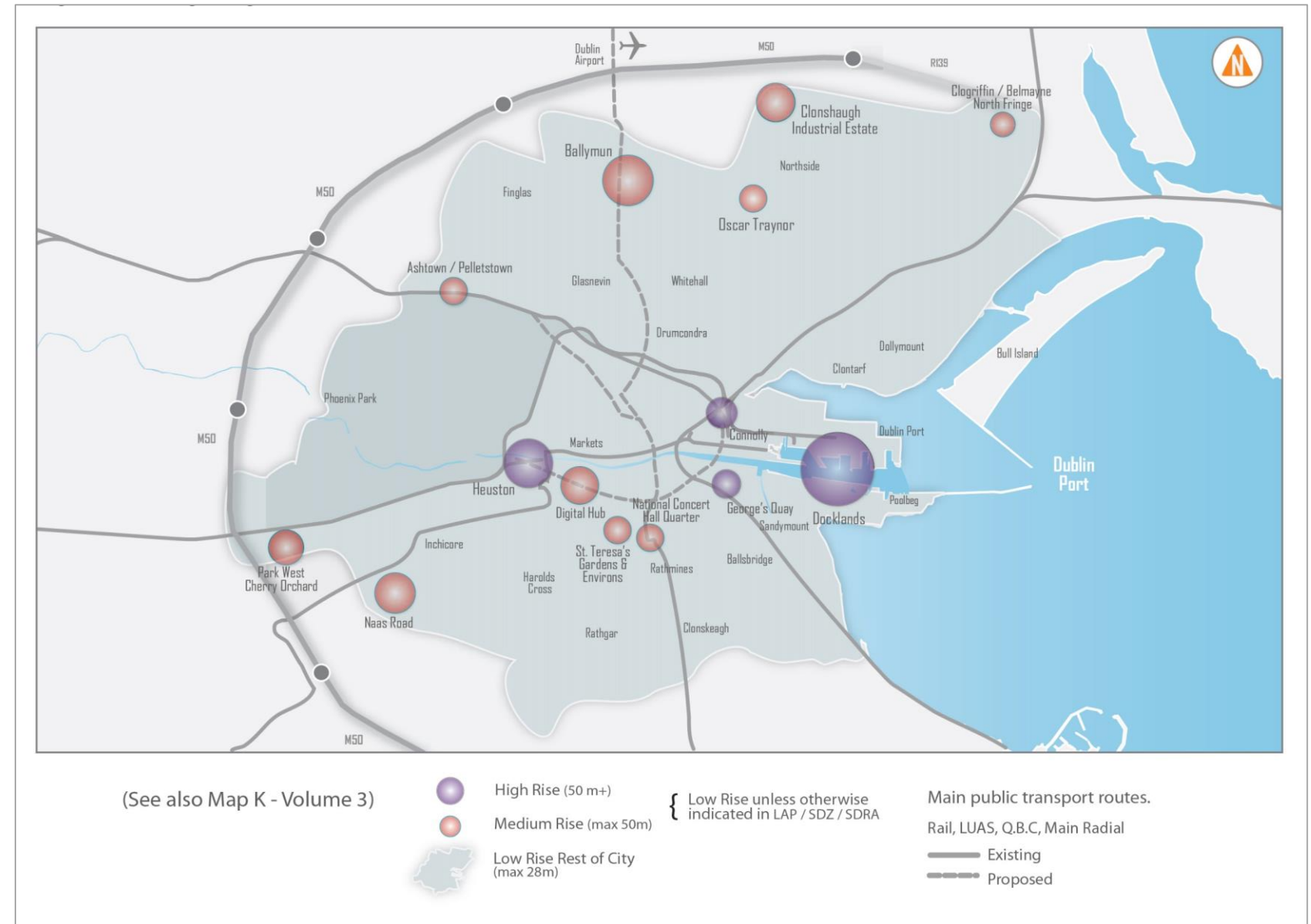
08 Building Height

Building Height

Masterplan Strategy

Building Height in Dublin Context

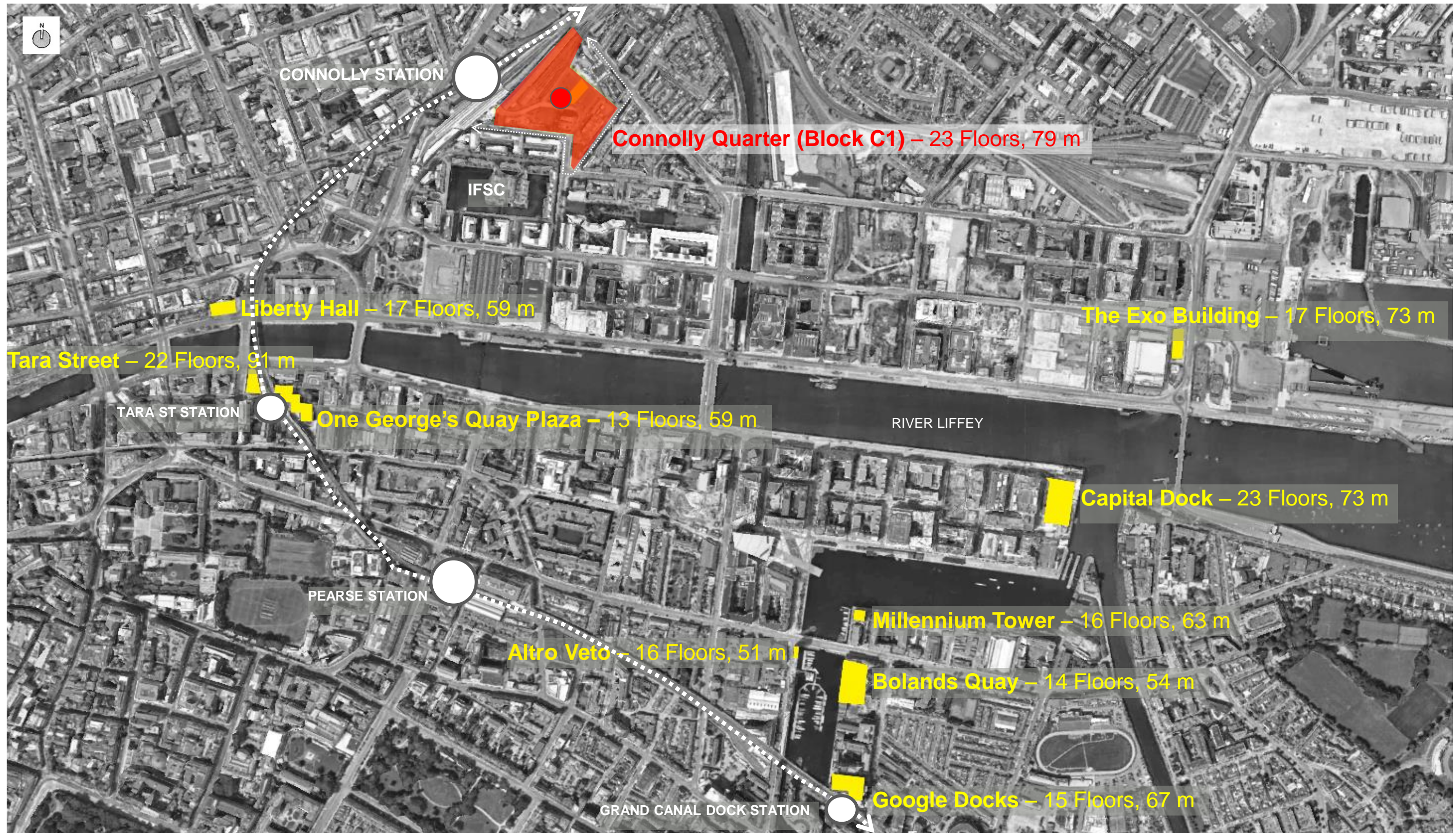
- Section 16.7.2 of the Dublin City Development Plan 2016-2022 identifies locations within Dublin which are suitable for taller buildings. The map of Dublin to the right is an extract from the City Development Plan (Fig.39) which identifies these specific areas where high-rise buildings in excess of 50m will be considered, including Connolly. Connolly is identified as a suitable site for building in excess of 50m. This section of the development plan also contains a series of assessment criteria for high buildings and these have been carefully considered in the design process. These criteria are largely mirrored in the development management principles detailed in the 2018 Guidelines and were assessed in the design of the masterplan:
- Relationship to context, including topography, built form, and skyline having regard to the need to protect important views, landmarks, prospects and vistas.
- Effect on the historic environment at a city-wide and local level.
- Relationship to transport infrastructure, particularly public transport provision.
- Architectural excellence of a building which is of slender proportions, whereby a slenderness ratio of 3:1 or more should be aimed for.
- Contribution to public spaces and facilities, including the mix of uses.
- Effect on the local environment, including micro-climate and general amenity considerations.
- Contribution to permeability and legibility of the site and wider area.
- Sufficient accompanying material to enable a proper assessment, including urban design study/masterplan, a 360 degree view analysis, shadow impact assessment, wind impact analysis, details of signage, branding and lighting, and relative height studies.
- Adoption of best practice guidance related to the sustainable design and construction of tall buildings.
- Evaluation of providing a similar level of density in an alternative urban form.



Extract from Dublin City Development Plan 2016-2022 (Fig.39 Building Height in Dublin Context)

Building Height

Building Height Context Analysis & Compliance with SPPR1



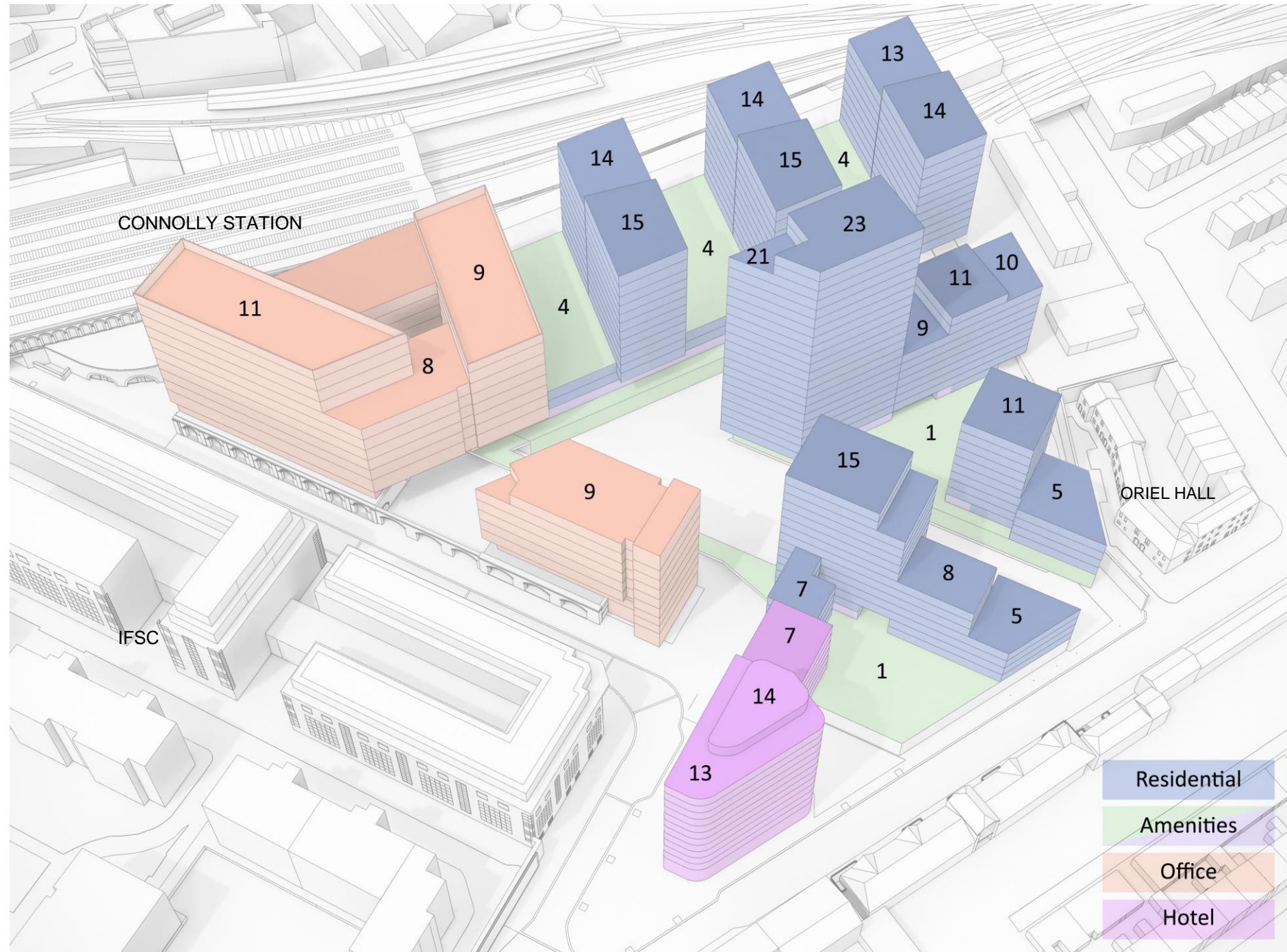
Dublin Area Satellite image showing contextual buildings 50+m

A local building height assessment was undertaken to determine appropriate proposed buildings heights in order to compliment the local and wider city context and to deliver optimum residential accommodation within this prime city centre site. Key policy reference points include:

- SPPR1 - increased building height in locations with good public transport accessibility
- SPPR2 – city scale / street scale / visual impact

Building Height

Building Height Strategy & Compliance with SPPR1



Proposed Height and Use Mix

SPPR1

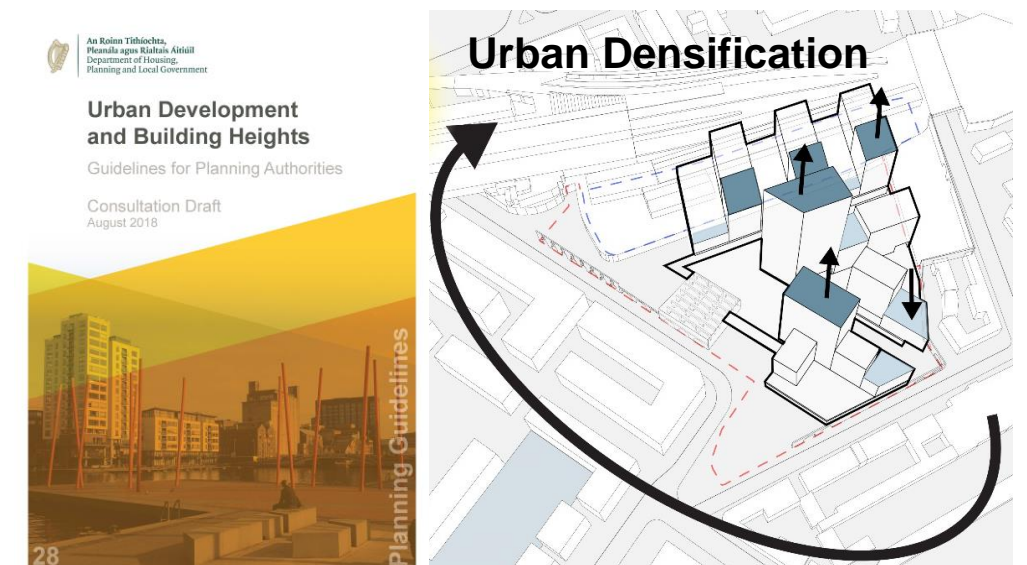
SPPR1 states the following:

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

Urban Densification (Proposed)

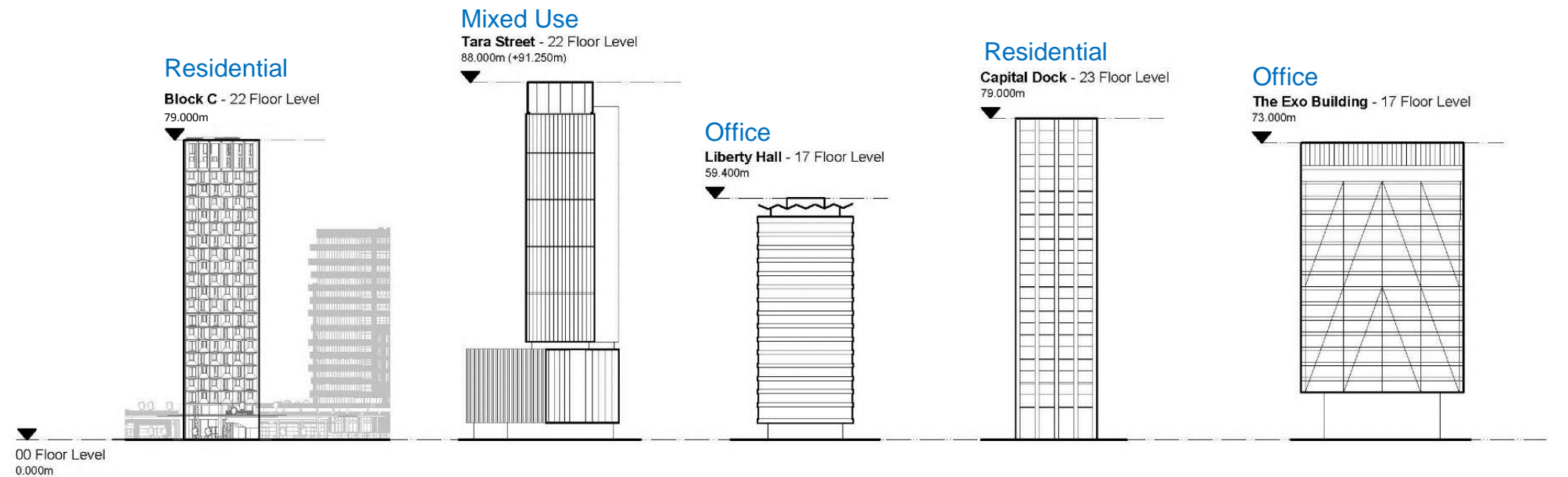
Given the prime site location adjacent to Connolly Station it is proposed that the site is ideally suited to deliver increased height. It is proposed that increased height delivers the following key advantages for the site and the city:

- Maximised utilization of this brown field site.
- Maximised residential units/densities on this key city centre site.
- Creates maximum residential footfall to/from Connolly Station and existing local amenities.
- Creates urban residential densities which shall support a range of new street level commercial amenities.
- Create a strategic new landmark on the Dublin skyline.



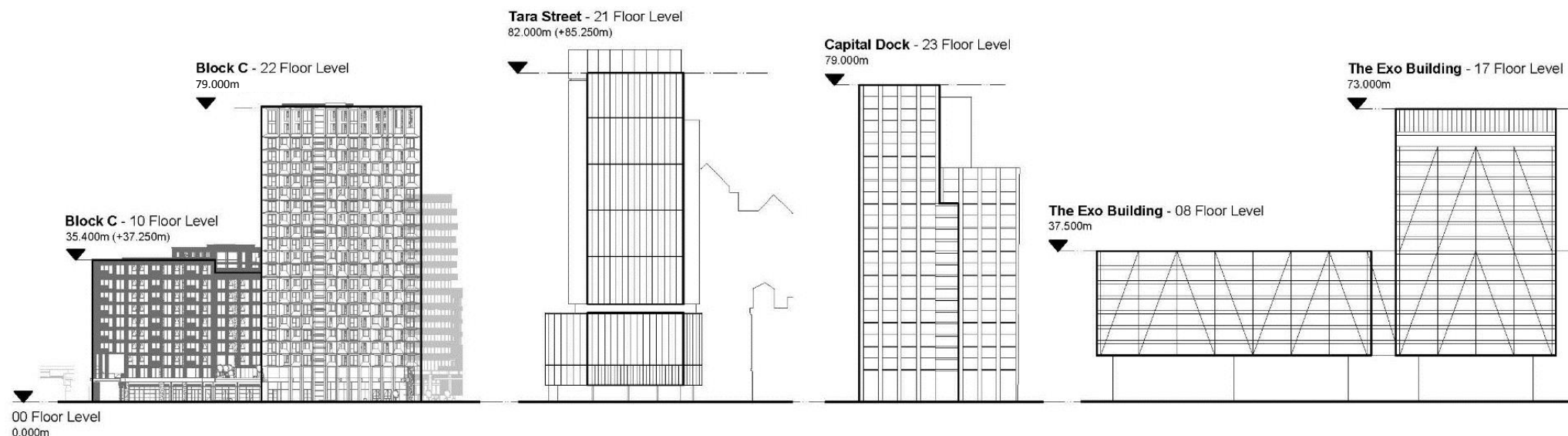
Building Height

Building Height Strategy & Compliance with SPPR2 – City Context



Contextual Building Elevation Diagrams - Short Side

Scale: 1:1000



Contextual Building Elevation Diagrams - Long Side

Scale: 1:1000

SPPR2

SPPR2 states the following:

In driving general increases in building heights, planning authorities shall also ensure appropriate mixtures of uses, such as housing and commercial or employment development, are provided for in statutory plan policy. Mechanisms such as block delivery sequencing in statutory plans² could be utilized to link the provision of new office and residential accommodation, thereby enabling urban redevelopment to proceed in a way that comprehensively meets contemporary economic and social needs, such as for housing, offices, social and community infrastructure, including leisure facilities.

Urban Densification (Proposed)

Given the prime site location adjacent to Connolly Station it is proposed that the site is ideally suited to deliver increased height. The following key criteria have been considered in relation to SPPR2:

- The proposed height is in line with other existing and proposed buildings which deliver urban densification (additional height) in this part of the city.
- The 23 storey residential tower at Capital Dock is a key design precedent in consideration of Block C1 heights. Both sites offer the opportunity for optimum residential densities given their location and aspect.
- The Exo Building (office commercial) is a key design precedent in consideration of Block C1 massing.
- The SHD delivers the residential component of a larger mixed use masterplan for the Connolly Quarter site. Connolly Quarter delivers an integrated and contemporary mix of uses at optimum achievable heights to meet existing and future economic, social, housing, and employment needs.

Building Height

The Connolly Quarter Height Strategy

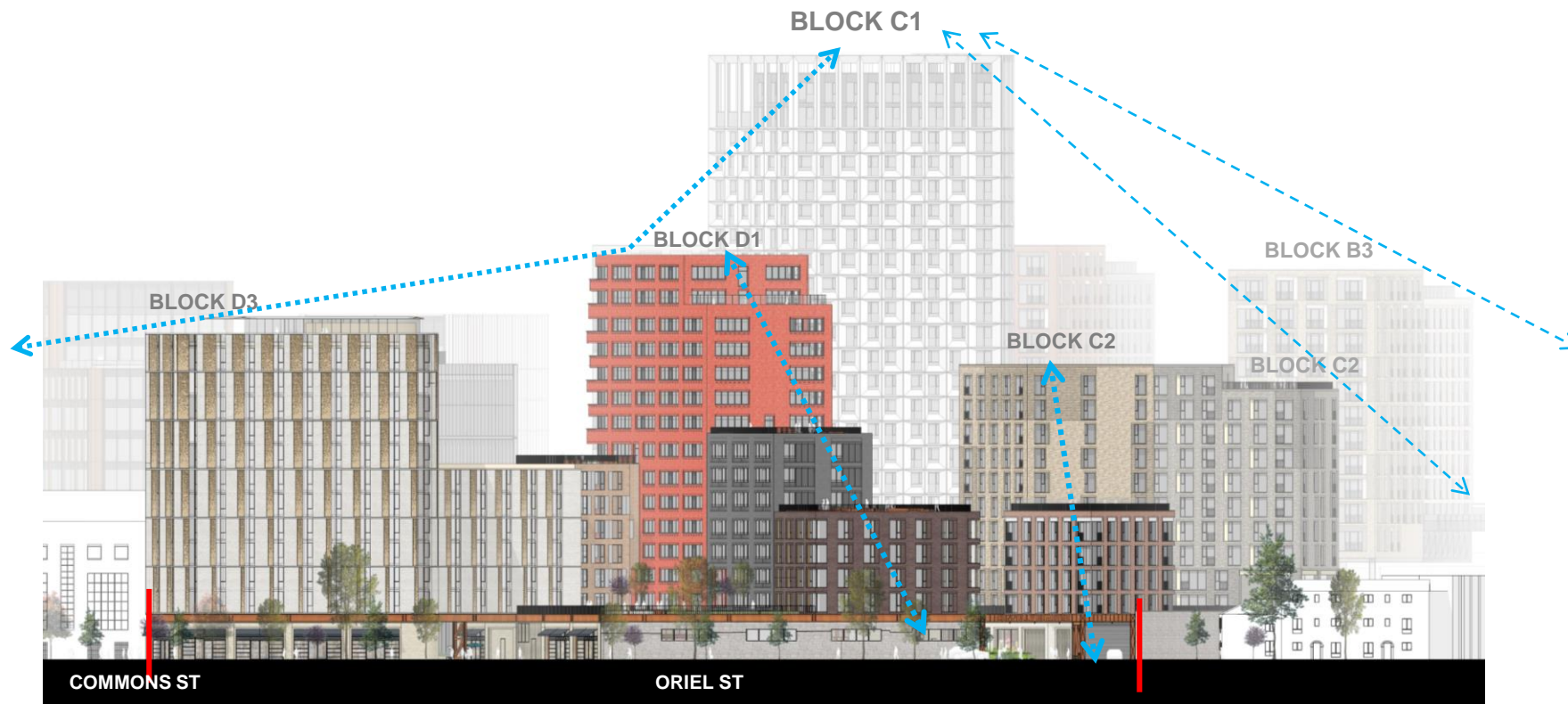
The proposed urban densification strategy has been managed within the design in the following ways:

Stepped Heights and Volumes

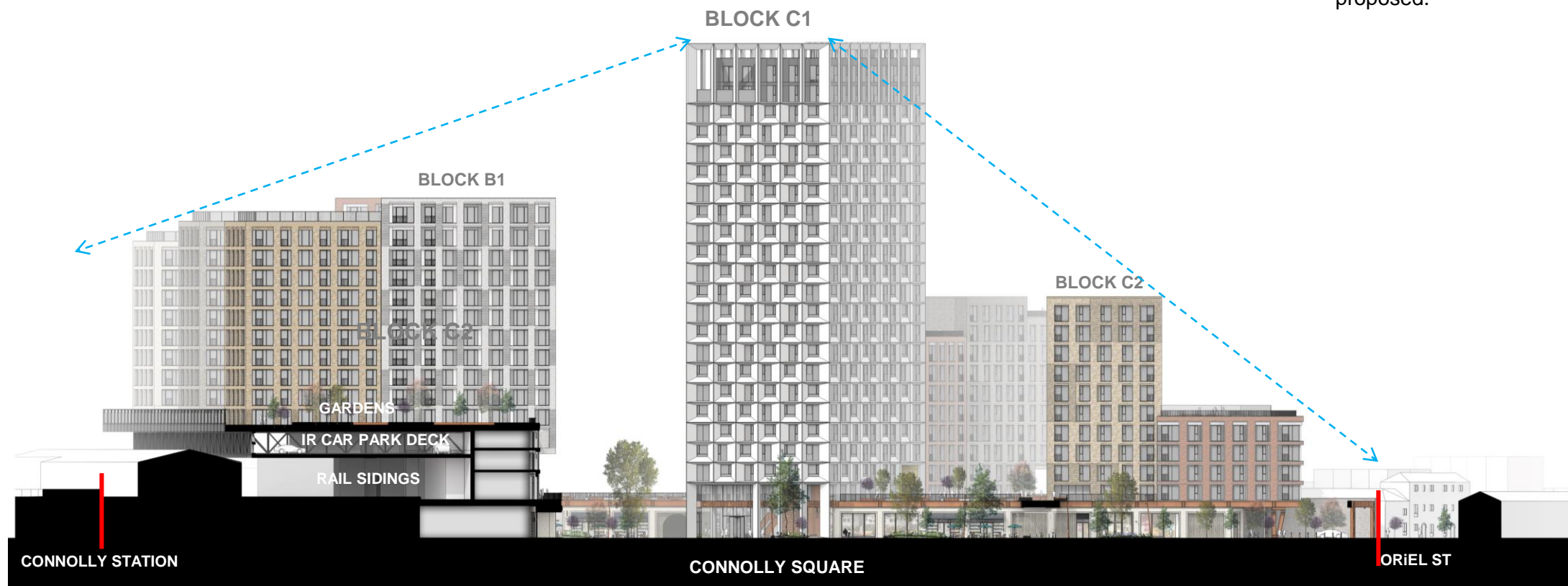
- The overall masterplan principle incorporates a stepped approach to building heights and massing down to the perimeter streets flanking the site.
- The hierarchy of volumes and heights is determined by the impact on adjacent communities and on the new open spaces being created within the scheme. Block C1 is proposed as the tallest building given it is removed from site boundaries and is due north of the primary public open space (Connolly Square)
- The Block D3 hotel building is proposed a 'visual beacon' when viewed along from the south along Commons St.
- Lands to the north and north west (towards Connolly station) do not currently offer open space or residential amenity. Block B heights are optimized to deliver optimum residential unit numbers (whilst not compromising the quality of the open space amenity created between the blocks)
- Block C2 steps down in height towards the boundaries with Oriel St and Oriel Hall (existing residential amenities)
- Block C3 steps down in in to the boundary but is marginally taller given its adjacency to the Irish Rail Control Centre.
- Block D2 steps down through x3 distinct blocks to Oriel St.

Form & Materiality

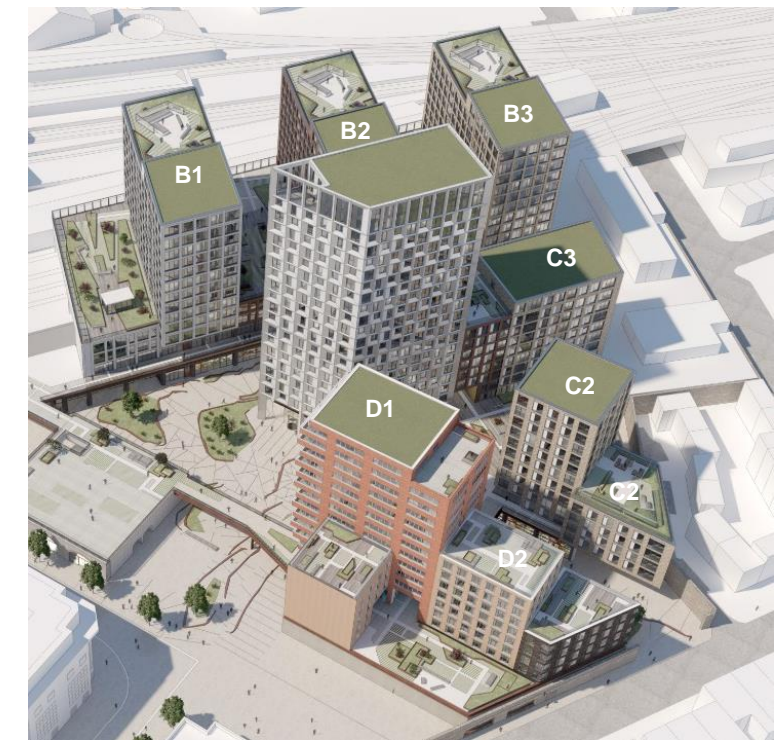
- The rich variety of building forms and façade materiality's creates a 'collection' of building types with individual identities. This variety responds to the human scale of the residential scheme and breaks down the apparent height and mass being proposed.



Oriel St Elevation



Internal Street Section



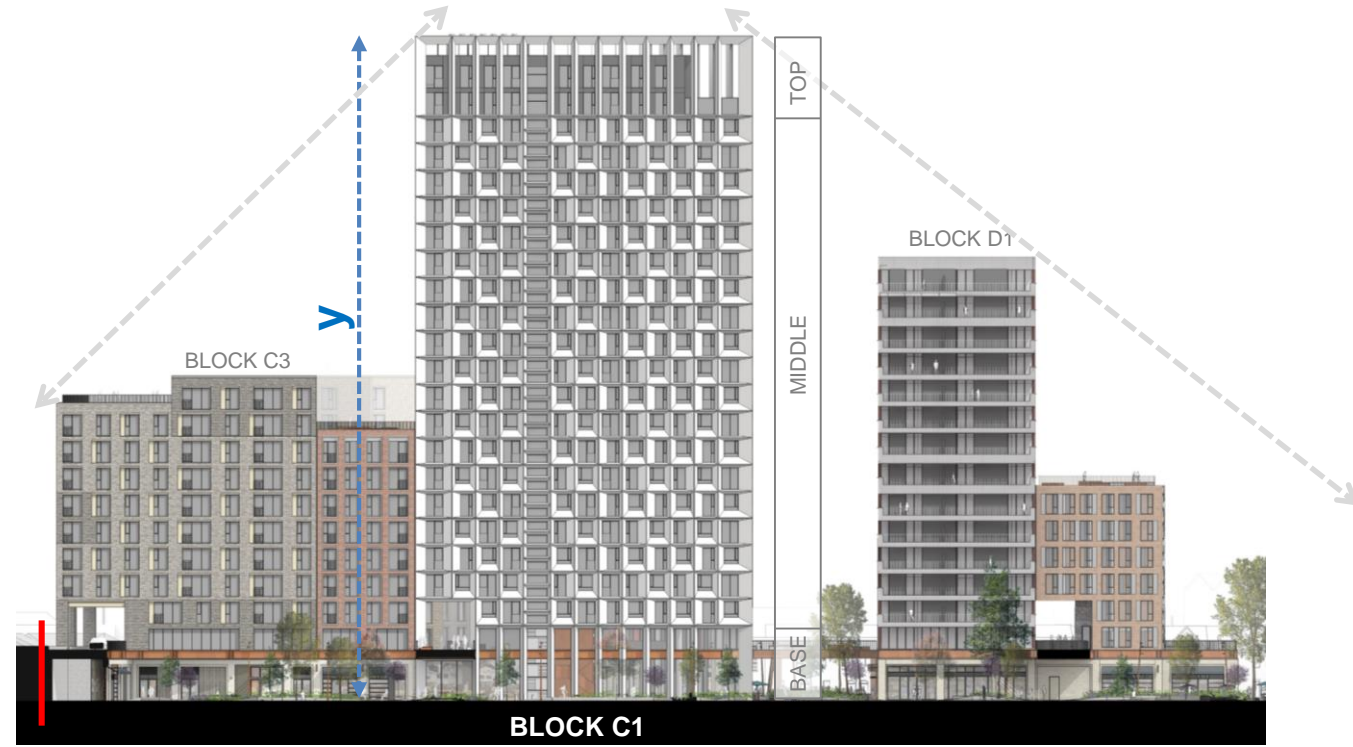
Aerial View

Building Height

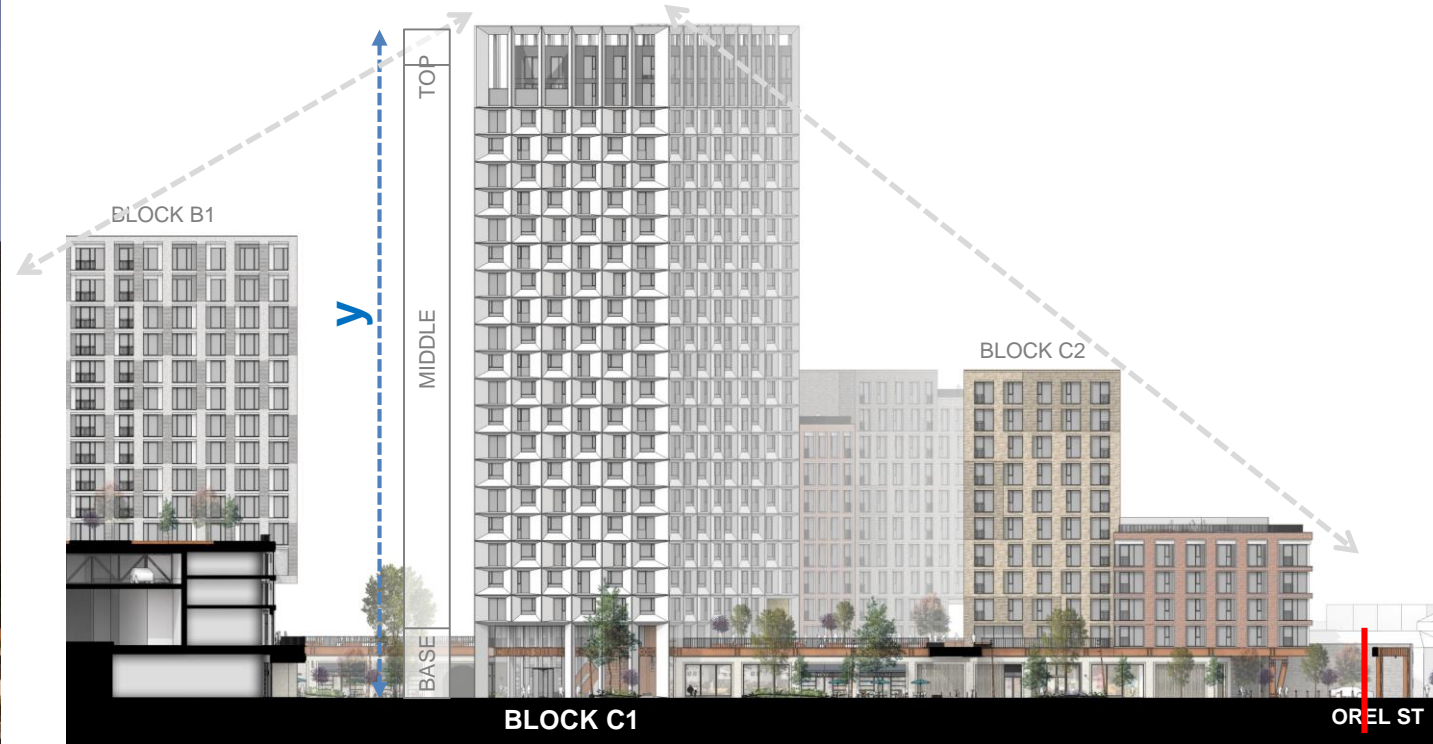
Block C1 Concept



Block C1 Visual



West Elevation



South Elevation

The C1 tower design has been developed with the following key issues in mind:

Building Location

- Block C1 is located centrally on the site and as such its impact on adjacent neighbouring areas is carefully controlled.
- Block C1 is at the centre of a proposed 'collection of varying building forms and volumes which 'cascade' to the site boundary

Building Footprint

- Block C1 is designed as an efficient and compact residential plan which offers optimum units per floor (x8 units per typical floor)

Height / Floor No's

- The height has been determined by the visual impact relating to sensitive city views (Customs House view) and the relative impact of height in relation to daylight/sunlight at the lower levels of the scheme. Block C1 extends to 23 residential floors above ground (24 floors including the top of roof plant level)

Façade Design

- The C1 building encapsulates the 'White World Within' aesthetic and as such creates a visually distinct and high quality appearance within the overall design composition.
- The façade is broken into 3 distinct vertical sections (base – middle – top) in order to fragment the apparent mass and height.
- The white aesthetic is uniform to each façade in order to generate façade legibility.
- The unique façades are composed of façade modules offering inclined white metallic surfaces and varying window size openings. The overall composition generates a façade rhythm which is varied across the surface.

Slenderness Ratio

West Elevation

Y +79m

X +40m

Slenderness Ratio = 2/1

South Elevation

Y +79m

X +23m

Slenderness Ratio = 3.4/1



09 Architectural Approach

Architectural Approach

Facade & Materiality Concept - Aerial View

The masterplan design process has focused on creating a site specific design response to this significant city centre site. Strategies in relation to heritage, permeability, form, height and open space have created a unique urban regeneration opportunity.

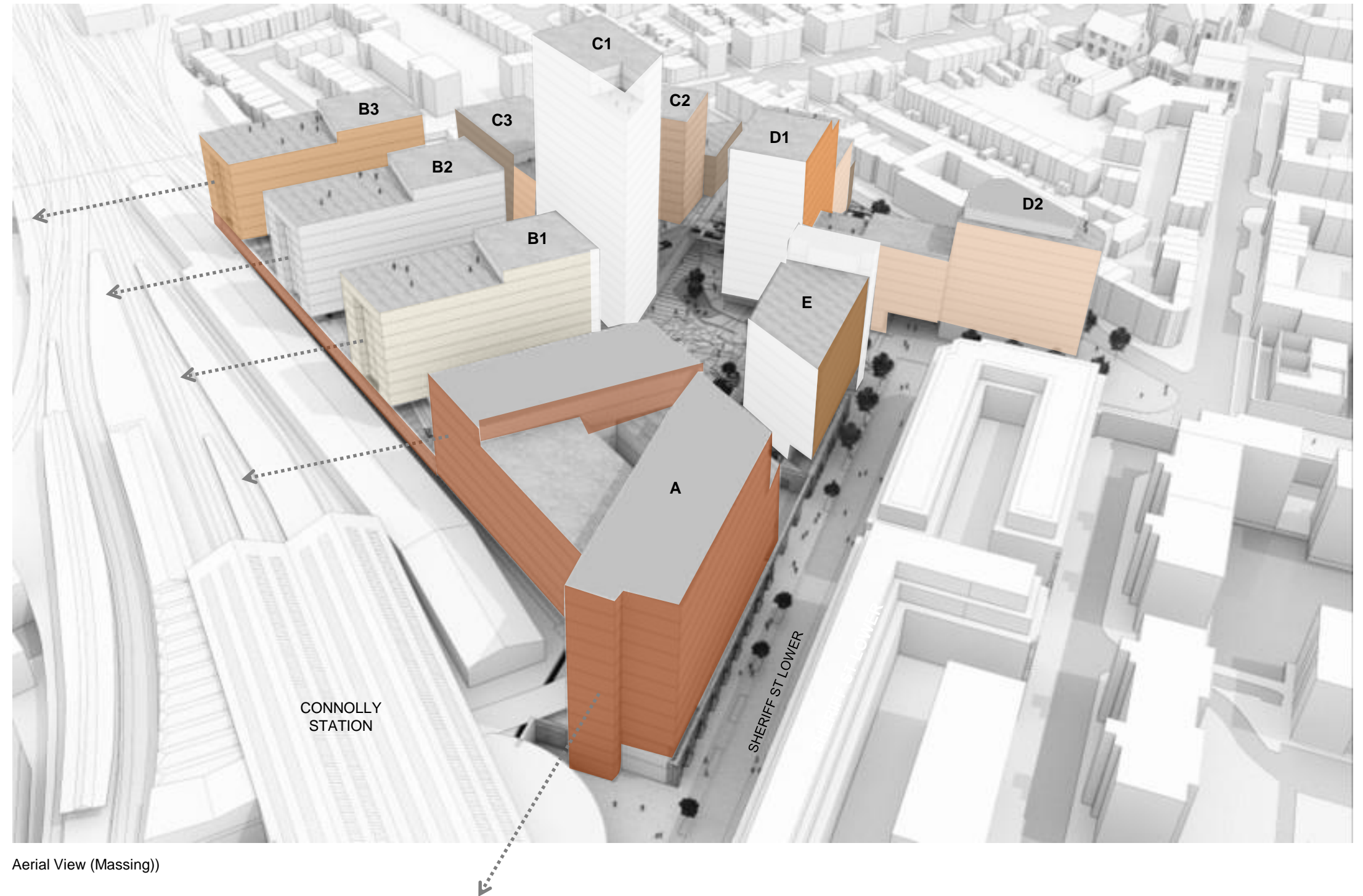
The architectural approach has arisen as a response to the masterplan opportunities with blocks creating new edges around new and existing spaces.

The unique industrial site reference is to be juxtaposed against the existing urban fabric to communicate the following architectural concept:

White World Within – The Principles

- Facades facing onto Connolly Square.
- Given the central primacy of the Block C1 tower, a full wrap of white materiality is deemed appropriate.
- The white materiality optimizes daylight penetration into the communal and public open spaces.

Architectural finishes in the central public space known as Connolly Square will be selected from a lighter colour palette to deliberately contrast and highlight the architectural importance of the urban space. Effectively the masterplan will create “a white world within”.



Architectural Approach

Façade Design Principles

The following core design principles have been followed in establishing an appropriate architectural response to the external appearance of the buildings on the site.

Legibility + Visual Coherence

- Facades are composed in accordance with the internal rationale of the residential unit plans, and are based on a carefully designed façade module. A rich diversity is controlled by this unified and legible design approach, and where the composition and detail are informed by the human scale.

Visual Variety

- A sequence of varied facades creates a rich and 'unfolding architectural story'. The entire visual story is not revealed from a single viewpoint with façade and building relationships being revealed as visitors move through the layered open spaces.
- The facades are designed with materials of the highest quality in mind. Whilst there is an inherent legibility of approach between each building, the assembly of materials differs from building to building to create a subtle richness to the approach.

Site Context - A Unique Site Response

- The industrial heritage of the site facilitates the appropriate integration of compatible external finishes to the blocks which is contrasted by the "white world" approach to the central urban square.



Architectural Approach

Proposed Finishes



01 Meets the City

External material finishes have been carefully selected to strike the right balance between respecting the site's architectural heritage and creating a world class architectural response to the client's brief.

The following façade forms, materials and details are proposed in support of this concept:

- 01 Meets the City - Various Colours**
- Brick (varying colours and coursing detail)
 - Metal (modular façade panel/office façade skin)
 - Pre Cast Concrete



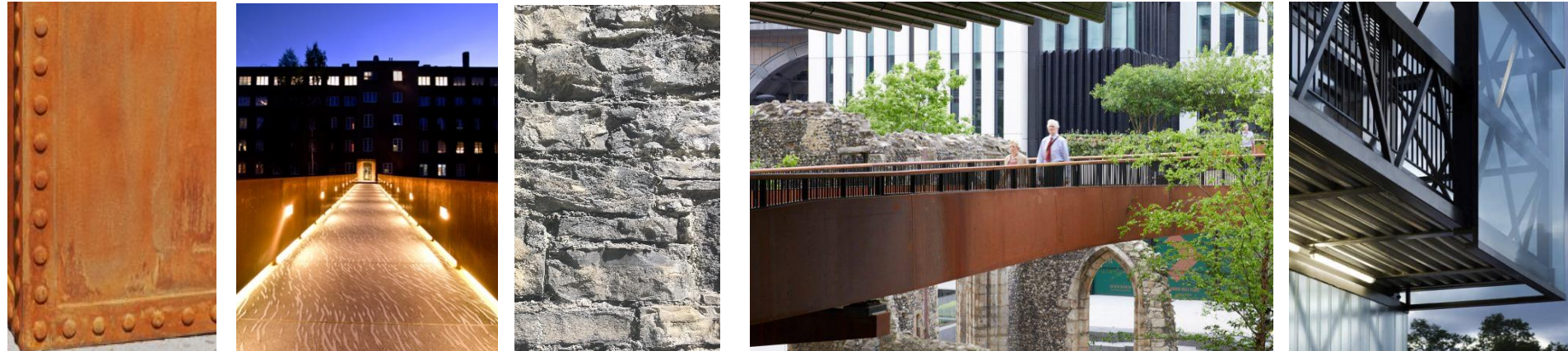
02 White World Within

- 02 White World Within – White**
- Metal (modular façade panel/office façade skin)
 - White brick

- 03 Industrial Character**
- Corten coloured steelwork (Highline detail, landscape detail)
 - Retained wall stonework

Façade and building material finishes are also selected on the basis of the following:

- High quality
- Low maintenance
- Durable
- Distinctive Character



03 Industrial Character

Architectural Approach

Selected Views of the Scheme Aerial View 01

Given the prime site location adjacent to Connolly Station, it is proposed that the site is ideally suited to deliver increased height. It is proposed that increased height delivers the following key advantages for the site and the city:

- Maximised utilization of this brown field site.
- Maximised residential units/densities on this key city centre site.
- Creates maximum residential footfall to/from Connolly Station and existing local amenities.
- Creates urban residential densities which shall support a range of new street level commercial amenities.
- Create a strategic new landmark on the Dublin skyline.



Architectural Approach

Selected Views of the Scheme Aerial View 02

Given the prime site location adjacent to Connolly Station, it is proposed that the site is ideally suited to deliver increased height. It is proposed that increased height delivers the following key advantages for the site and the city:

- Maximised utilization of this brown field site.
- Maximised residential units/densities on this key city centre site.
- Creates maximum residential footfall to/from Connolly Station and existing local amenities.
- Creates urban residential densities which shall support a range of new street level commercial amenities.
- Create a strategic new landmark on the Dublin skyline.



Architectural Approach

Selected Views of the Scheme Aerial View 03

A sequence of varied façade and material types which has inspired a rich, varied and 'unfolding architectural story'. The entire visual story is not revealed from a single viewpoint with façade and building relationships being revealed as visitors move through the layered open spaces. Whilst there is an inherent legibility of approach between each building, the assembly of materials differs from building to building to create a subtle richness to the approach. Facades of each building have been considered in detail to deliver an overall visual variety but with detailed façade modules designed with detail, colour and textural variety.

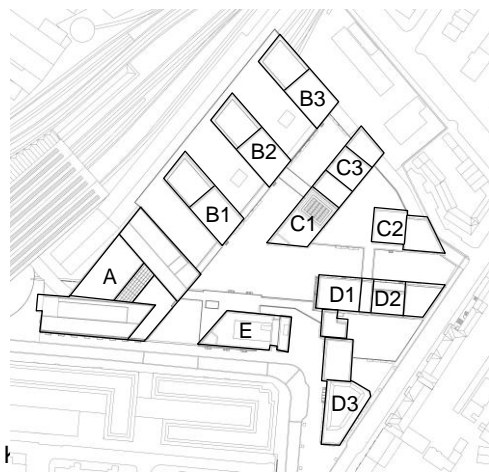


Architectural Approach

View towards Block A from Sheriff St

Reinforce the Past & Existing

- The Block A office buildings is an important link between the city and the new mixed use world within the site. The creative re-use of the Luggage Store reinforces the connection between past and present and introduces visitors to the rich industrial heritage of the site.
- The new steel form building is located above the protected vaulted structure and is visually separated from the base via a glazed interface. The existing vault openings are opened up to create an animated frontage and panoramic glass lifts creating animation vertically through the new office floors.

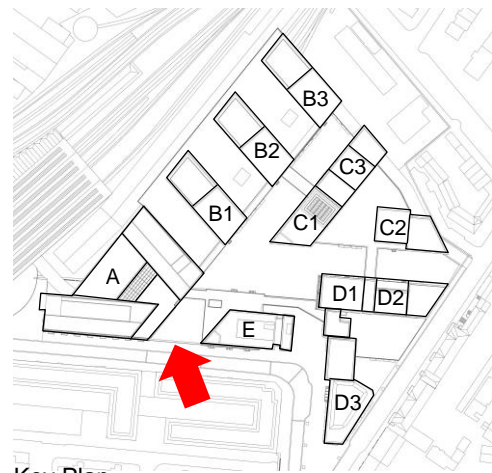


Design Reference



Architectural Approach

Detail View towards Block A from Sheriff St



Key Plan



Design Reference

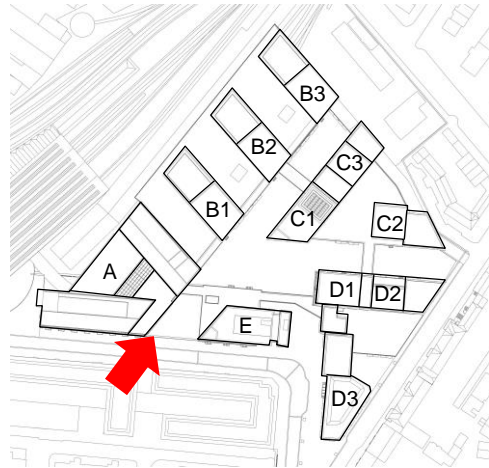
Architectural Approach

Site Entrance view from Sheriff Street

Refer to separate report by BSLArch Landscape Consultants

Entrance Portal

- Site boundaries are 'dissolved' with new openings through the exposed Sheriff St arches. Visitors arrive into an entrance plaza (located between the protected structures) which in turn leads to Connolly Square. The new hard landscaping within Connolly Square shall extend fully to the pavement edge at Sheriff St Lower.
- Future works to the protected buildings shall create animated frontage onto Sheriff St Lower with the potential for new external seating, street lighting, tree planting and visitor cycle parking.
- It is anticipated that the existing public realm outside the Sheriff St site boundary shall be upgraded/enhanced in line with local authority aspirations. This shall form part of a separate agreement.



Key Plan



Design Reference

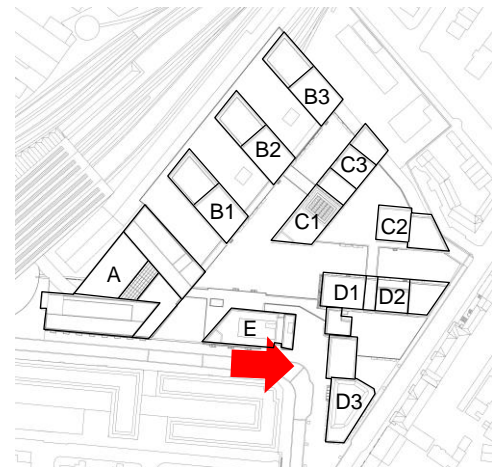


Architectural Approach

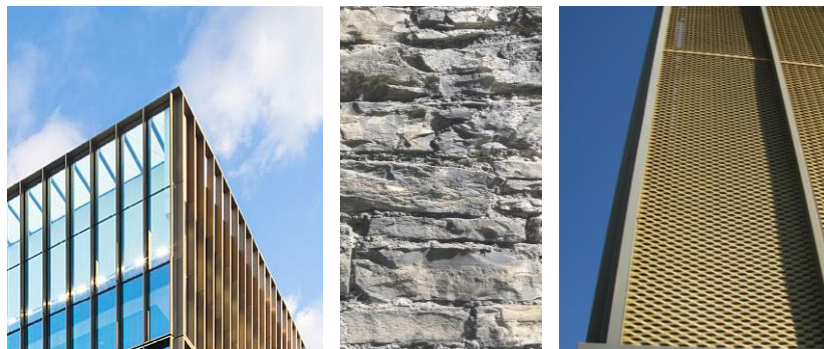
Block E view from Sheriff St

Reinforce the Past & Existing

- The Block E office building is an important link between the city and the new mixed use world within the site. The creative re-use of the Workshop Building reinforces the connection between past and present and introduces visitors to the rich industrial heritage of the site.
- The new steel form building is located above the protected vaulted structure and is visually separated from the base via a glazed interface. The existing vault openings are opened up to create an animated frontage and panoramic glass lifts creating animation vertically through the new office floors.



Key Plan



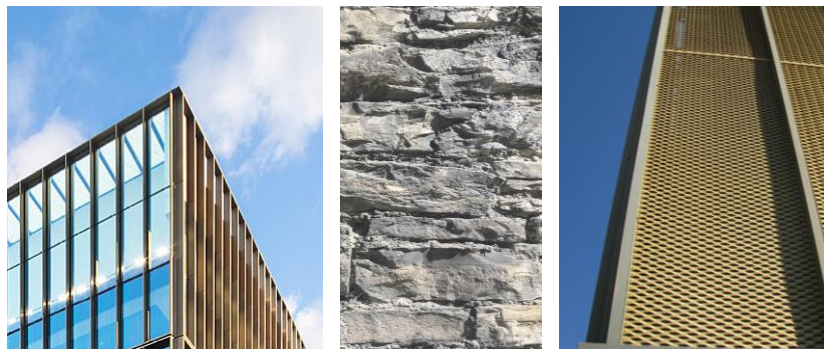
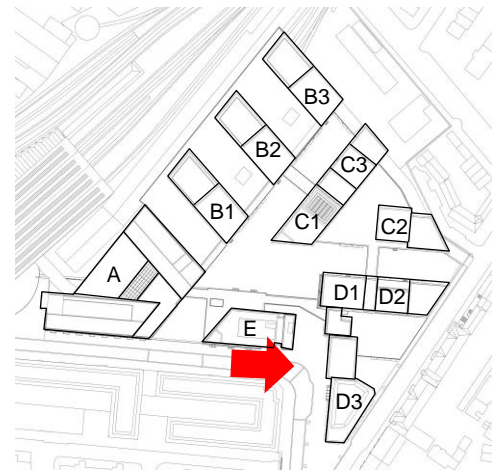
Design Reference



SHERIFF STREET LOWER

Architectural Approach

Block D2 view from Sheriff St



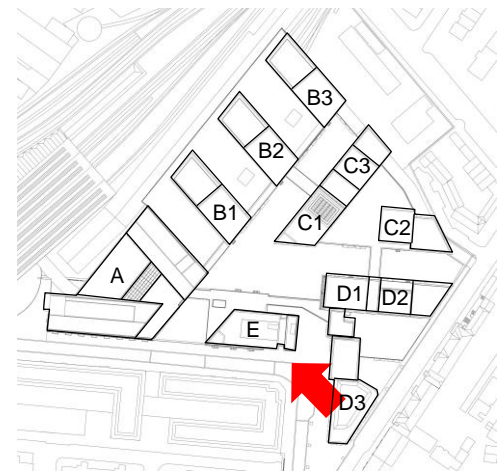
Design Reference



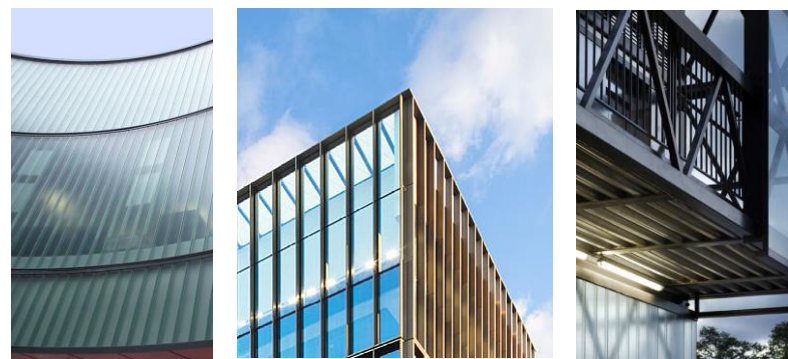
SHERIFF STREET LOWER

Architectural Approach

View towards Block E Entrance



Key Plan



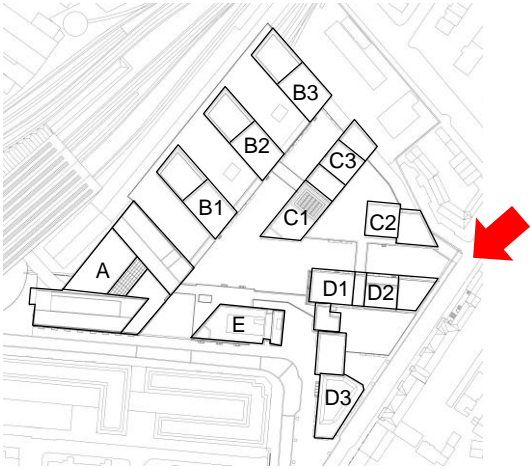
Design Reference



Architectural Approach

View from the Oriel St Entrance

- A new opening is created within the Oriel St wall to offer full connectivity to/from the site. The unique industrial site character is referenced and preserved within the architectural form and materiality of the steel 'portal' and this demarks the separate pedestrian and vehicle access points from Oriel St. The steel entrance portal is at the same level as the Highline beam and therefore reinforces the horizontal layer within the site.
- Block C cascades down in height towards the Oriel St boundary and as such is sensitive to neighbouring properties. The sequence of block heights and varying façade materiality's leads to a the C1 visual landmark. Block C2 steps down in height towards the Oriel St boundary and the brick façade treatment responds to the brick materiality of existing residential properties along Oriel St.



Key Plan



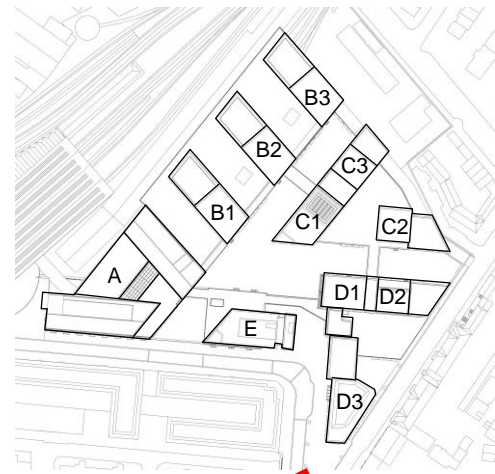
Design Reference



Architectural Approach

Block D3 view from Commons Street

- The cascading sequence of volumes and façade treatments creates a visually stimulating building which is located at a key site entrance point. The sequence of vivid brick colours creates a visual richness and variety and responds to the human/residential scale of the scheme.
- The façade colours, materiality and forms are playful in approach and are intended to create a visual destination.
- The height and form of the Block D3 Hotel creates a visual landmark for the scheme given its axial location at the end of both Sheriff St Lower and Commons St. The rich palette of masonry and perforated metal screen creates a playful and visually distinct presence to enliven the existing streetscape. The Highline Beam connects the building back to the main body of the Connolly Quarter scheme.



Key Plan



Design Reference

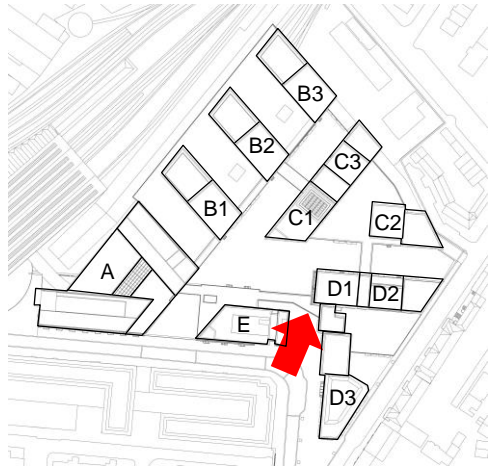


COMMONS STREET

Architectural Approach

Commons Street Entrance

- The sequence of varied facades creates a rich and 'unfolding architectural story'. The entire visual story is not revealed from a single viewpoint with façade and building relationships being revealed as visitors move through the layered open spaces.
- The façade colours, materiality and forms are playful in approach and are intended to create a visual destination.
- The Highline beam connects and frames the pedestrian routes at first floor level and frames the new entrance from Commons Street. Perforated metal panels are hung from the underside of the Highline bridge with exposed 'corten' ribs creating a directional pattern to pedestrians below. Concealed lighting above the panels creates a unique illuminated space beneath during evening times.



Key Plan



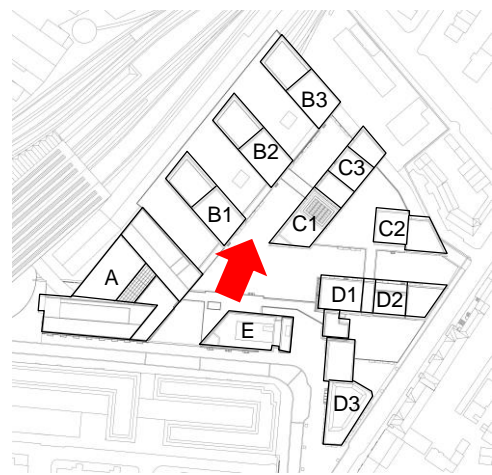
Design Reference



Architectural Approach

View from Connolly Square

- The Highline at Block B creates a linear pedestrian route which overlooks the new public open space below, and creates private access to the ribbon of residential amenities at Highline level.
- Industrial material references are embedded within the layered approach in relation to use, form and materiality creates a visual richness and variety. The careful use of form and material creates a legibility of uses when moving vertically through the buildings.
- The white brick materiality (plain brick and ribbed brick surfaces) of Block B1 celebrates the 'White World Within' concept and overlooks Connolly Square. The varying brick colours within Block B generate variety, richness and respond to the residential human scale.



Key Plan

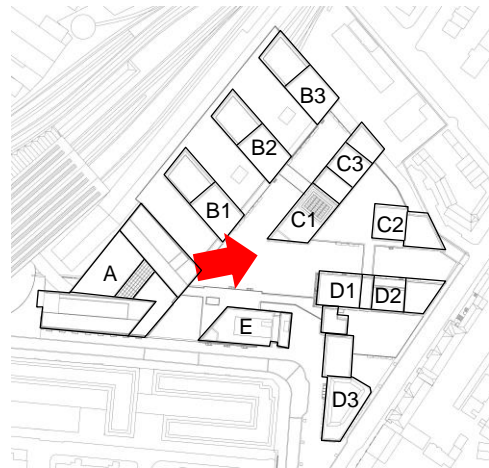


Design Reference

Architectural Approach

View towards Block C from Connolly Square

- Block C1 marks the 'heart' of Connolly Quarter, and is a visual landmark when approaching from afar or from within the scheme. Visitors and residents are drawn towards the dramatic double height glazed base of C1 and are then directed to the formal entrance/concierge facilities and up to the Highline communal open space level. The white metal façade finish to Block C1 represents the 'contemporary world within' the site and is a visually distinct landmark within the scheme. The modern and modularised expression of metal and glass façade finishes reinforces the contemporary approach to the Block C1 design. The undulating façade line to C1 is inspired by the original shoreline landscape and is referenced in the proposed landscape design.
- The line of the first floor Highline level (communal open space) is signified by the steel beam edge detail which continues at this level between all blocks and is a visual reference point.



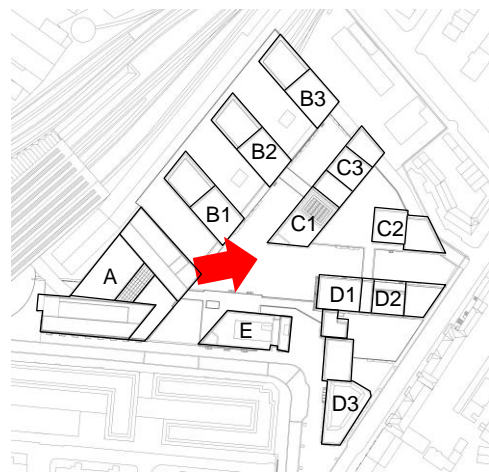
Key Plan



Design Reference

Architectural Approach

View towards Block E from Connolly Square



Key Plan

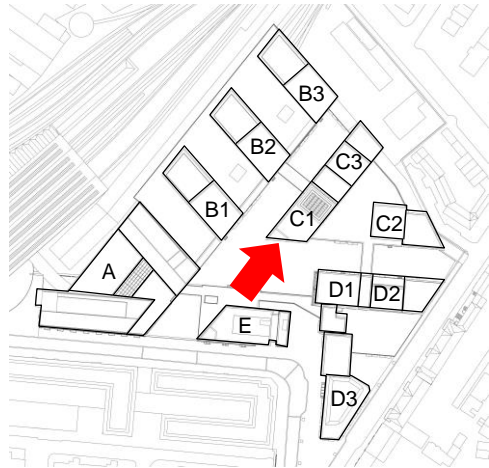


Design Reference

Architectural Approach

Block C1 Main Entrance

- Visitors and residents are drawn towards the dramatic triple height glazed base of C1 and are then directed to the formal entrance/concierge facilities and up to the Highline communal open space level. The white metal façade finish to Block C1 represents the 'contemporary world within' the site and is a visually distinct landmark within the scheme. The modern and modularised expression of metal and glass façade finishes reinforces the contemporary approach to the Block C1 design. The undulating façade line to C1 is inspired by the original shoreline landscape and is referenced in the proposed landscape design.
- The line of the first floor Highline level (communal open space) is signified by the steel beam edge detail which continues at this level between all blocks and is a visual reference point.



Key Plan



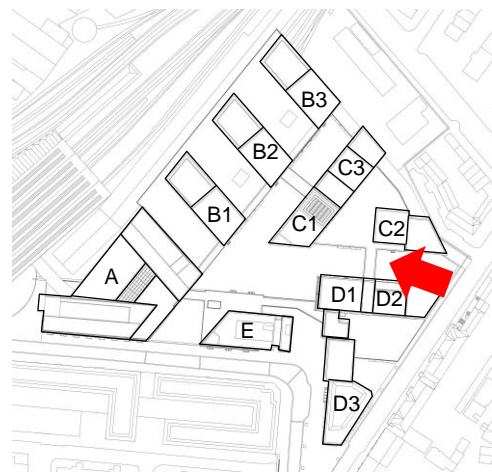
Design Reference



Architectural Approach

Street View towards Connolly Square

- The eye is led from building to building and with the white form C1 creating a visual landmark at the corner of Connolly Square.
- The Block C2 facades are modular and rational in terms of composition. The brick materiality offers a softness and human scale when viewed from the street. A secondary layer of metal panels are arranged within the brick façade openings to create a detailed and modulating façade rhythm.
- The facades are designed with materials of the highest quality in mind. Whilst there is an inherent legibility of approach between each building, the assembly of materials differs from building to building to create a subtle richness to the overall approach.
- The Highline bridge creates an animated pedestrian route which overlooks the new public open space below, and creates private access to the ribbon of residential amenities at Highline level. Industrial material references are embedded within the Highline design. The 'Corten' metal Highline Beam creates a continuous visual reference between blocks and is a fixing point for industrial metal railings which park the edge of the Highline.

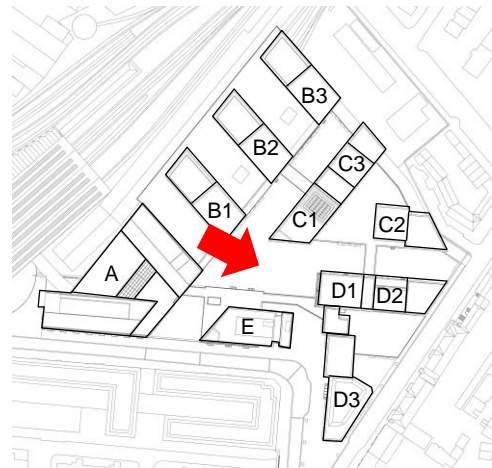


Key Plan

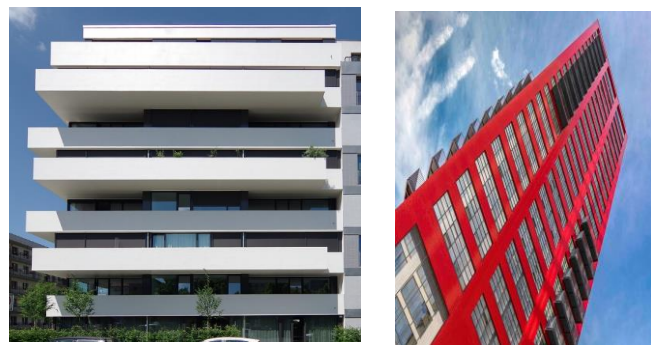
Architectural Approach

View from Connolly Square

- Block D1 offers a duality of façade approach with the white horizontality of the façade facing onto Connolly Square returning onto a red brick 'warehouse' style architecture facing onto the new internal street. This duality of façade and architectural approach offers a richness and variety to the new urban setting. Architectural views are constantly changing as you move through the open spaces with varying facades and colours juxtaposing against each other.
- The southern face of Block D1 is dressed with a 'temporary' green wall treatment. This anticipates the future construction of the Block D2 hotel.



Key Plan



Design Reference

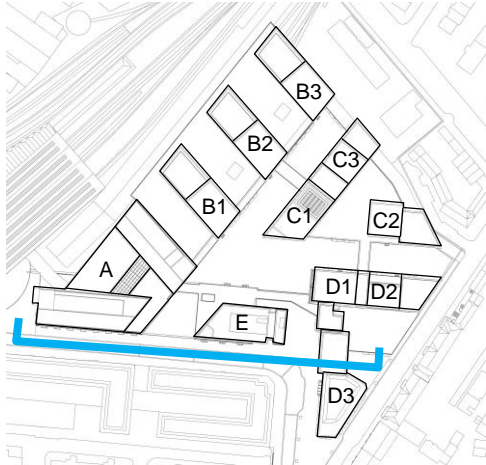


Architectural Approach

Context Elevation – Sheriff St Lower

Variety, Richness and Articulation

- The creation of the new public space within the scheme necessitates excavation of lands within the site which shall then reveal the existing walls of the x2 protected structures which face onto Sheriff Street. It is not proposed to create new accommodation within these structures within the SHD proposal (these proposals are described within the Masterplan document and shall form part of a separate planning submission)
- The residential blocks including B,C and D1 are located primarily away from bounding streets and as such the building heights and mass are modelled to avoid an overbearing presence on bounding streets and neighbourhoods.
- The architecture responds to the unique industrial qualities of the location, and has the capacity to become a distinct place within the city. Facades which face directly towards the city are formed from a rich masonry finish, whilst facades facing onto the new public spaces have a more contemporary and white material finish - a unique response to a unique place.
- Block D1 is composed of x3 visually distinct building forms, and materiality's in order to respond to the stepped heights towards the site boundary and to create a visual richness and variety.



Key Plan

- Open Space Layers**
- Layer 01 – Public Open Space
 - Layer 02 – Communal Open Space (Highline)
 - Layer 03 – Private Open Space (Gardens/Terraces)

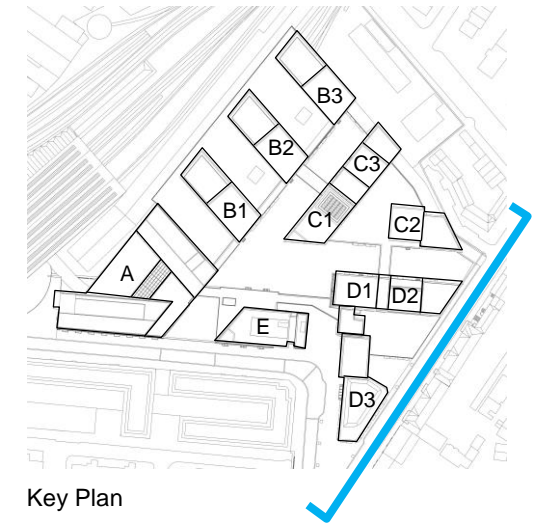


Architectural Approach

Context Elevation - Oriel St Elevation

Variety, Richness and Articulation

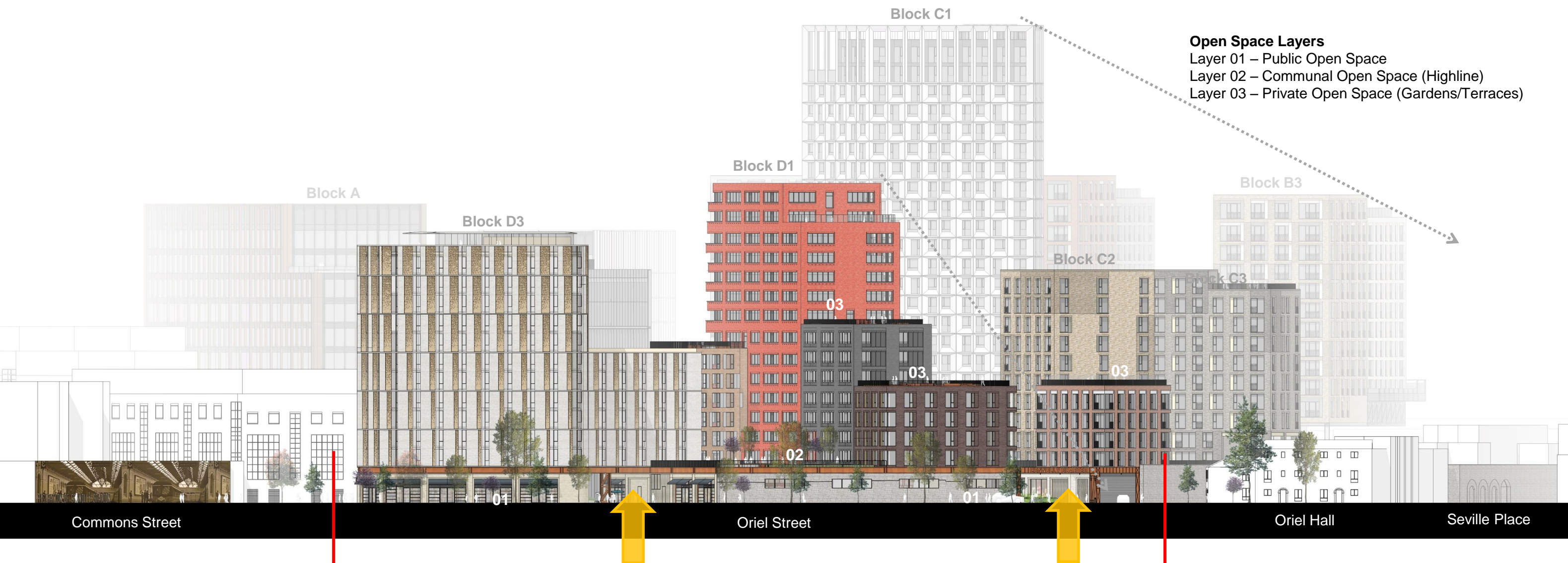
- The residential blocks including C and D1 are stepped in height towards the site boundaries in order to avoid an overbearing presence on bounding streets and neighbourhoods.
- The architecture responds to the unique industrial qualities of the location, and has the capacity to become a distinct place within the city. Facades which face directly towards the city are formed from a rich masonry finish, whilst facades facing onto the new public spaces have a more contemporary and white material finish - a unique response to a unique place.
- The protected stone wall structure facing onto Oriel Street creates a unique interface between old + new and represents a unique memory of the past. The existing boundary walls prevent connectivity between the site and bounding neighbourhoods. The wall is fragmented to reveal new spaces and activities whilst allowing new street connections into the site from Oriel Street.



Key Plan

Open Space Layers

- Layer 01 – Public Open Space
- Layer 02 – Communal Open Space (Highline)
- Layer 03 – Private Open Space (Gardens/Terraces)

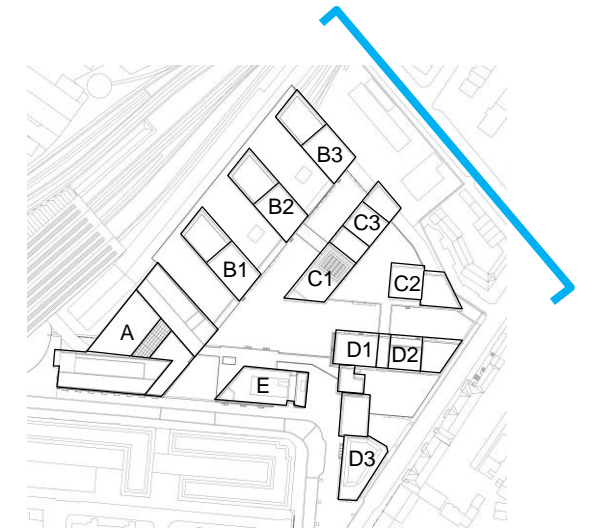


Architectural Approach

Context Elevation - Seville Place Elevation

Variety, Richness and Articulation

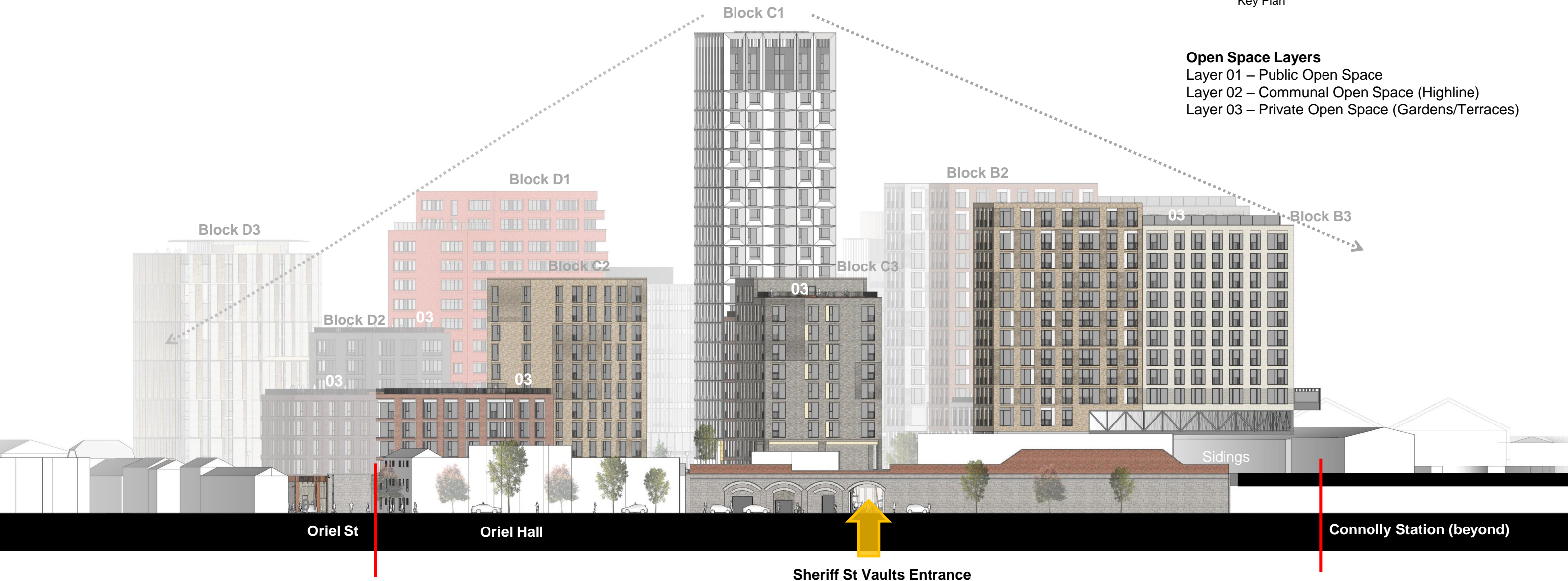
- The residential blocks including B, C and D1 are stepped in height towards the site boundaries in order to avoid an overbearing presence onto bounding streets and neighbourhoods.
- The architecture responds to the unique industrial qualities of the location, and has the capacity to become a distinct place within the city. Facades which face directly towards the city are formed from a rich masonry finish, whilst facades facing onto the new public spaces have a more contemporary and white material finish - a unique response to a unique place.



Key Plan

Open Space Layers

- Layer 01 – Public Open Space
- Layer 02 – Communal Open Space (Highline)
- Layer 03 – Private Open Space (Gardens/Terraces)



Architectural Approach

Context Elevation - Connolly Station

Variety, Richness and Articulation

- Block B comprises x3 residential buildings which step down in height towards the Connolly Station boundary, and are separated to allow daylight penetration into elevated podium gardens and to the new open street scape beyond. The blocks are elevated above the Connolly Station sidings, and as such are offered panoramic views towards the west of the city and towards the animated railway station below.
- The rich masonry finish to the facades represents the industrial character of the site which meets the city beyond. The façade composition and materiality offer a visual coherence which directly arises from the residential layouts within (form follows function). Brick is offered as the primary façade material whilst the introduction of metal spandrel panels and metal balconies creates a fine grain modulation within the overall composition. x3 brick colours are introduced to the sequence of buildings to create a richness and variety to the overall architectural composition.
- The contemporary white metal façade of Block C1 beyond creates a visual landmark at the heart of the scheme.



Key Plan

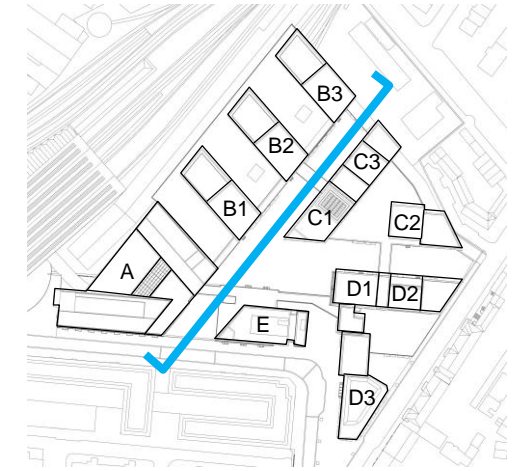
Open Space Layers

- Layer 01 – Public Open Space
- Layer 02 – Communal Open Space (Highline)
- Layer 03 – Private Open Space (Gardens/Terraces)



Architectural Approach

Context Elevation - Internal Street 01



Key Plan

Open Space Layers

- Layer 01 – Public Open Space
- Layer 02 – Communal Open Space (Highline)
- Layer 03 – Private Open Space (Gardens/Terraces)

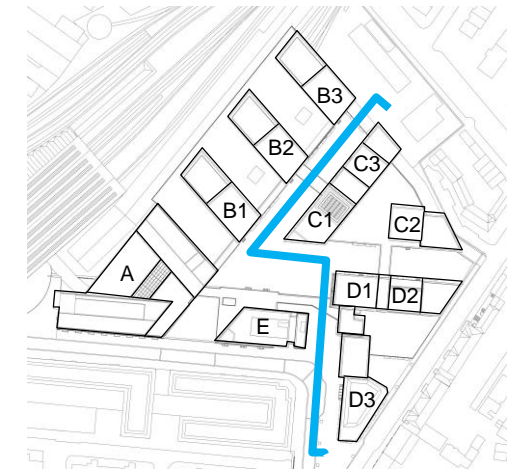


Architectural Approach

Context Elevation - Internal Street 01

Variety, Richness and Articulation

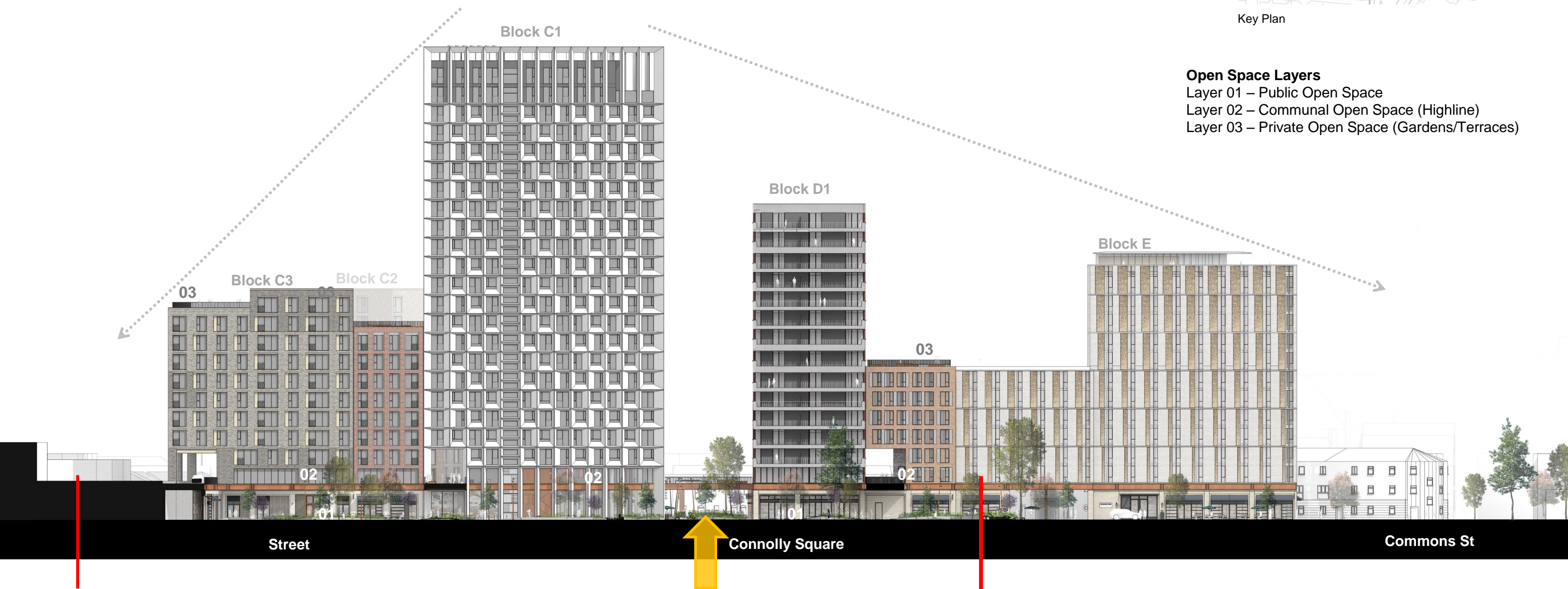
- Block C comprises x3 distinct residential buildings located above the Highline level and in turn above the new street level. Block C3 steps down to the site boundary and its masonry façade responds to the industrial site character which faces towards the city. The brick facades of Block C3 (Part V Residential) is broken into x2 visually distinct brick colours in order to create visual richness/Variety, and to create an interface to the white materiality of Block C1.
- The white metal façade finish to Block C1 represents the contemporary world within the site and is a visually distinct landmark within the scheme. The central location of this residential block creates an opportunity for additional height.
- Block D1 comprises x2 distinct buildings which face towards Connolly Square. The scale and materiality responds to the human scale of the public, communal and private spaces which connect each of the buildings. As with Block C1, the white façade responds to the contemporary white world within the site.



Key Plan

Open Space Layers

- Layer 01 – Public Open Space
- Layer 02 – Communal Open Space (Highline)
- Layer 03 – Private Open Space (Gardens/Terraces)

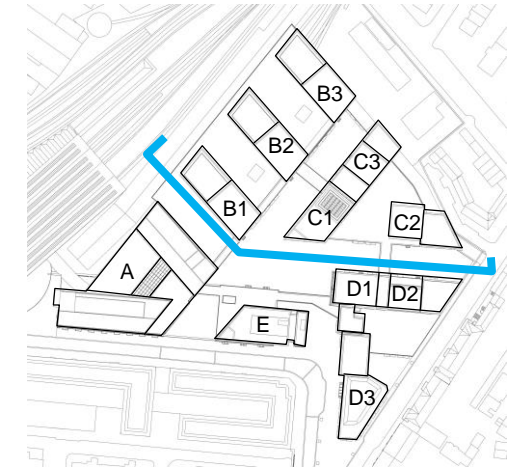


Architectural Approach

Context Elevation - Internal Street 02

Variety, Richness and Articulation

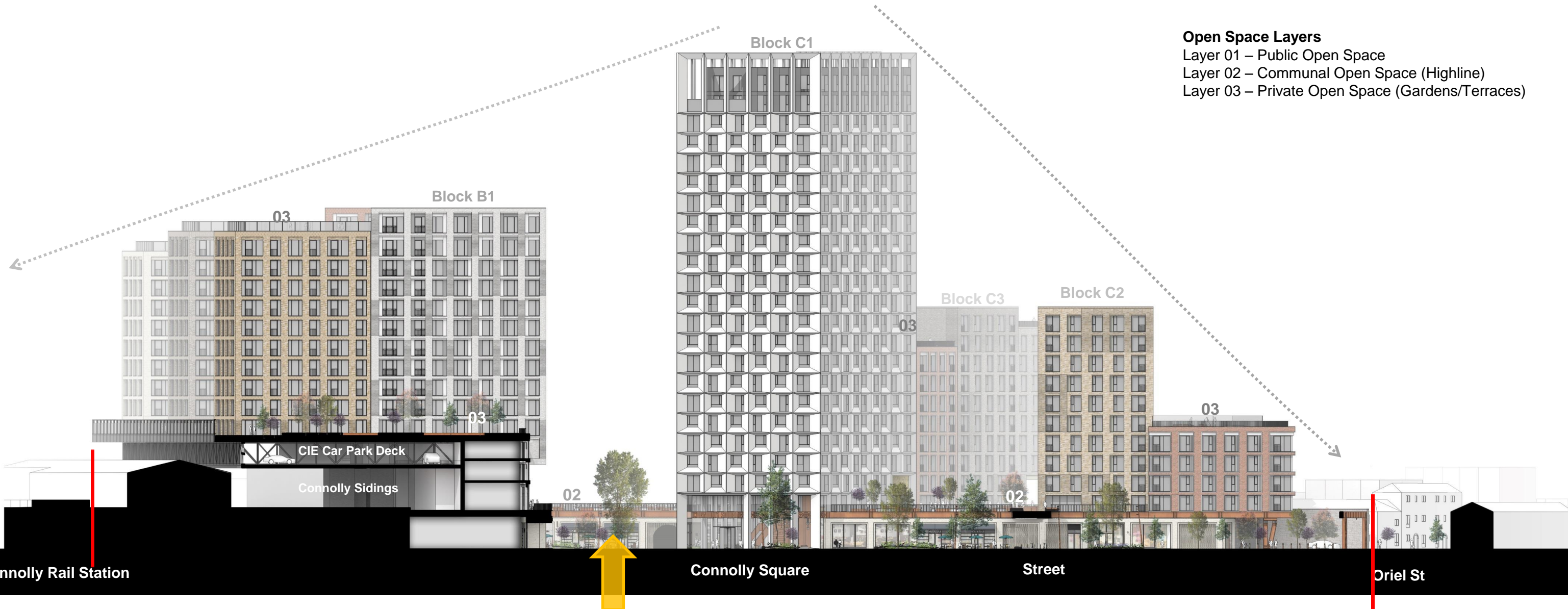
- The x3 Block B residential buildings are elevated above the Connolly Station sidings, and as such are offered panoramic views towards the west of the city and towards the animated railway station below. An interstitial CIE Car Park Deck is located beneath the Block B private gardens and creates a separation between the residential and railway uses.
- The rich masonry finish to the Block B facades represents the industrial character of the site which meets the city beyond. The façade composition and materiality offer a visual coherence which directly arises from the residential layouts within (form follows function) Brick is offered as the primary façade material whilst the introduction of metal spandrel panels and metal balconies creates a fine grain modulation within the overall composition. x3 brick colours are introduced to the sequence of buildings to create a richness and variety to the overall architectural composition.
- Block C comprises x3 distinct residential buildings located above the Highline level and in turn above the new street level. Block C3 steps down to the site boundary and its masonry façade responds to the industrial site character which faces towards the city. The brick facades of Block C3 (Part V Residential) is broken into x2 visually distinct brick colours in order to create visual richness/Variety, and to create an interface to the white materiality of Block C1.
- The white metal façade finish to Block C1 represents the contemporary world within the site and is a visually distinct landmark within the scheme.



Key Plan

Open Space Layers

- Layer 01 – Public Open Space
- Layer 02 – Communal Open Space (Highline)
- Layer 03 – Private Open Space (Gardens/Terraces)



10 Heritage

Conservation Strategy

Refer to separate report by Clare Hogan Conservation Architects

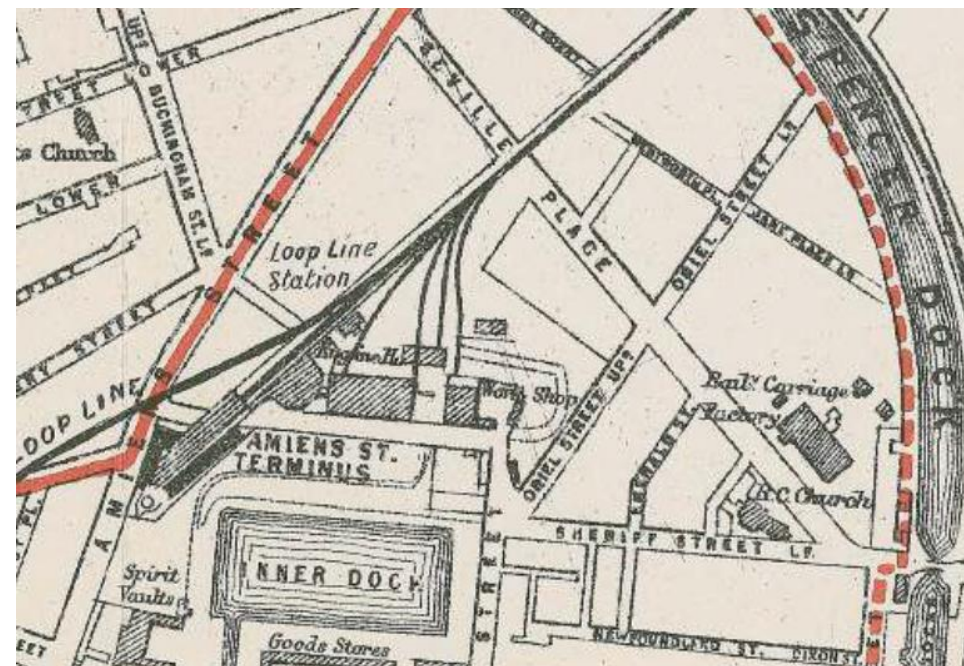
• The Connolly Quarter Masterplan Conservation Strategy

- The Masterplan for the Connolly Quarter was developed to align with a conservation strategy that recognises and emphasises the significant heritage value of the site and will have regard to the stated key heritage Objectives that have been specifically developed for this site.
- A priority of the conservation strategy is the retention of historic legibility and authentic character within the new development in a manner that will enhance new spaces, re-engage with the local streetscapes and in particular contribute a positive sense of place within the context of the wider area. The proposed redevelopment of these industrial lands will have a significant impact on the character of the site and its environs. Notwithstanding changes, at the core of the design vision is a commitment to communicate its heritage values, conserve and make accessible this heritage for the inhabitants and visitors to the city and integrate the significant built elements of railway heritage with the contemporary interventions.
- Legibility is at the heart of the conservation strategy. The vision, layout and use strategy of the Masterplan was developed and refined with ongoing input from conservation to the urban and architectural designs and also included more site specific consideration of the individual buildings along with the boundary walls.
- The historic interest and role of Sheriff Street Lower will be acknowledged within the planning of the site. The Luggage Store, Workshop and Seville Place built in the second half of the nineteenth century, on the lands alongside the terminus and tracks, are not intact but there are sufficient elements of heritage remains and intrinsic character to make it a unique and distinctive place signalling an urban industrial aesthetic.
- Protecting and enhancing this legacy ensures that it will be appreciated and enjoyed by many and this has underpinned the vision of the Masterplan for the development proposals to create a new urban quarter strongly linked to the railway terminus. Following an informed character appraisal the architectural design of the proposals developed has been a consistent imperative to test and align with the conservation strategy in order to protect the built heritage of the site, to integrate with the proposed development in a meaningful way, to assist in placemaking and most importantly retain the heritage significance for future generations.

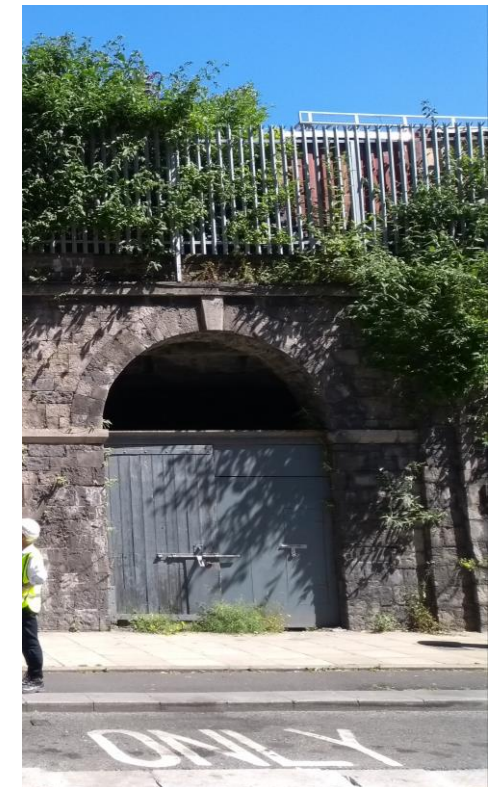
- The conservation strategy at Connolly Quarter is underpinned by relevant International Charters and the policies and objectives of the Dublin City Development Plan (2016-22) to which the development proposals have given due regard.
- The approach to the conservation of the buildings will follow the principles of research, understanding and analysis prior to any commencement of works in line with international conservation charters and all works will be carried out in accordance with the statutory guidelines and advices of the Department of the Arts Heritage and Gaeltacht. The implementation will be based on respect for the existing fabric and the least possible intervention.

UNESCO – New Life for Historic Cities:

“For each local situation a balance is reached between preservation and protection of urban heritage, economic development, functionality and liveability of a city. Thus the needs of current inhabitants are responded to while sustainably enhancing the city’s natural and cultural resources for future generations.”



McGill Map of Connolly Station 1907



Existing Sheriff Street Arches

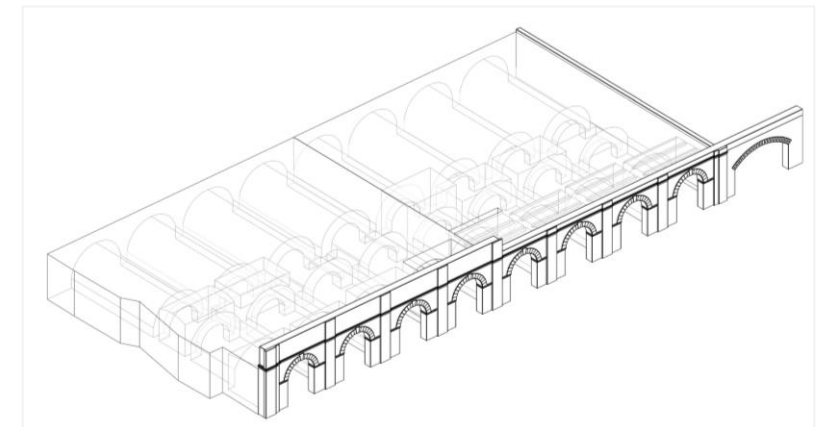
Key Heritage Objectives

Refer to separate report by Clare Hogan Conservation Architects

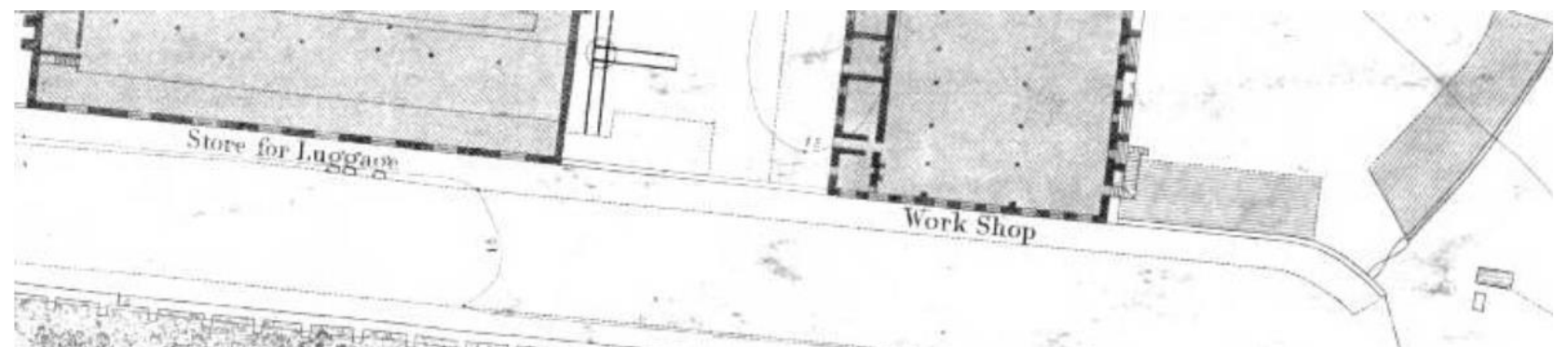
- Ascertain and communicate the architectural, urban and social values of the Connolly Quarter site and ensure their appropriate integration within the proposed development.
- Retain the cultural significance of the historic buildings and site within the design proposals to enable a distinctiveness of place and identity.
- Protect composed views and vistas of the north and south Georgian core.
- Appraise and evaluate the elements of heritage significance.
- Protect special interest of protected structures.
- Identify immediate conservation priorities and develop a coherent conservation strategy.
- Establish new compatible uses for the protected structures, accessible to the public to ensure sustainable use into the future.
- Provide specific strategies for repair, intervention, adaption and extension to the Luggage Store, Workshop, Seville and the nineteenth century boundary walls.
- Develop a lighting strategy to give expression to the heritage aspects at night.
- Ensure architectural design approach to integrate historic, contemporary architecture and landscaping with an overall coherence and integrity.
- Ensure that extensions to protected structures clearly differentiate between old and new.
- Respect existing context and scale.
- Record all surviving features of architectural, historical and industrial heritage.
- Provide a salvage strategy for historic building materials.
- Have due regard to architectural policies, standards and objectives of Universal Access.



Industrial Heritage



Luggage Store at Connolly Station



Existing Sheriff Street Luggage Store and Workshop

Heritage

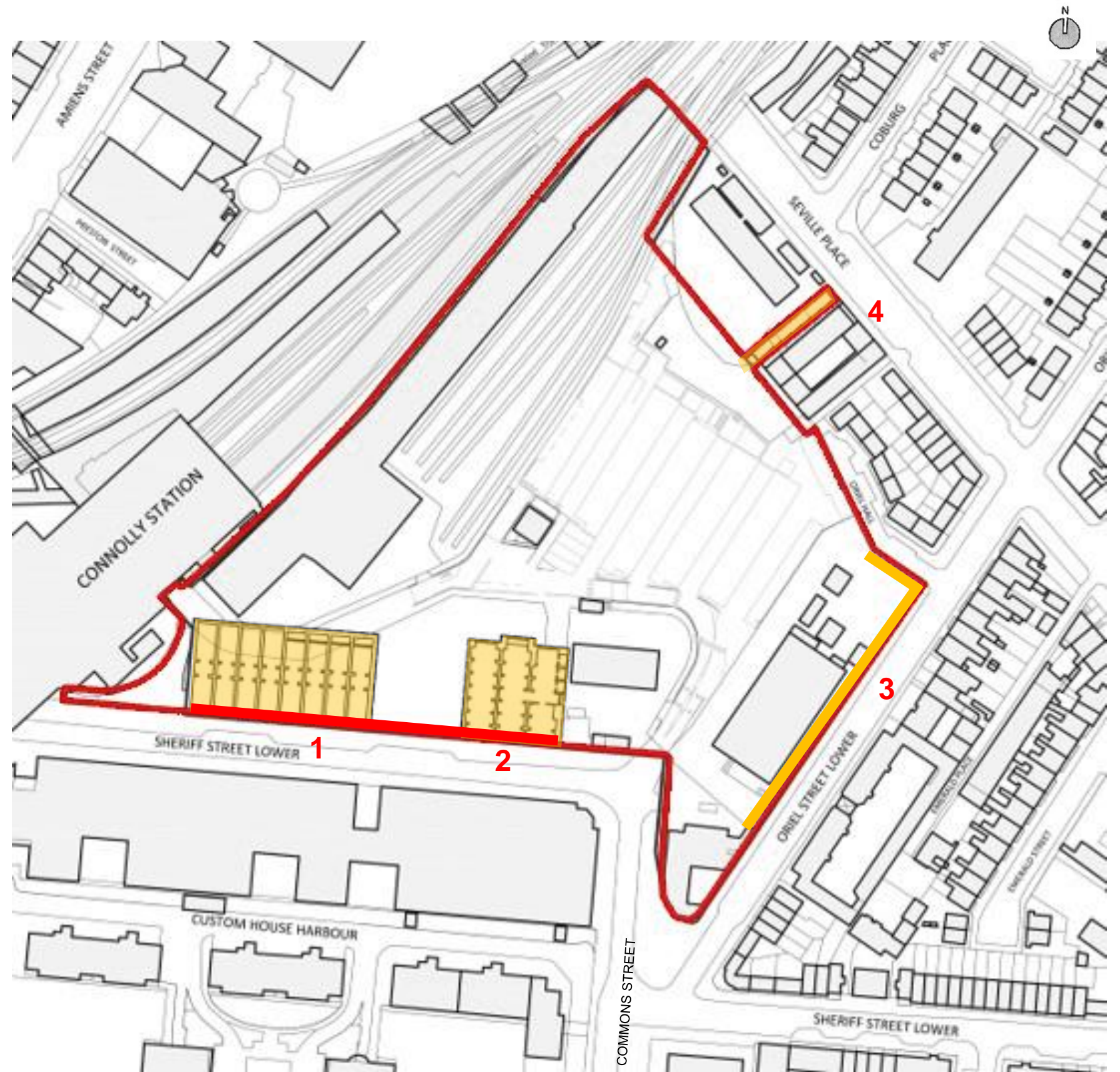
Protected Structures

Refer to separate report by Clare Hogan Conservation Architects

Protected structures located within the site comprise of the following:

1. Remnants of the luggage building facing onto Lower Sheriff Street
2. Remnants of the Workshop building facing onto Lower Sheriff Street.
3. Masonry walls bounding the eastern and northern sides of the lands facing onto Oriel Street and Seville Place.
4. Seville Place arches

The masterplan has incorporated their retention and sensitive re-use.



Heritage

Site Context & Detail

Refer to separate report by Clare Hogan Conservation Architects

Protected structures located within the site include the following;

- 01 Remnants of the luggage building facing onto Lower Sheriff Street
- 02 Remnants of the Workshop building facing onto Lower Sheriff Street.
- 03 Vaults connecting to Seville Place.
- 04 Masonry walls bounding the eastern and northern sides of the lands facing onto Oriel Street and Seville Place.

In isolation, the protected structures within the site could create barriers to contemporary urban planning principles. The site strategy needs to fully incorporate and utilize these structures in order to celebrate their heritage value, and to support site permeability, inclusivity and placemaking.



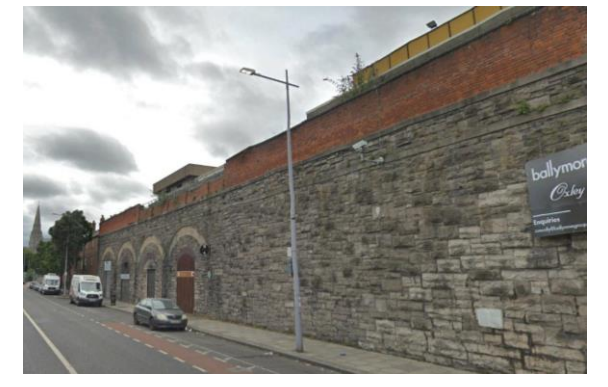
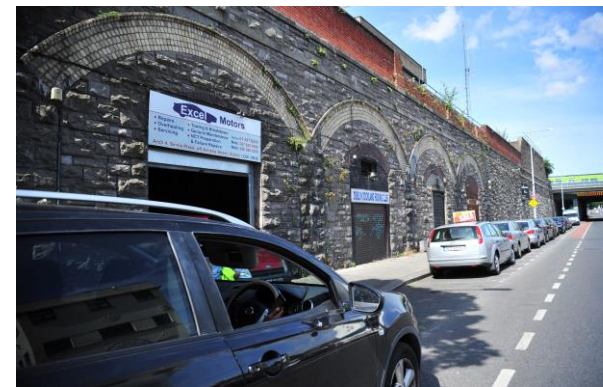
01



02



03



Heritage

Design Response to Strategy

Refer to separate report by Clare Hogan Conservation Architects

- The creative re-use of the protected structures including the vaulted Luggage Store and Workshop buildings, and a section of the existing wall along Oriel Street.
- To create a respectful and clear legibility between the protected and new structures with a clear definition in terms of visual separation, materiality and detail.
- Re-Use of the protected structures to form active frontage and a new site entrance portal to Connolly Square.
- The protected structures to be integral to the creation of a site specific character and urban experience.

To create a respectful and clear legibility between the protected and new structures with a clear definition in terms of visual separation, materiality and detail.



BLOCK A (OFFICE) - Luggage Store



BLOCK E (OFFICE) – Workshop Building



BLOCK D (RESIDENTIAL) – Oriel St Wall

Heritage

Design Response to Strategy

Block A (Office) – Sheriff St Lower Elevation

Refer to separate report by Clare Hogan Conservation Architects

The creative re-use of the protected Luggage Store which face onto Sheriff St Lower and towards the new Connolly Square. The aim is to create a respectful and clear legibility between the protected and new structures with a clear definition in terms of visual separation, materiality and detail. As per the proposed landscaping, the respectful treatment of existing structures is *Multi Layered* and is described below:

LAYER 01 - Luggage Store façade (existing)

- The existing façade to be carefully restored and with new glazed openings created to animate the street and reveal the new internal uses. The industrial reference is made real with the introduction of metal reveals and canopies within each wall opening

LAYER 02 - Office façade setback (new)

- The main office floors are separated from the protected wall base with full height glazing behind a new structural colonnade. Introduction of a set back and external terrace (with glazed balustrade) creates a legibility of existing and new.
- The new structural columns are aligned on the existing internal vault walls and as such respect the rhythm of existing wall openings.

LAYER 03 - New office façade (new)

- The structural grid generates a modular and *Multi Layered* design. The lower layer emakes reference to the industrial truss form as represented elsewhere whilst the façade layers above are arranged on a floor by floor basis (layered)



Design Reference



Facade Elevation Detail

SHERIFF STREET LOWER

Heritage

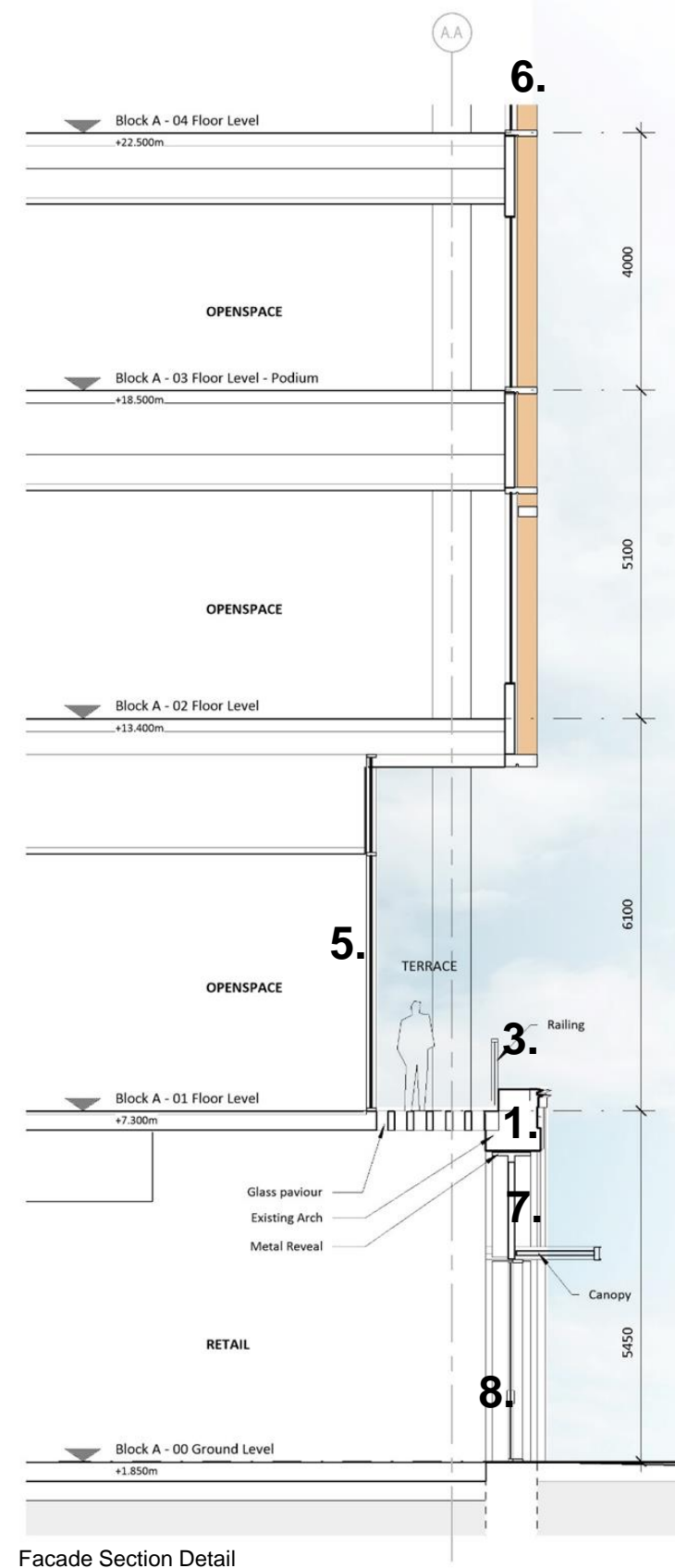
Design Response to Strategy

Block A (Office) – Façade Detail

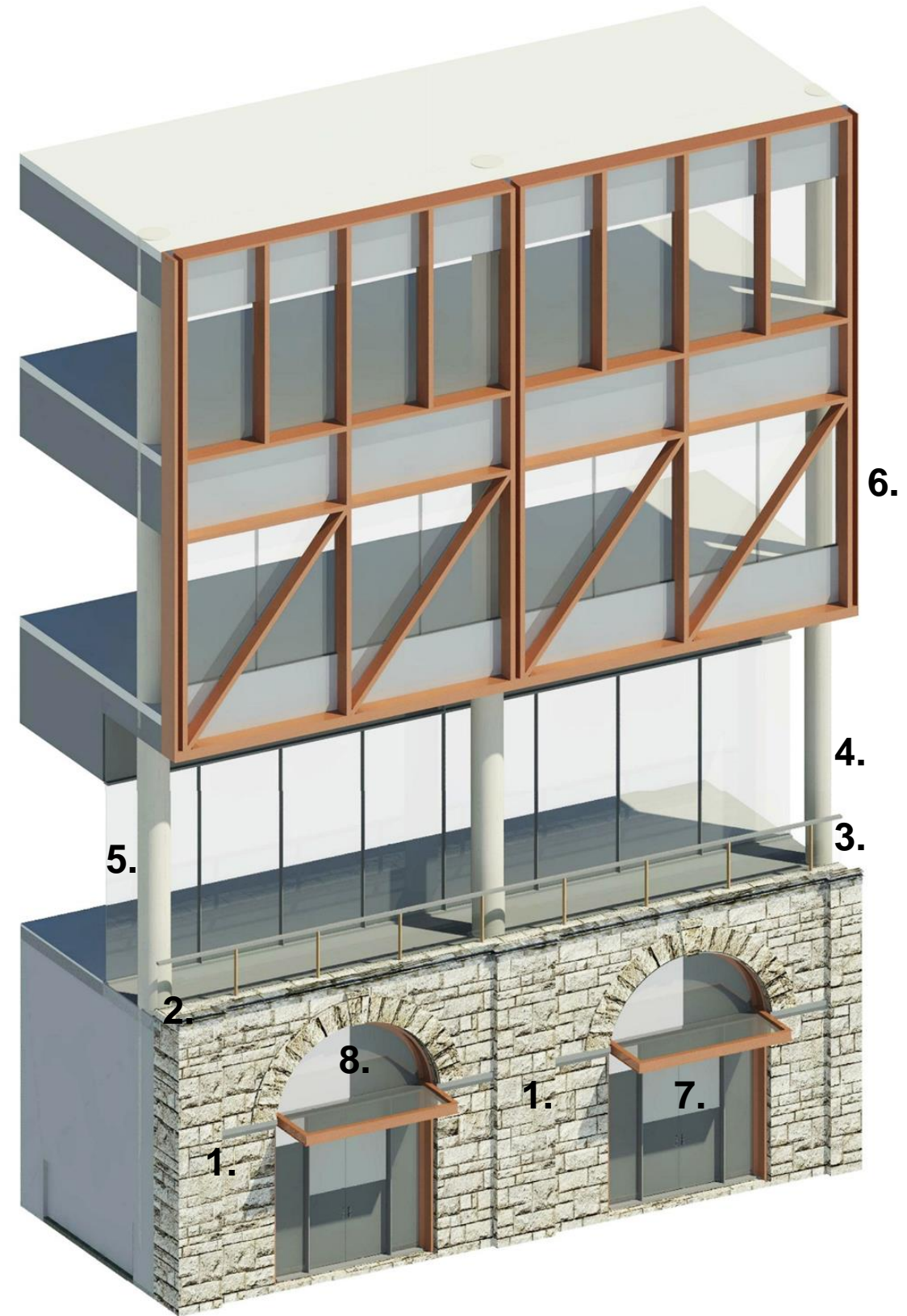
Refer to separate report by Clare Hogan Conservation Architects

Detailed Façade Layers

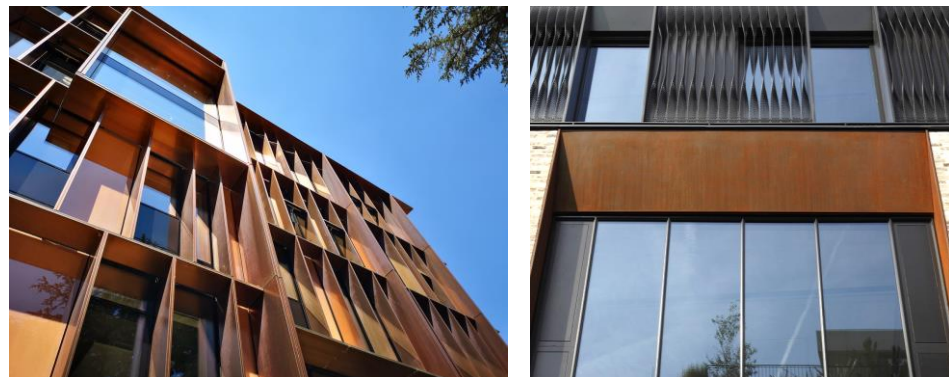
1. Retained & restored Luggage Store walls and vaults.
2. New stone parapet detail at the head of the Luggage Store wall.
3. New glass balustrade located behind the retained wall (visually legible)
4. Structure to the new office above (located on the line of the existing internal vault walls)
5. Glass façade set back from the retained wall to create an external terrace and generate clear legibility between the retained and new elements.
6. New office façade (form and materiality to be reminiscent of the industrial site heritage)
7. Metal plate reveal detail to create a legible interface between retained and new building elements.
8. Replacement glazing to match the form of the original windows.



Facade Section Detail



Facade Axonometric Detail



Design Reference

Heritage

Design Response to Strategy

Block E (Office) – Sheriff St Elevation

Refer to separate report by Clare Hogan Conservation Architects

The creative re-use of the protected Workshop which face onto Sheriff St Lower and towards the new Connolly Square. The aim is to create a respectful and clear legibility between the protected and new structures with a clear definition in terms of visual separation, materiality and detail. As per the proposed landscaping, the respectful treatment of existing structures is *Multi Layered* and is described below:

LAYER 01 – Workshop façade (existing)

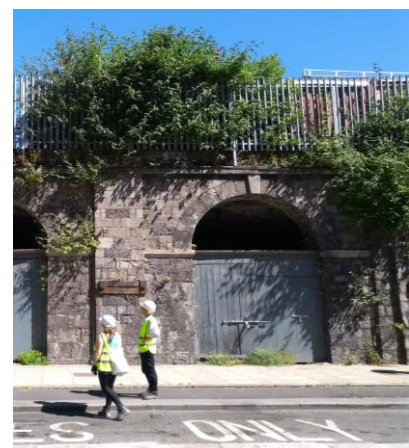
- The existing façade to be carefully repaired and with new glazed openings created to animate the street and reveal the new internal uses. The industrial reference is made real with the introduction of metal reveals and canopies within each wall opening

LAYER 02 - Office façade setback (new)

- The main office floors are separated from the protected wall base with full height glazing behind a new structural colonnade. Introduction of a set back and external terrace (with glazed balustrade) creates a legibility of existing and new.
- The new structural columns are aligned on the existing internal vault walls and as such respect the rhythm of existing wall openings.

LAYER 03 - New office façade (new)

- The structural grid generates a modular and *Multi Layered* design. The lower layer emakes reference to the industrial truss form as represented elsewhere whilst the façade layers above are arranged on a floor by floor basis (layered)



Design Reference



Facade Elevation Detail

SHERIFF STREET LOWER

Heritage

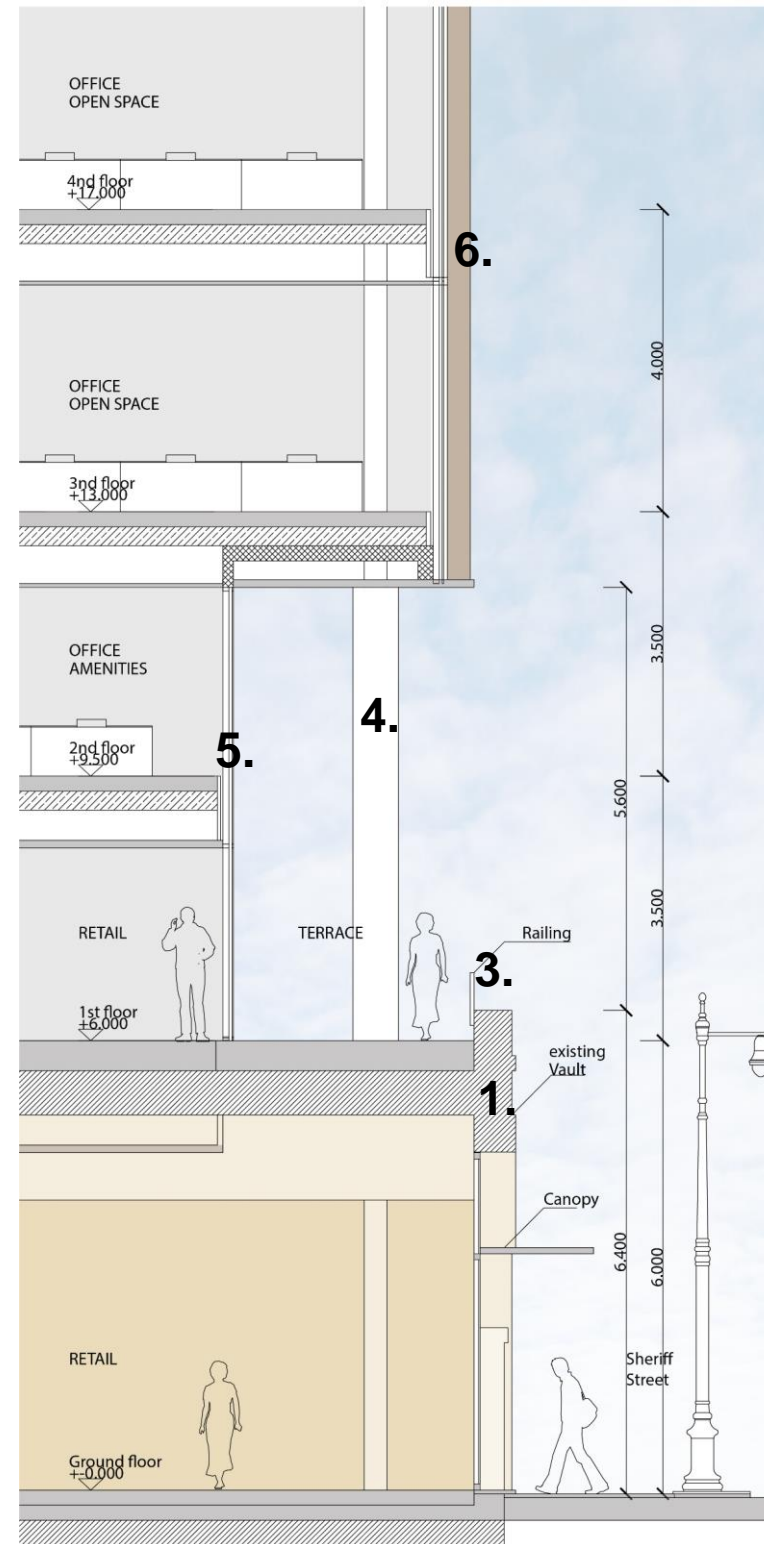
Design Response to Strategy

Block E (Office) – Façade Detail

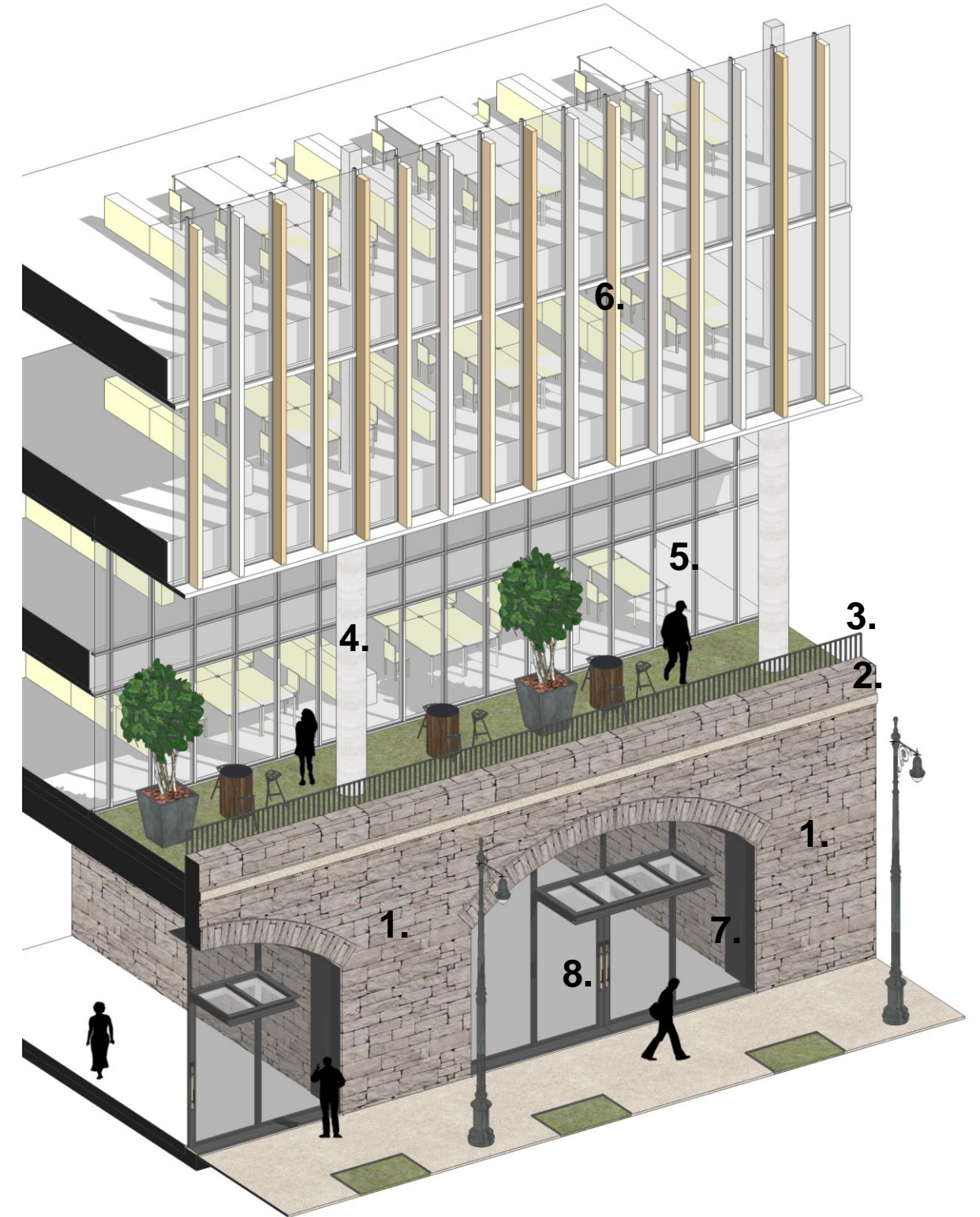
Refer to separate report by Clare Hogan Conservation Architects

Detailed Façade Layers

1. Retained & restored Workshop walls and vaults.
2. New stone parapet detail at the head of the Workshop wall.
3. New metal balustrade located behind the retained wall (visually legible)
4. Structure to the new office above (located on the line of the existing internal vault walls)
5. Glass façade set back from the retained wall to create an external terrace and generate clear legibility between the retained and new elements.
6. New office façade (form and materiality to be reminiscent of the industrial site heritage)
7. Metal plate reveal detail to create a legible interface between retained and new building elements.
8. Replacement glazing to match the form of the original windows.



Facade Section Detail



Facade Axonometric Detail



Design Reference



Heritage

Design Response to Strategy

Block D2 (Residential) – Oriel St Elevation

Refer to separate report by Clare Hogan Conservation Architects

The existing protected stone walls create a defensive and intimidating frontage to bounding public streets, Sections of wall are proposed for removal in order to create new streets and permeability through the site. The heritage structures and materiality are at the heart of the overall masterplan concept and are to be fully integrated within the overall urban storyline. As per the proposed landscaping, the respectful treatment of existing structures is *Multi Layered* and is described below

LAYER 01 – Oriel St Wall (existing)

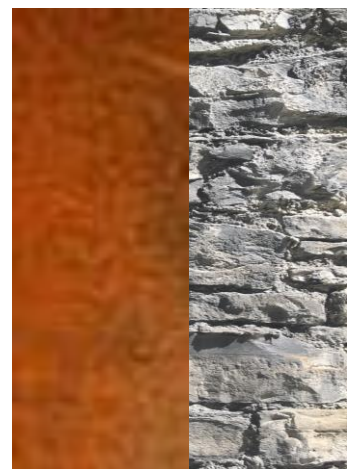
- The existing Oriel St wall to be modified to create new street openings into the site. The remaining wall to be carefully restored and with new glazed openings created to animate the street and reveal the new internal uses.
- Additional wall height shall be achieved by stitching in stonework as removed elsewhere within the site.

LAYER 02 – Highline Beam (new)

- A new industrial style Highline Beam creates an interface between the existing and proposed elements. The Highline Beam creates a visual connection between all blocks and connects the existing protected structures to the overall scheme.

LAYER 03 - New Residential Façade (new)

- A new modular brick façade which appears to be supported on the Highline Beam.



Design Reference



Facade Elevation Detail

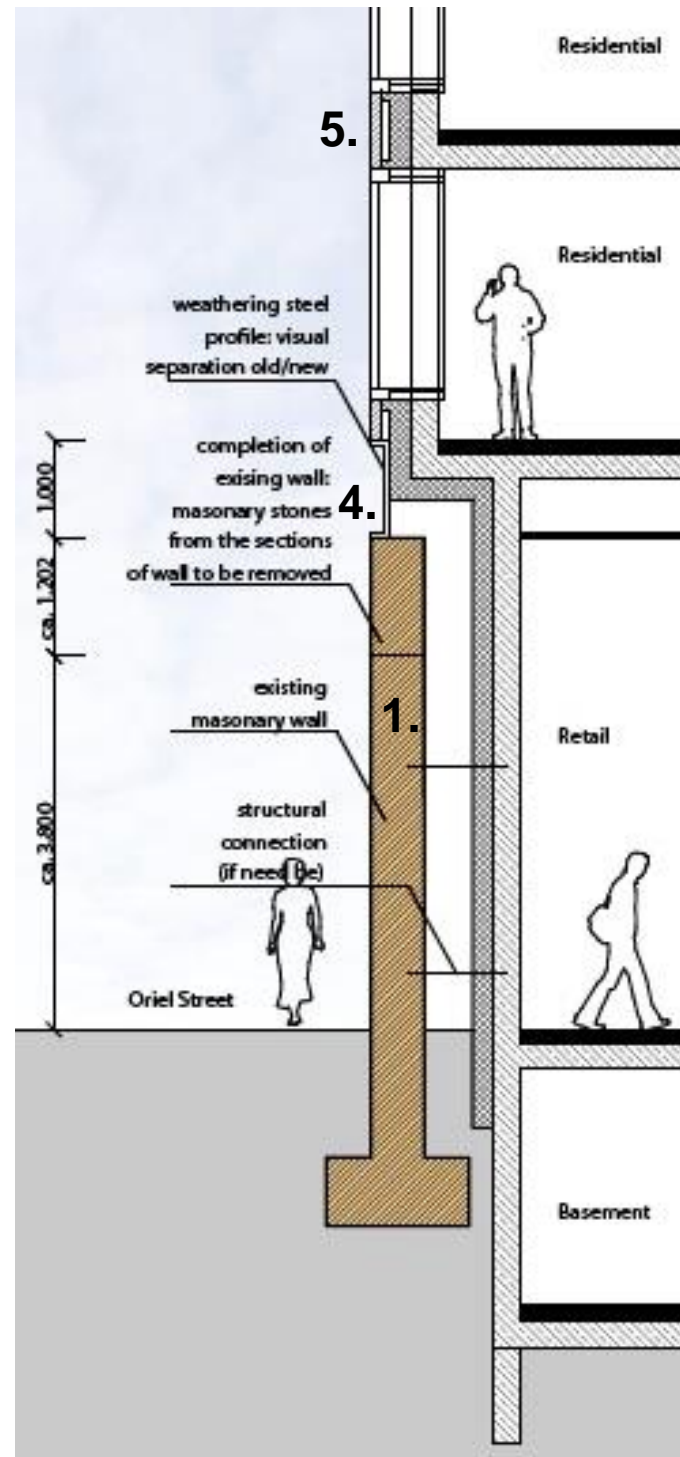
Heritage

Design Response to Strategy

Block D Residential (Oriel Street) – Façade Detail

Refer to separate report by Clare Hogan Conservation Architects

1. Retained & restored Oriel St wall.
2. New wall openings (linear format) to create animation to Oriel St.
3. Metal reveal to new wall openings (to match the approach with Blocks A&E)
4. Metal Highline Beam.
5. Modular brick façade to the residential floors above.



Facade Section Detail



Facade Axonometric Detail



Design Reference

11 Transport & Infrastructure

Vehicle Access Strategy

Refer to separate report by OCSC

The Connolly masterplan is proposed as a pedestrian priority scheme and as such, the plan is designed to restrict public vehicle access within all of the proposed streets and squares.

The vehicle access and car parking strategy is informed by the following key criteria:

Car Parking

- There is contractual agreement to retain 180 Irish Rail car parking spaces within the proposed masterplan scheme (these spaces are currently accommodated at grade within the existing site)
- It is proposed that all car parking is located at basement and podium level (above the Irish Rail sidings)

Connolly Station Access

- There is a contractual agreement to maintain existing fire tender and service access to the rear of Connolly Station (Platform 3)

Car Parking Access

- The primary pedestrian access points into the masterplan are along Sheriff St Lower and Oriel St Upper. Whilst these streets are currently active vehicle routes, they are deemed unsuitable for vehicle access given they would undermine the primary pedestrian use.
- Given the requirement to maintain vehicle access to the rear of Connolly Station, it is deemed sensible to restrict all future vehicle access from that site entrance point. On this basis, it is proposed to accommodate all vehicle access off Oriel St Upper and adjacent to the Oriel Hall junction.

Emergency Vehicle Access

- Emergency fire tender access is accommodated within the proposed ground floor streetscape.

- The proposed ground floor landscape design has been developed in line with access and vehicle tracking requirements.

Service & Delivery Access

- Given the quantum of residential and hotel amenity, the service and delivery access strategy has been given detailed consideration in order that the streetscape concept is not compromised. The block by block requirements are summarised as below:

Residential (Blocks B,C,D)

- Delivery access is accommodated at ground level within Block C. Delivery vehicles are routed from the Oriel St vehicle entrance into a concealed service/drop off yard. Deliveries to individual blocks are then managed from this central location.

Hotel (Block D)

- Deliveries and service access is managed from Commons St.

Office (Blocks A&E)

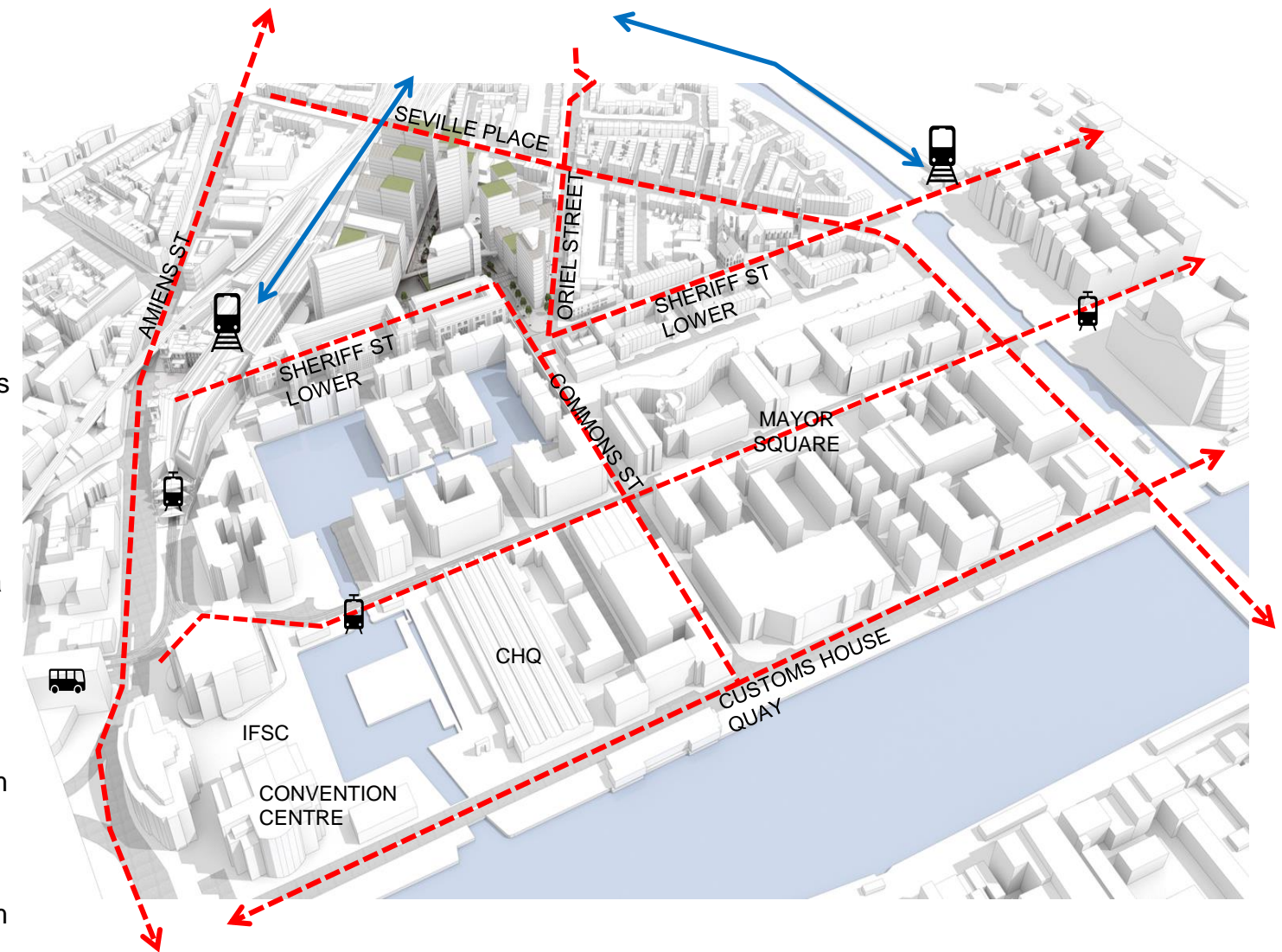
- Deliveries and service access is managed from Sheriff St Lower.

Retail (Blocks A,B,C,D,E)

- Deliveries are managed from Sheriff St Lower and Oriel St. Retail deliveries would be carefully managed outside operating hours to avoid pedestrian interface.

Waste Collection

- All waste generated by the mix of uses shall be stored at basement level. Waste shall be compacted and transferred up to a designated location within the Block C service yard to collection.



Site Connectivity Plan









Transport & Infrastructure

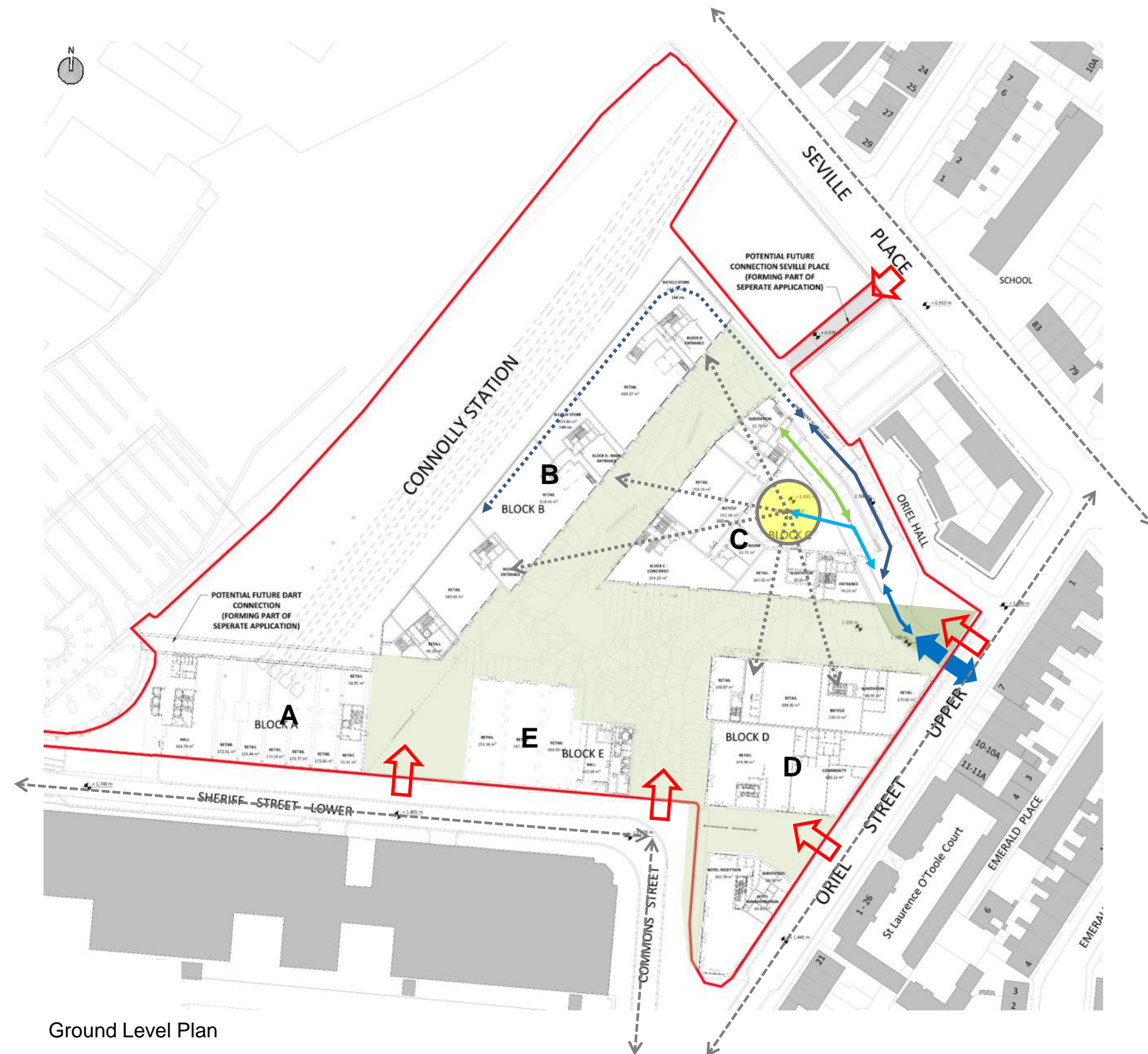
Vehicle Access Proposal – Ground Floor

Refer to separate report by OCSC

The Connolly masterplan is proposed as a pedestrian priority scheme and as such, the plan is designed to public vehicle access within all of the proposed streets and squares.

The vehicle access and car parking strategy is described by the adjacent site concept diagram.

-  Primary pedestrian access
-  Vehicle access (car parking, service and fire tender access to Connolly Station)
-  Service Yard (accessed from Oriel St Upper)
-  Service Yard access
-  Basement access (car parking & waste).
-  Connolly Station & Podium Car Park deck access
-  Public Realm (Connolly Streetscape)
-  Shared surface (pedestrian & vehicle overlap)



Ground Level Plan

Transport & Infrastructure

Vehicle Access Proposal – Sidings Level

Refer to separate report by OCSC




Connolly Station Access

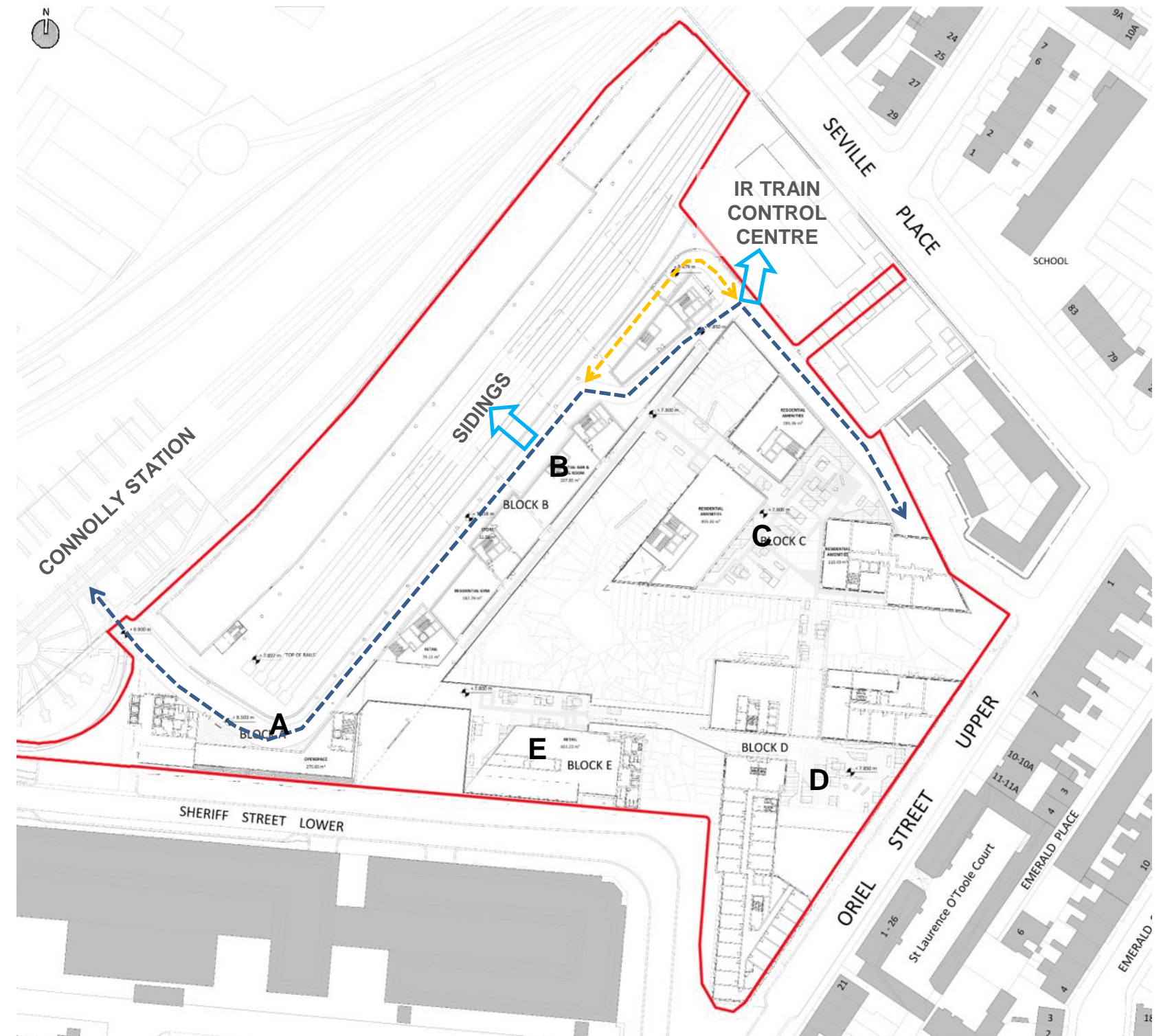
- There is a contractual agreement to maintain existing fire tender and service access to the rear of Connolly Station (Platform 3)

Podium Car Parking Deck

- Car parking is accommodated within the depth of the structural truss which support Block B above and oversails the existing Irish Rail sidings.
- Ramped access to this elevated car parking level is provided between the existing sidings and the rear of the Block B accommodation.

The vehicle access and car parking strategy is described by the adjacent site concept diagram.

-  Irish Rail access (maintained)
-  Podium car park access (ramped)
-  Connolly Station access



Highline Level Plan

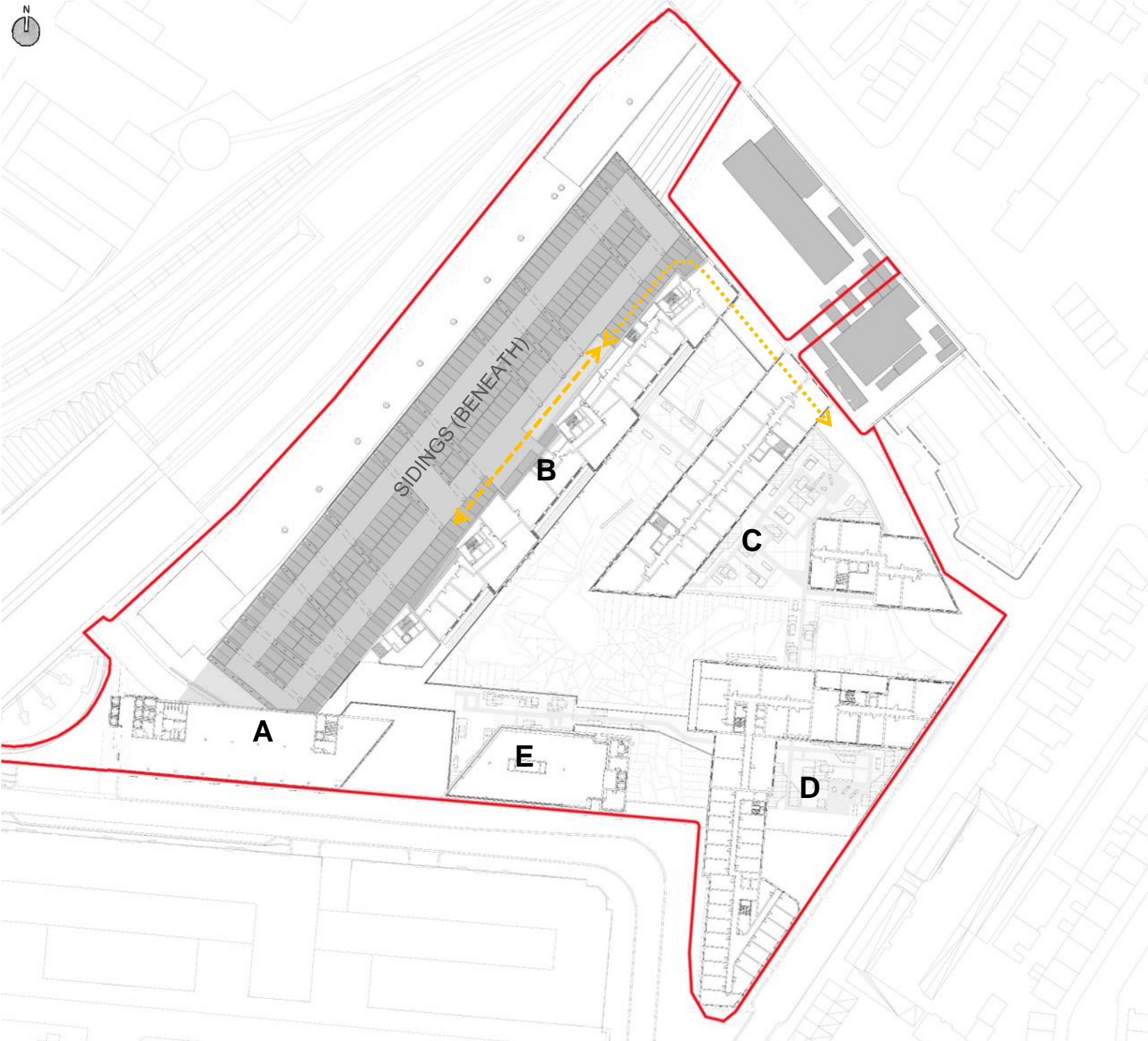
Car Parking Strategy – Podium Level (3rd Floor)

Podium Car Parking Deck

- Car parking is accommodated within the depth of the structural truss which support Block B above and oversails the existing Irish Rail sidings.
- Ramped access to this elevated car parking level is provided between the existing sidings and the rear of the Block B accommodation.

The vehicle access and car parking strategy is described by the adjacent site concept diagram.

- Podium car park access (ramped)
- Podium car parking



Podium Level Plan

Transport & Infrastructure

Car Parking Strategy – Basement Level

Basement Car Parking

- It is proposed that all car parking is located at basement and podium level.

Waste Collection

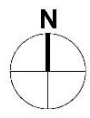
- All waste generated by the mix of uses shall be stored at basement level. Waste shall be compacted and transferred up to a designated location within the Block C service yard to collection.




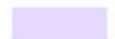


- Car Parking Spaces
- Accessible Car Park Spaces
- Bicycle Storage
- Plant & Services
- ← → Basement access (car parking).



Basement Access Plan

Appendix 1 – Masterplan Drawings



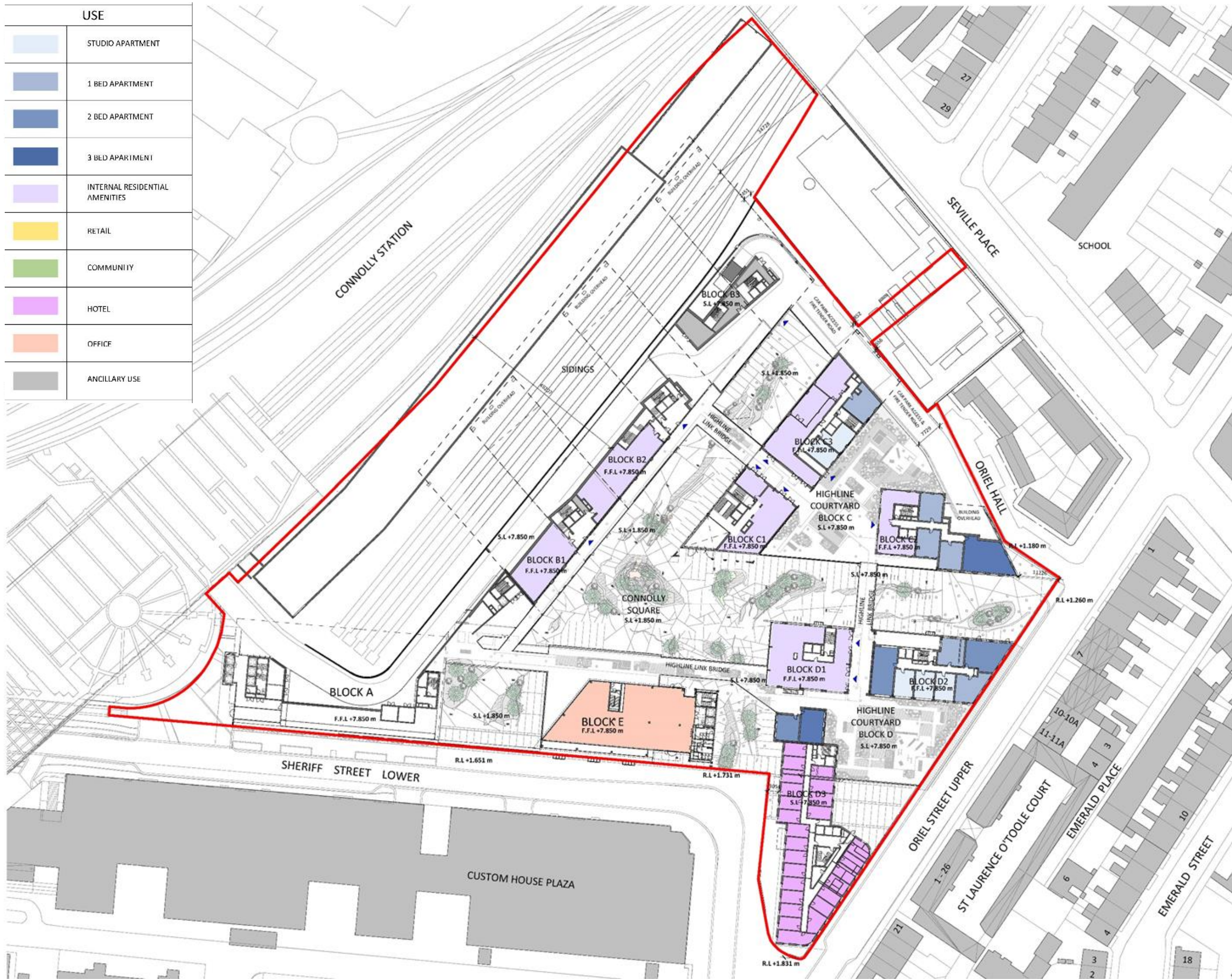
USE	
	STUDIO APARTMENT
	1 BED APARTMENT
	2 BED APARTMENT
	3 BED APARTMENT
	INTERNAL RESIDENTIAL AMENITIES
	RETAIL
	COMMUNITY
	HOTEL
	OFFICE
	ANCILLARY USE



1 MASTERPLAN GROUND FLOOR PLAN








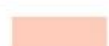




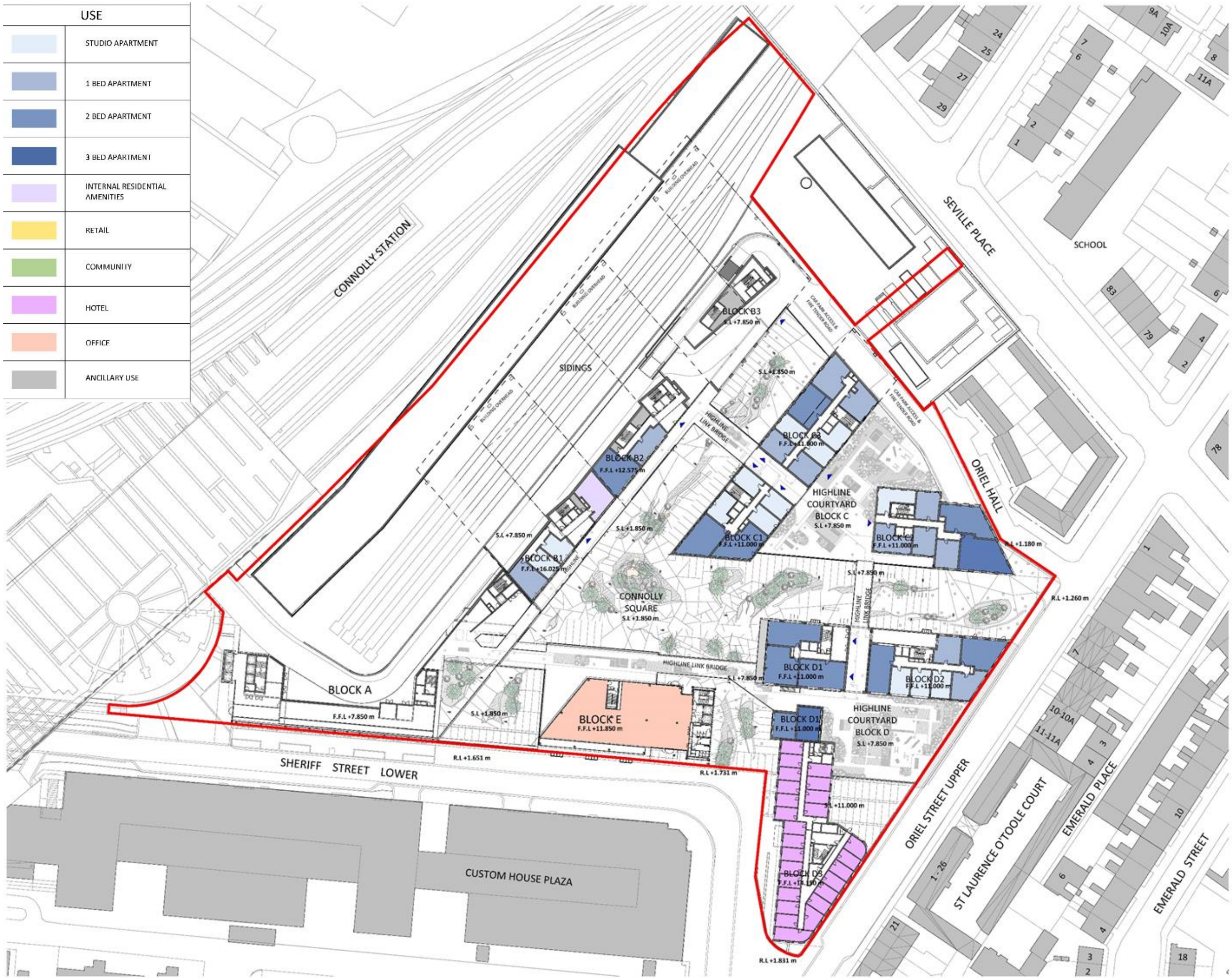
USE	
	STUDIO APARTMENT
	1 BED APARTMENT
	2 BED APARTMENT
	3 BED APARTMENT
	INTERNAL RESIDENTIAL AMENITIES
	RETAIL
	COMMUNITY
	HOTEL
	OFFICE
	ANCILLARY USE



1 MASTERPLAN FIRST FLOOR PLAN



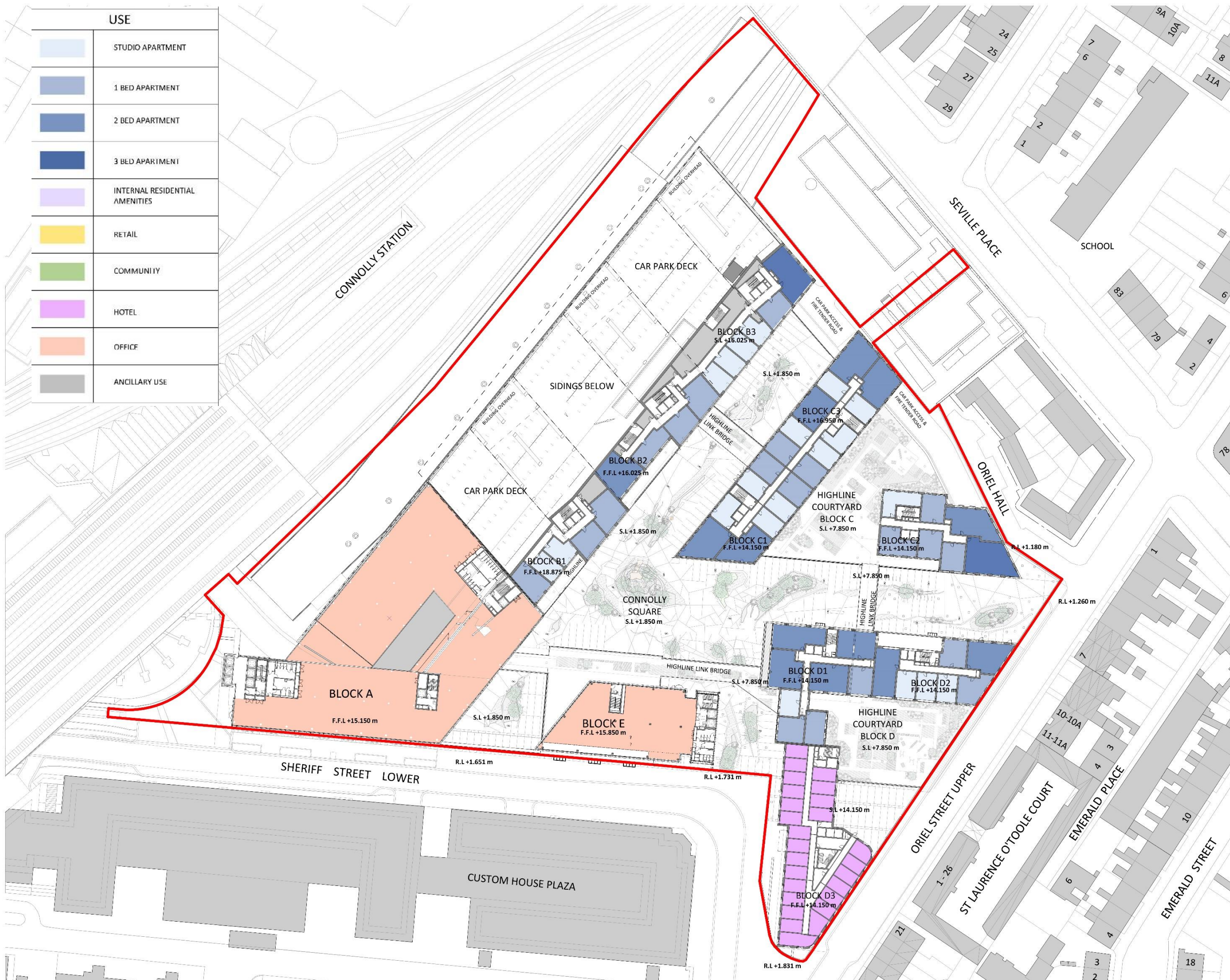
USE	
	STUDIO APARTMENT
	1 BED APARTMENT
	2 BED APARTMENT
	3 BED APARTMENT
	INTERNAL RESIDENTIAL AMENITIES
	RETAIL
	COMMUNITY
	HOTEL
	OFFICE
	ANCILLARY USE



1 MASTERPLAN SECOND FLOOR PLAN









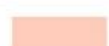


USE	
	STUDIO APARTMENT
	1 BED APARTMENT
	2 BED APARTMENT
	3 BED APARTMENT
	INTERNAL RESIDENTIAL AMENITIES
	RETAIL
	COMMUNITY
	HOTEL
	OFFICE
	ANCILLARY USE

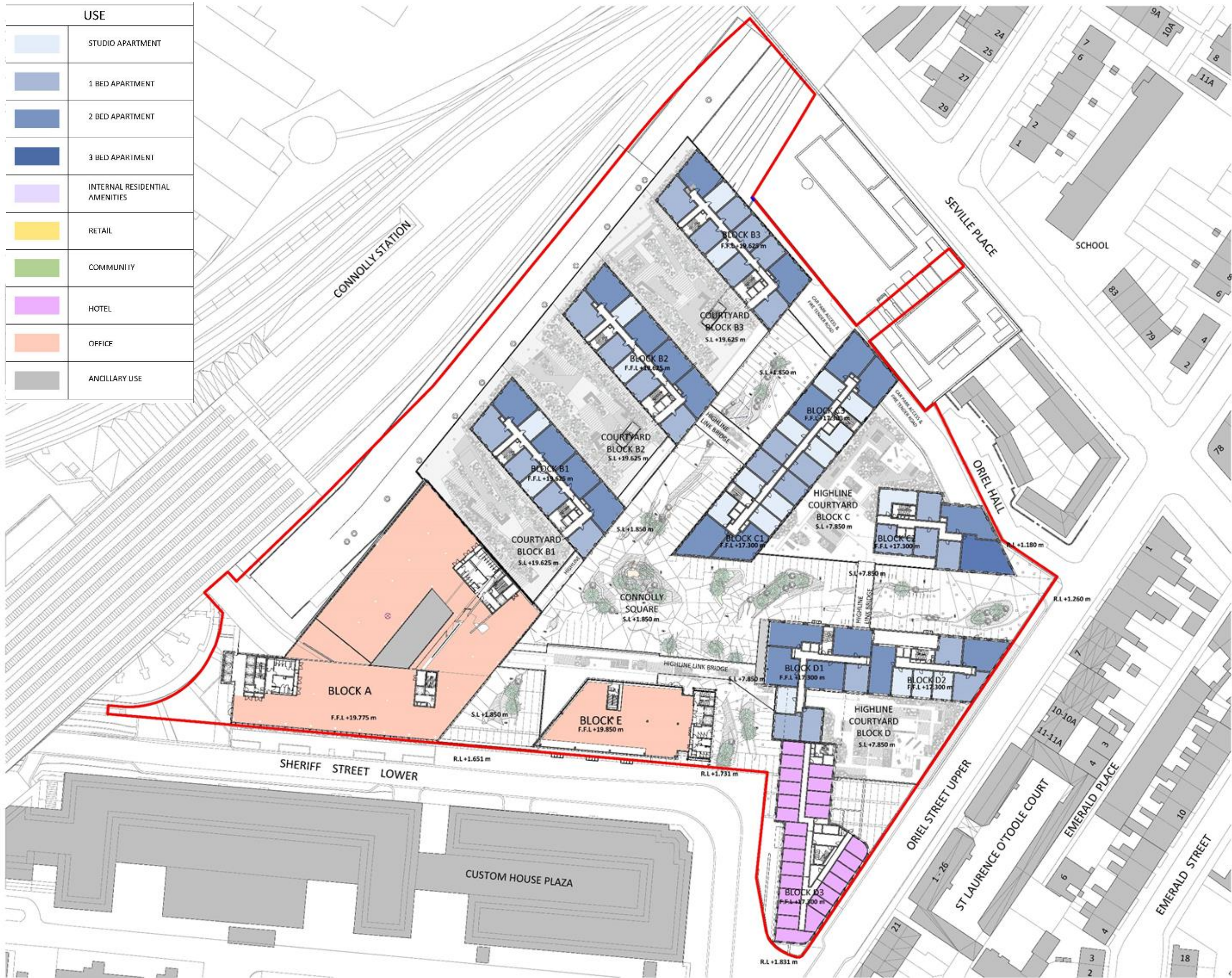


1 MASTERPLAN THIRD FLOOR PLAN
1: 50C






USE	
	STUDIO APARTMENT
	1 BED APARTMENT
	2 BED APARTMENT
	3 BED APARTMENT
	INTERNAL RESIDENTIAL AMENITIES
	RETAIL
	COMMUNITY
	HOTEL
	OFFICE
	ANCILLARY USE

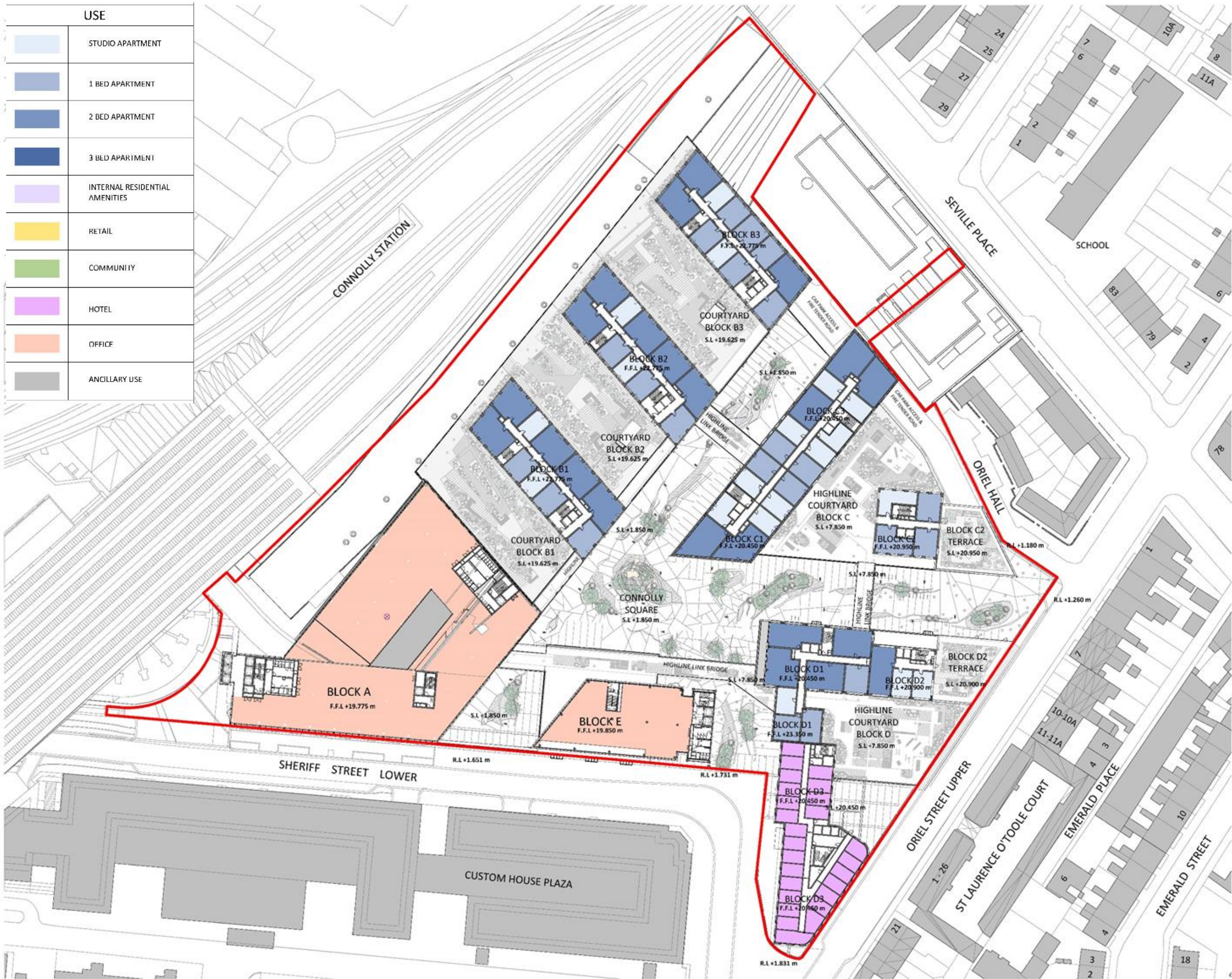


1 MASTERPLAN FOURTH FLOOR PLAN






USE	
	STUDIO APARTMENT
	1 BED APARTMENT
	2 BED APARTMENT
	3 BED APARTMENT
	INTERNAL RESIDENTIAL AMENITIES
	RETAIL
	COMMUNITY
	HOTEL
	OFFICE
	ANCILLARY USE



1 MASTERPLAN FIFTH FLOOR PLAN



USE	
	STUDIO APARTMENT
	1 BED APARTMENT
	2 BED APARTMENT
	3 BED APARTMENT
	INTERNAL RESIDENTIAL AMENITIES
	RETAIL
	COMMUNITY
	HOTEL
	OFFICE
	ANCILLARY USE

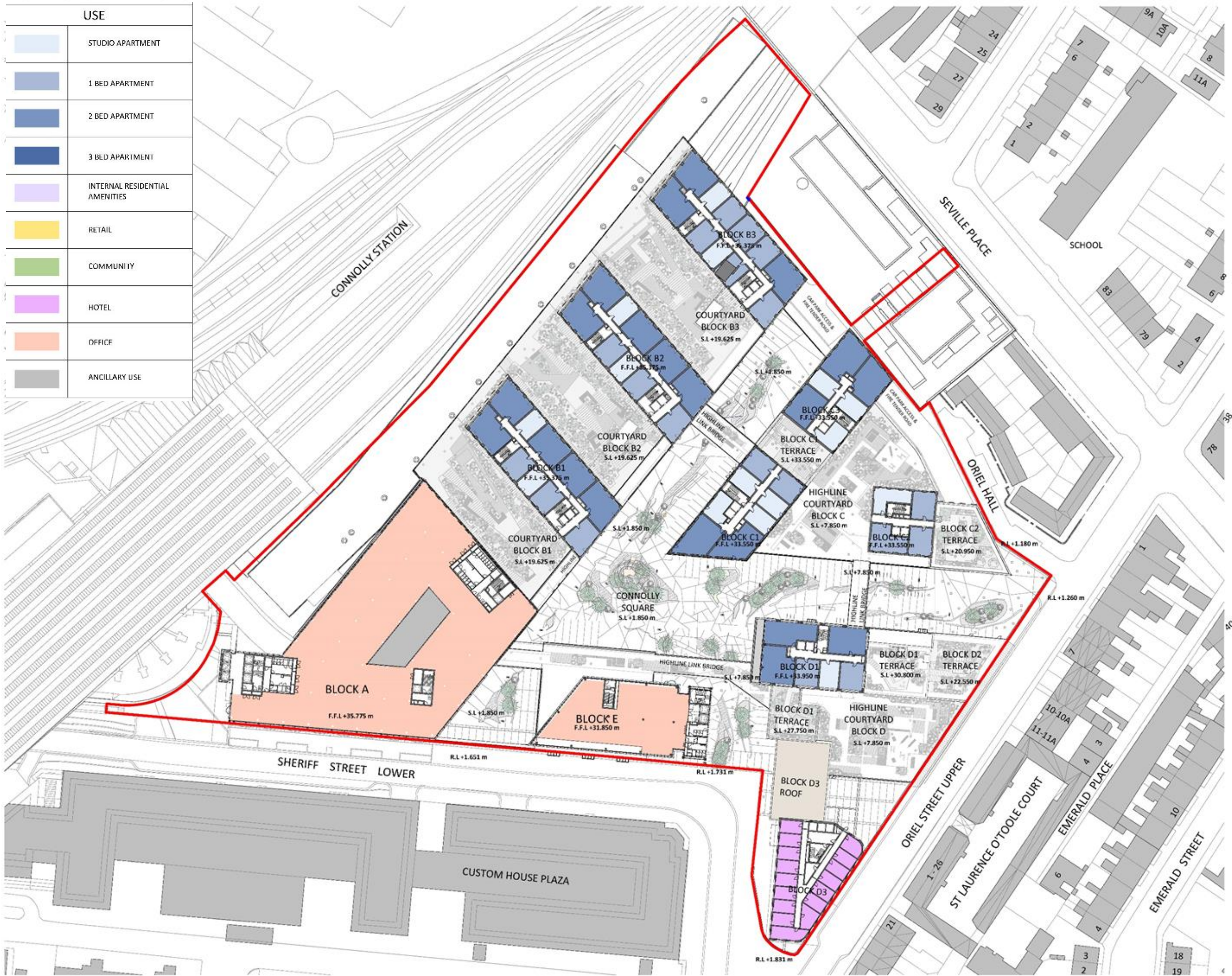


1 MASTERPLAN SEVENTH FLOOR PLAN














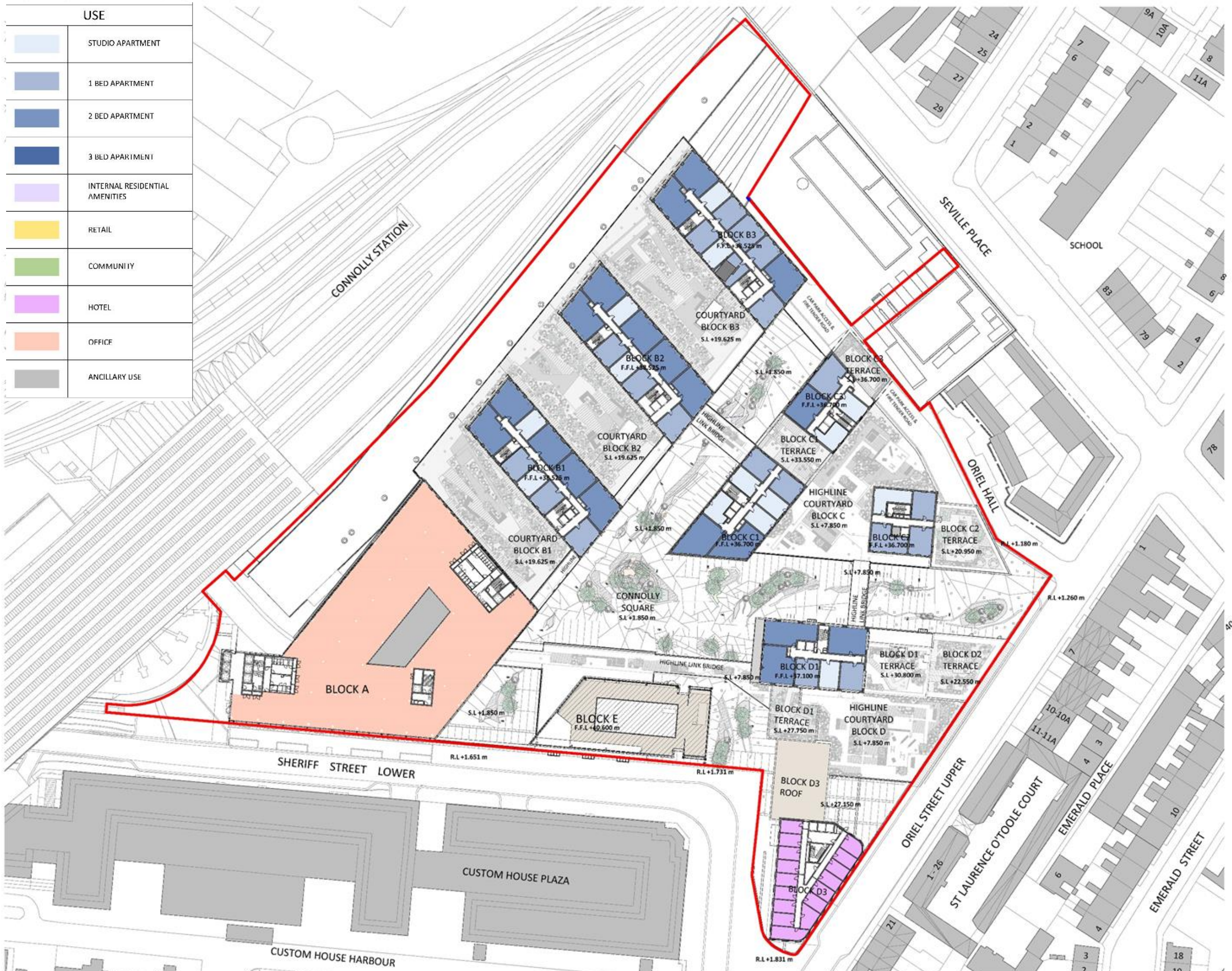
USE	
	STUDIO APARTMENT
	1 BED APARTMENT
	2 BED APARTMENT
	3 BED APARTMENT
	INTERNAL RESIDENTIAL AMENITIES
	RETAIL
	COMMUNITY
	HOTEL
	OFFICE
	ANCILLARY USE



1 MASTERPLAN NINTH FLOOR PLAN



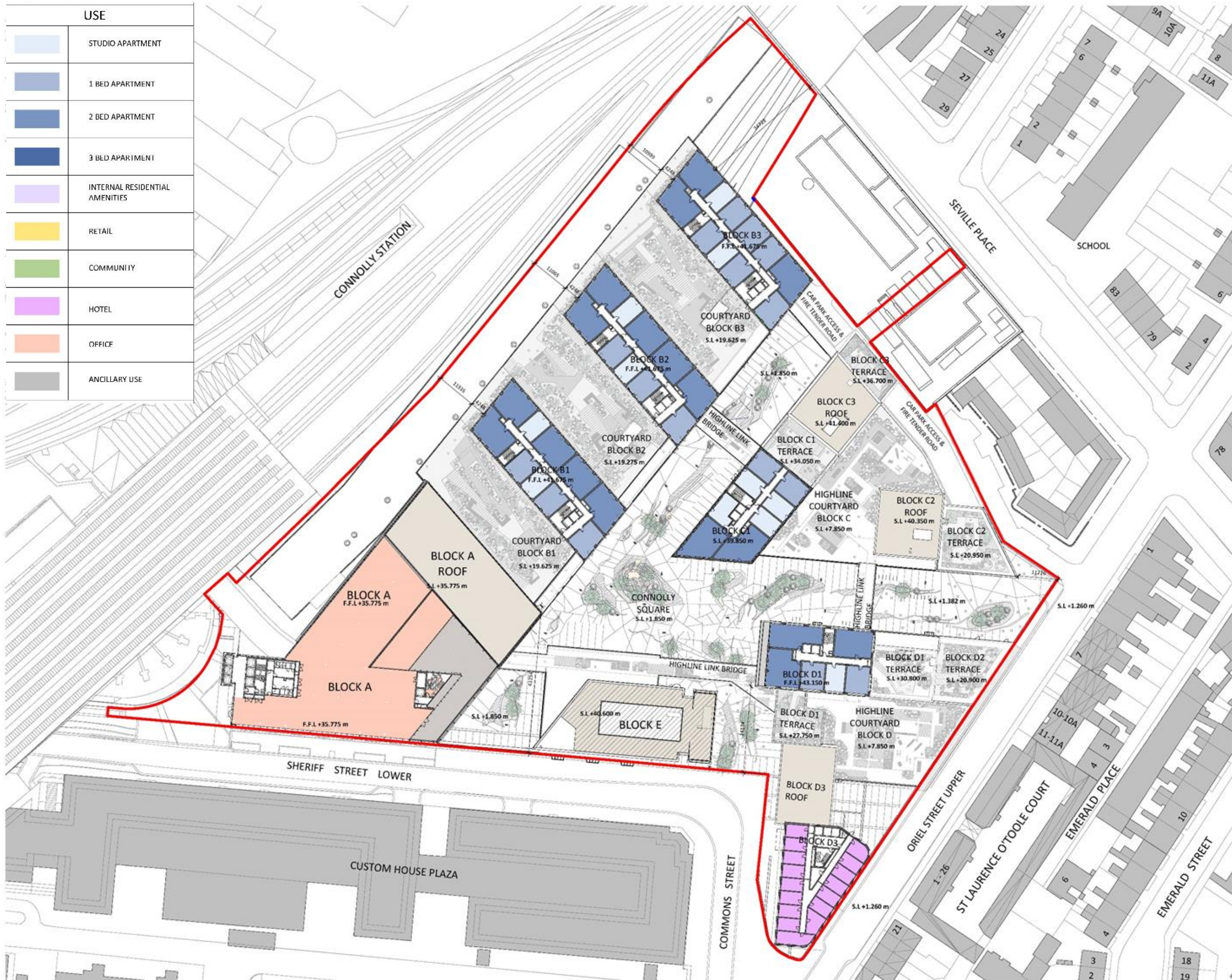
USE	
	STUDIO APARTMENT
	1 BED APARTMENT
	2 BED APARTMENT
	3 BED APARTMENT
	INTERNAL RESIDENTIAL AMENITIES
	RETAIL
	COMMUNITY
	HOTEL
	OFFICE
	ANCILLARY USE



1 MASTERPLAN, TENTH FLOOR PLAN



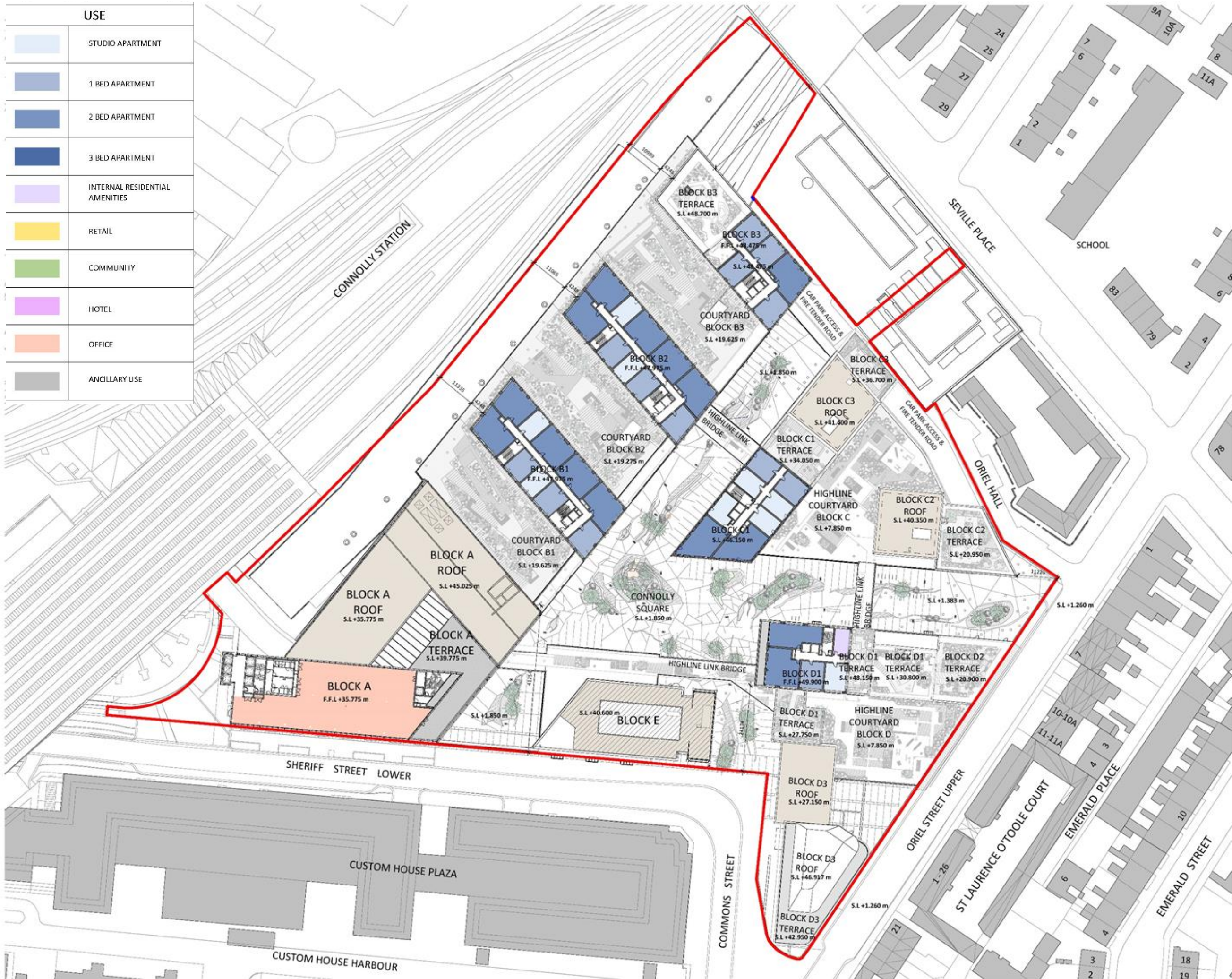
USE	
	STUDIO APARTMENT
	1 BED APARTMENT
	2 BED APARTMENT
	3 BED APARTMENT
	INTERNAL RESIDENTIAL AMENITIES
	RETAIL
	COMMUNITY
	HOTEL
	OFFICE
	ANCILLARY USE



1 MASTERPLAN ELEVENTH FLOOR PLAN



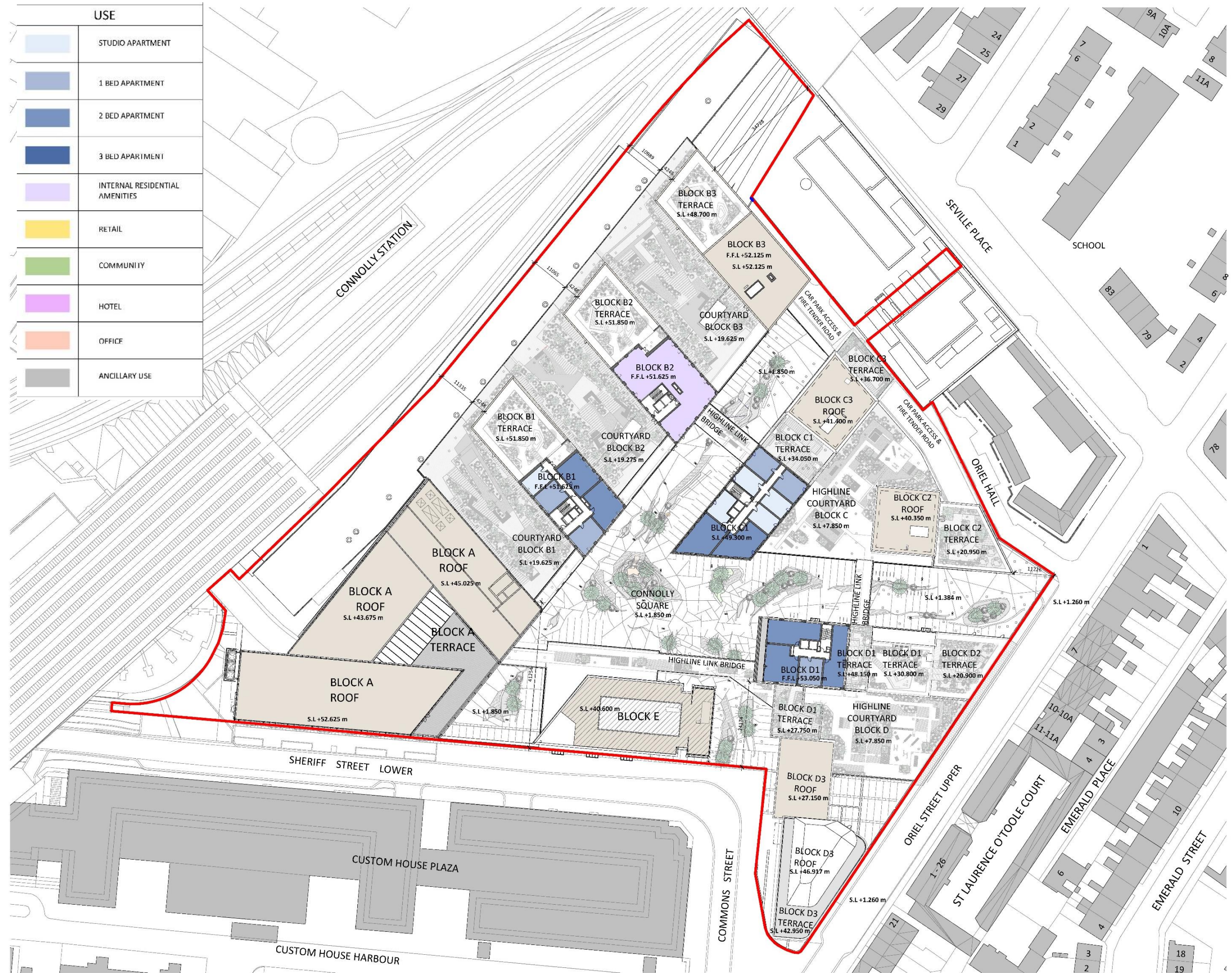
USE	
	STUDIO APARTMENT
	1 BED APARTMENT
	2 BED APARTMENT
	3 BED APARTMENT
	INTERNAL RESIDENTIAL AMENITIES
	RETAIL
	COMMUNITY
	HOTEL
	OFFICE
	ANCILLARY USE



1 MASTERPLAN THIRTEENTH FLOOR PLAN



USE	
	STUDIO APARTMENT
	1 BED APARTMENT
	2 BED APARTMENT
	3 BED APARTMENT
	INTERNAL RESIDENTIAL AMENITIES
	RETAIL
	COMMUNITY
	HOTEL
	OFFICE
	ANCILLARY USE

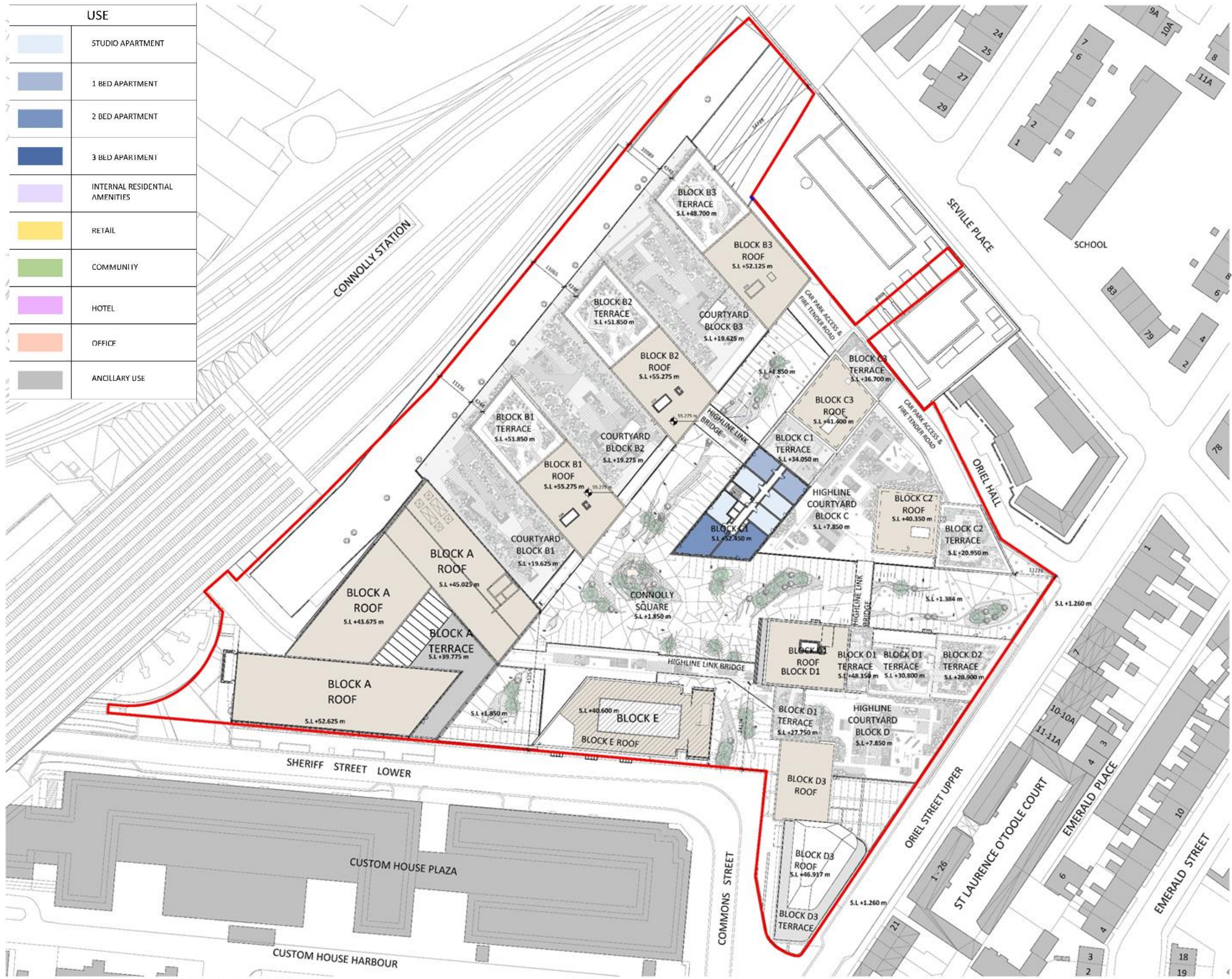


1 MASTERPLAN FOURTEENTH FLOOR





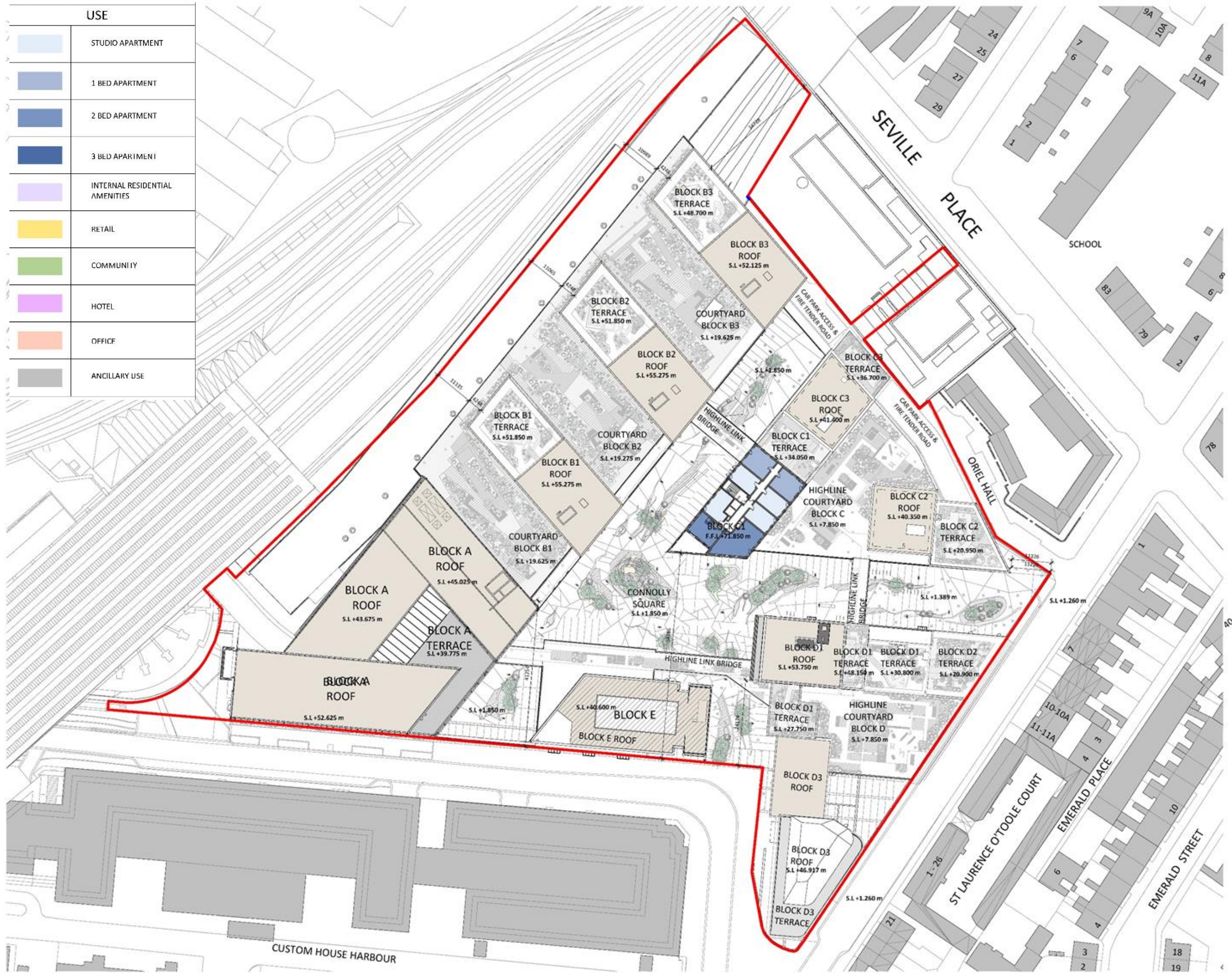
USE	
	STUDIO APARTMENT
	1 BED APARTMENT
	2 BED APARTMENT
	3 BED APARTMENT
	INTERNAL RESIDENTIAL AMENITIES
	RETAIL
	COMMUNITY
	HOTEL
	OFFICE
	ANCILLARY USE



1 MASTERPLAN FIFTEENTH FLOOR PLAN



USE	
	STUDIO APARTMENT
	1 BED APARTMENT
	2 BED APARTMENT
	3 BED APARTMENT
	INTERNAL RESIDENTIAL AMENITIES
	RETAIL
	COMMUNITY
	HOTEL
	OFFICE
	ANCILLARY USE



1 MASTERPLAN TWENTY-FIRST FLOOR PLAN

