

Architectural Design Statement

Heuston South Quarter  
ABP - SHD Application

Project Ref: P19-213D

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# 1.0 INTRODUCTION

## 1.1 Overview

This document is intended to assist An Bord Pleanála in its understanding of the key design principles + considerations applied to the proposed scheme. The issues addressed have been provided in collaboration with DBCL planning consultants and an expert multi-disciplinary team, to ensure a sustainable and integrated development proposal that has due regard to best practice Urban Design, Architecture, Cultural Heritage, Landscape Architecture and Engineering solutions for this site within the given strategic national and local planning policy context.

The Lands known at Heuston South Quarter, Kilmainham are defined by the boundaries of St John's Road West and Military Road to the east. On the western and southern edges, the lands are bordered by the boundary wall of the Royal Hospital Kilmainham and its attendant gardens. These lands were recognised as a key opportunity for a mixed-use commercial development in the Heuston Area Action Plan 2000 on foot of which a masterplan for the area was prepared in 2005. The site was partially developed under this masterplan and construction ceased in 2007 with approx. 50-60% of the development completed. The City's vision for the lands is defined in the Current Dublin City Council development Plan SDRA 7 Heuston & Environs.

With the overall growth and expansion of Dublin, Kilmainham and the immediate area has become more and more absorbed into the urban core, and now has considerable strategic relevance in terms of the projected development of the city, with developments such as Parkgate St., Clancy Barracks and the Kilmainham Hilton/Office development opposite Kilmainham Gaol indicating the potential of the area for regeneration. The tourist and cultural profile of the area has increased with the provision of such development and with the presence of IMMA complemented by the numerous other institutions and historic buildings in the vicinity. Its strategic location is enhanced by its location adjoining one of the two principle public transport nodes in the city, Heuston Station; its proximity to LUAS; its proximity to the Phoenix Park, which is the largest urban city park in Europe; and its proximity to landmark buildings such as the Royal Hospital Kilmainham, Kilmainham Gaol, and Dr. Steven's Hospital.

The curved tree lined avenue, Military Road, which terminates in the entrance to the Royal Hospital, and the extensive mature landscaping, including the RHK formal gardens, all offered considerable high amenity components into the development of the site. Heuston South Quarter has the potential (partially realized) to create a distinctive new neighbourhood district, in a manner appropriate to the surroundings of a major transport hub,

and adjoining a national, cultural and tourist attraction. With the appropriate mix of uses, it will in its own right become an urban attraction for people living, working and visiting the area.

The potential of the area is achieved through a high-quality residential development to complement the RHK and Gardens, Heuston Station and other local landmark buildings. It is noted that the site is large enough to provide a range of buildings with a variety of uses and open spaces. Also, with the quarter's strategic location, there is a real opportunity to create an urban renewal showpiece, a model for other developments, and an enhancement of the prestige of the city generally.

## 1.2 Vision for Proposed Development

The Applicants vision is to create a development with a sustainability focus with spaces that deliver Net Positive impacts economically, socially, and environmentally; Positive Places for living that will:

1. Support Urban Regeneration
2. Respects the curtilage of the site through appropriate massing and design.
3. Deliver and operate a significant, best in class residential apartment scheme
4. Complement and enhance the local area
5. Provide well designed living accommodation, that is attractive to the long term residential rental market and built to best-practice standards for sustainable urban development.
6. Enhance the surrounding urban streetscape
7. Provide quality private open space and a new public realm
8. Adopt sustainability best practice in terms of design and construction (NZEB and LEED compliance).

### 1.3 Consultation

The proposal was reviewed at several meetings with Dublin City Council Planning Department during the development of the design.

An Bord Pleanála have issued an opinion based on the tripartite meeting. This report addresses the matters raised under Items 1, 2 and 3 in section 4.0. The Items can be summarised as follows:

#### Item 1: HSQ Urban Block

Further consideration and/or justification of the documents as they relate to the development strategy for the site and relationship with existing and proposed development within the overall Heuston South Quarter urban block. Particular regard should be had to the following:

- The overarching design principles for the wider urban block.
- The selection of materials and finishes in buildings and open spaces.
- The design and management of pedestrian, cycle and vehicular access for all existing and proposed uses across the block.

#### Item 2. Relationship to Royal Hospital Kilmainham

(a) Further consideration and / or justification of the documents as they relate to the development strategy for the site and the relationship with the Royal Hospital Kilmainham. In particular, further consideration and/or planning rationale in respect of the proposed developments interaction with the Cone of Vision and guiding principles set out in the Dublin City Development Plan in respect of SRDA 7 Heuston and Environs.

(b) Further consideration and / or elaboration of the documents as they relate to the design of the pedestrian connection between the proposed development and the formal gardens of the Royal Hospital and possible architectural heritage impacts arising.

(c) Further consideration and / or justification within the documents as they relate to the design of the archway connection between Block A and C and its relationship with the setting of the Royal Hospital and its formal gardens.

#### 3. Residential Amenity

(a) Further consideration and / or justification of the documents as they relate to the overall quality of residential amenities, having regard to the extent of private amenity space proposed and the provisions of the Sustainable Urban Housing: Design Standards for New Apartments, Guidelines for Planning Authorities, and in particular SPPR 7 and SPPR 8 set out.

(b) Further consideration and / or justification of the documents as they relate to the potential impact of the proposed development on

the residential amenities of existing adjoining residential amenities in respect of overlooking, daylight and sunlight / overshadowing. The relationship of the development with existing adjoining development should be illustrated in cross sections and contextual elevations.

(c) A report that specifically addresses the proposed materials and finishes to the scheme including specific detailing of finishes, landscaping and paving, pathways, entrances and boundary treatments. Particular regard should be had to the requirement to provide high quality, durable and sustainable finishes which have regard to the context of the site.

The rationale for the choice of materials should be clearly set out, having regard to the relationship of the development with the Royal Hospital.

The Development also takes guidance from the following documentation:

1. National Planning Framework (NPF)
2. Sustainable Urban Housing: Design Standards for New Apartments (2020)
3. Urban Development and Building Height Guidelines (UD) (BHG) (2018)
4. Architectural Heritage Protection Guidelines for Planning Authorities.
5. Design Manual for Urban Roads and Streets or 'DMURS' (2013)
6. Retail Design Manual (2012)
7. Sustainable Residential Development in Urban Areas, guidelines for planning authorities (2009)
8. Smarter Travel - A New Transport Policy for Ireland (2009-2020).
9. Best practice guidelines, Quality Housing for Sustainable Communities (2007)
10. Childcare Facilities – Guidelines for Planning Authorities (2001).

### 1.4 Project Team

This design statement was compiled in conjunction with the following team members:

Planning Consultants – **Declan Brassil and Company.**

Quantity Surveyors - **Linesight.**

Civil & Structural Engineers – **Cronin Sutton Consulting.**

Mechanical & Electrical Consultant - **IN2 Engineering.**

Landscape Consultants – **Doyle O' Troithigh.**

Architectural Visualisers – **Modelworks.**

Daylight Consultants – **IN2 Engineering.**

Mechanical & Electrical Consultant - **IN2 Engineering.**

Fire Consultant – **Michael Slattery & Associates.**

Conservation Architect - **Howley Hayes Architects.**

## 1.5 Architectural Intent

The architectural intent is to create an environment where the project vision for a development on this key city centre site and its environs can be fostered. The aim is to respond to the setting and the location adjacent to the formal gardens of the Royal Hospital. The proposed development creates a residential gateway and a threshold to the city. The axis of the building is aligned with the Kilmainham archway and the taller building forms counterpoint to the existing Brunel building. Future commercial development will likely take place on St. Johns Road North of the site since its orientation and setting makes it unsuitable for residential development.

The proposed building will activate the existing plaza and streets. A series of private shared open spaces below and above podium level ensure that the public realm is clearly defined.

There is a strong sense of design control in the extent and location of balconies, respecting the garden and protected structure of the RHK. The architectural heritage report deals with the existing building in greater detail.

The geometry of the proposed buildings creates a sense of place and built edge appropriate to the garden setting.

The scale and density are appropriate to the location, with proximity to Heuston Station and the City Centre.

The concept for the scheme is based on delivering a high-quality residential development that responds to the existing context to create an integrated, permeable and sustainable residential development on this significant city centre site.

Apartment and multi-residential unit development design is constantly evolving and learning from best practice around the globe. New forms of homes are emerging that take into account the changing demographics, household types and tenures. Given this site's location adjoining a major transport network and within reach of Dublin City Centre this site is ideal for a high density managed residential development.

The apartments will be designed for a 'Build to Rent' model. The 2016 Census indicates that 1-2 person households now comprise the majority of households and this trend is set continue, yet Ireland has only one-quarter the EU average of apartments as a proportion of housing stock. It is recognised in strategic planning policy objectives at national and regional level that there has been a significant under supply of housing for smaller 1 and 2-person households compared to 3 and 4-bed family dwellings in the city. The development of 1 and 2-bed units is therefore promoted.

The buildings are designed to optimise the site orientation and aspect while embracing and integrating constraints and urban setting providing an environment where the urban design vision

can be fostered by providing a blended mix of architectural spaces and expression in response to the varied requirements of the uses envisaged.

The urban design strategy for the development is developed in accordance with Urban Development and Building Heights Guidelines, 2018, SPPR1 which is to support increased building height in locations, particularly brownfield, urban sites with good public transport accessibility. The policy states that: 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. The City development plan 2016-2022 identifies the site as lying within the strategic development regeneration area SDRA 7 for Heuston Station and Environs. SDRA 7 is identified as an appropriate location for mid-rise and high-rise buildings.

Implementation of the National Planning Framework requires increased density, scale, and height of development at brownfield and infill sites in our town and city cores. This should include an appropriate mix of both the living, working, social and recreational space needed in our urban areas.

The 'Urban Development and Building Heights – Guidelines for Planning Authorities' (2018) indicate that there is a need to deliver compact urban growth with an objective to provide at least half of future housing within the existing built-up area of the city. The site of the proposal is appropriate for higher density.

The Sustainable Residential Development in Urban Areas guidelines (2009) also refer to the need for higher density in city centres and in particular brownfield sites close to existing transport corridors.

We believe that this development meets the required density and has appropriate massing and height for this urban site. In determining the correct planning approach around appropriate building heights, the planning process must ensure the highest standards of urban design and architectural quality on one hand and place-making outcomes on the other.

A key objective of the National Planning Framework (NPF) is the promotion of greatly increased levels of residential development in our urban centres to achieve sustainable development of finite land resources and support investment in public infrastructure. Said objectives are to not only be facilitated but also actively sought out and brought forward by our planning processes, in particular at local authority and An Bord Pleanála levels.

## 1.6 Response to the Masterplan

One of the Key Principles of the original Masterplan for the parent permission granted by An Bord Pleanála, decision Ref. PL29S 206528 was the concept of protecting the relationship of the attendant grounds of the Royal Hospital Kilmainham and the views to and from the RHK to the Phoenix Park and the extent of the original façade on the Gandon Building, (Infirmary).

The current proposal is for a total of 399 Specific BTR (Build to Rent) units with a total gross floor area of 29,271sqm, comprising 46 no. studios, 250 no. one bedroom units and 103 no. 2 bedroom units (13 no. which are 3-person 2-bedroom units) and will include ancillary resident support facilities (including concierge / management facilities; refuse stores and bike stores) and resident services / amenities (including shared co-working area / lounge and gym at lower ground floor level and lounges on either side of a residential foyer within Block A and a TV Room / lounge in Block C – all at ground floor / podium level). An independent retail unit (120 sq.m) is proposed at ground floor / podium level within Block B.

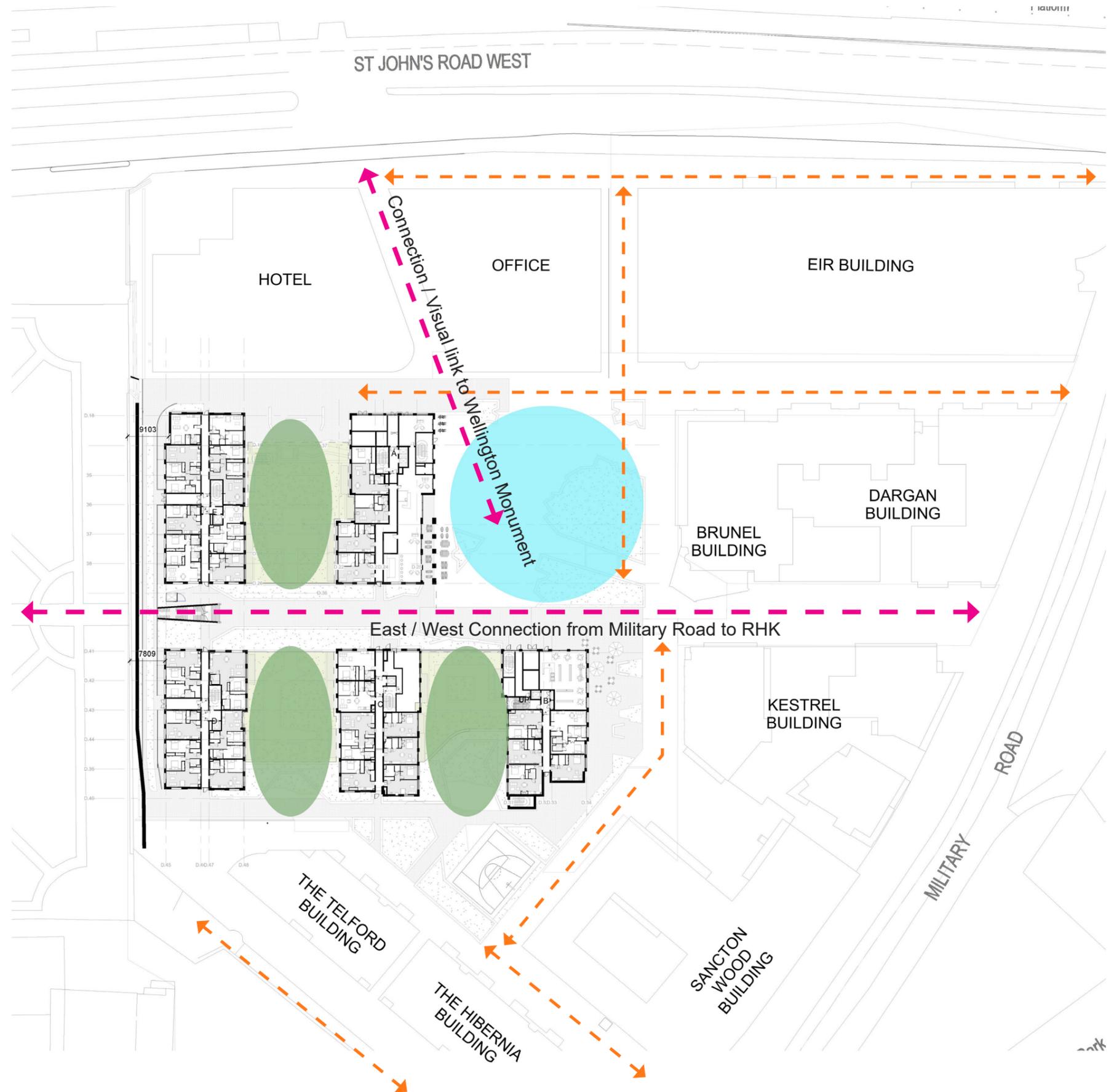
Interim landscaping works were permitted as part of the site resolution strategy to enhance the physical and social aspect of this unfinished major urban development due to the downturn in the economy and in the absence of foreseeable future development/ completion of the remaining incomplete areas of the site.

Urban Design proposals highlighted in this application are intended to future proof the ideals of the original masterplan and to safeguard the urban design rationale which underpinned the masterplan strategies.

The proposal consists of two primary routes, an east / west route linking the Military Road to the RHK and IMMA via the central public square and a north / south route linking St. Johns Road to the scheme and opening up a vista to the Wellington Monument beyond.

A number of secondary connecting routes increase the permeability of the site allowing for ease of pedestrian connection to the city and further west and creating movement and activity around the site. The residential Blocks that form part of this application are arranged in a north / south axis allowing for east / west facing apartments with dual aspect apartments on the corners. The Blocks then face on to the new Public square and feature active uses at ground level on to the square including Retail and Amenity uses.

Sunken private gardens are located between each block and a south facing external park is also located to the rear of Blocks B, C and D.





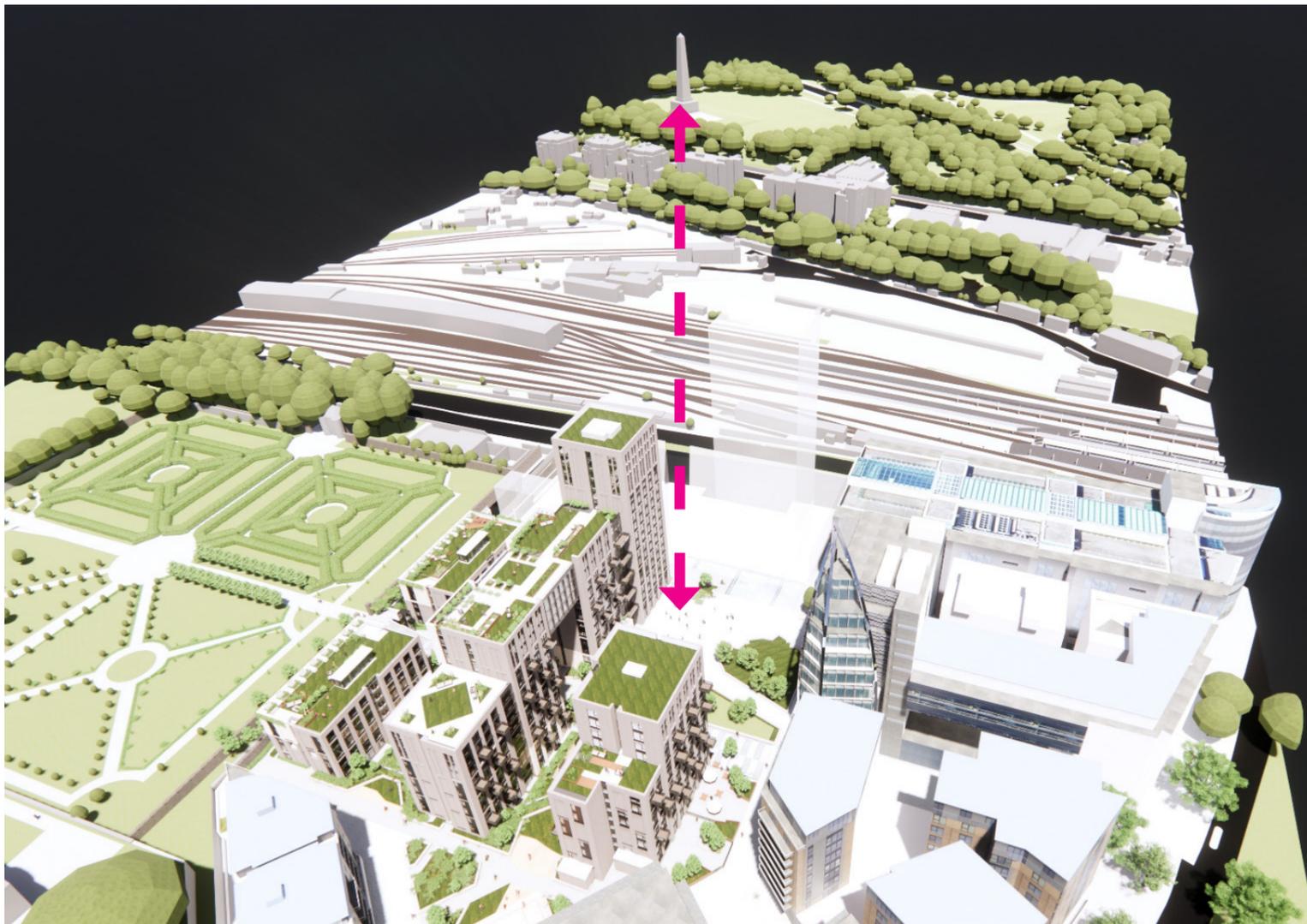
Aerial view showing East / West link from Military Road to IMMA / RHK.



Connection to RHK at Public Square looking west



Connection to RHK at Public Square under Arch looking west



Aerial view showing visual Link from St Johns Road to Public Square



New Vista from Public Square to Wellington Monument



Aerial view showing visual Link from St Johns Road to Public Square



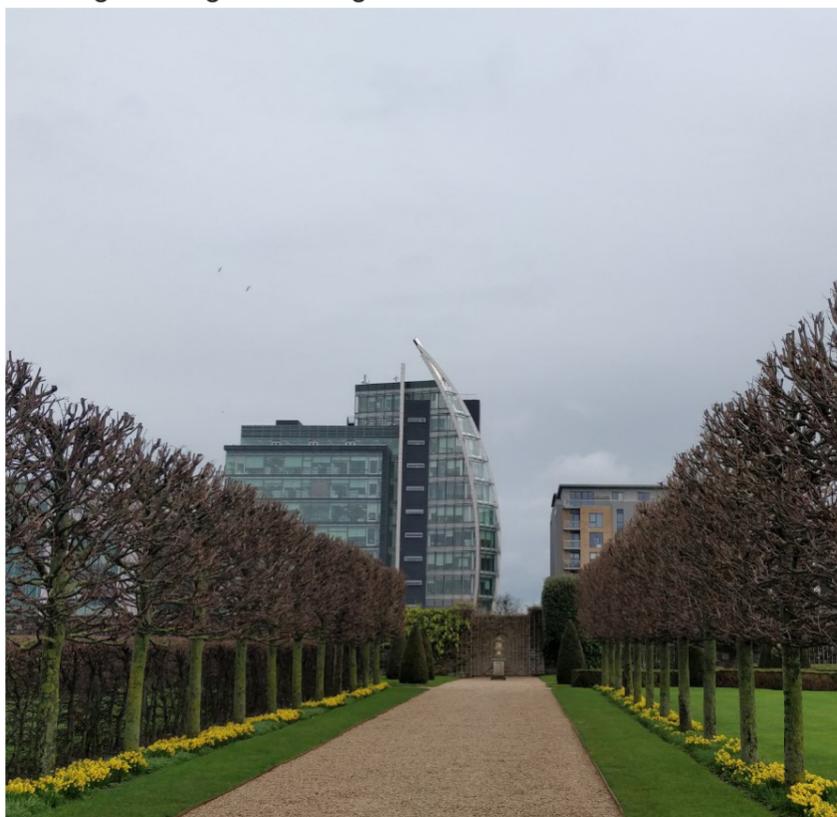
Heuston South Quarter Existing Materials, Stone and Curtain Walling



Heuston South Quarter Existing Materials Public Realm



Existing buildings bounding site.



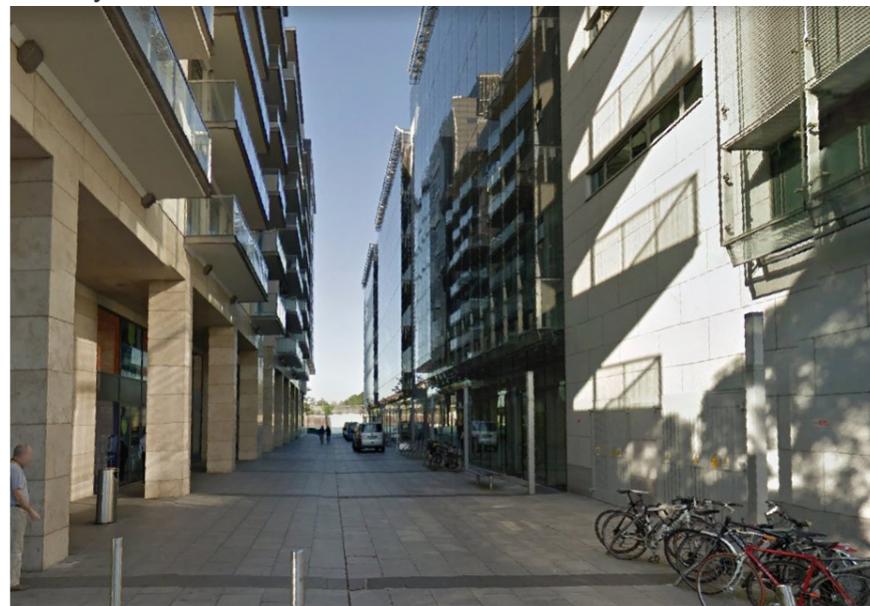
RHK Gardens Looking east



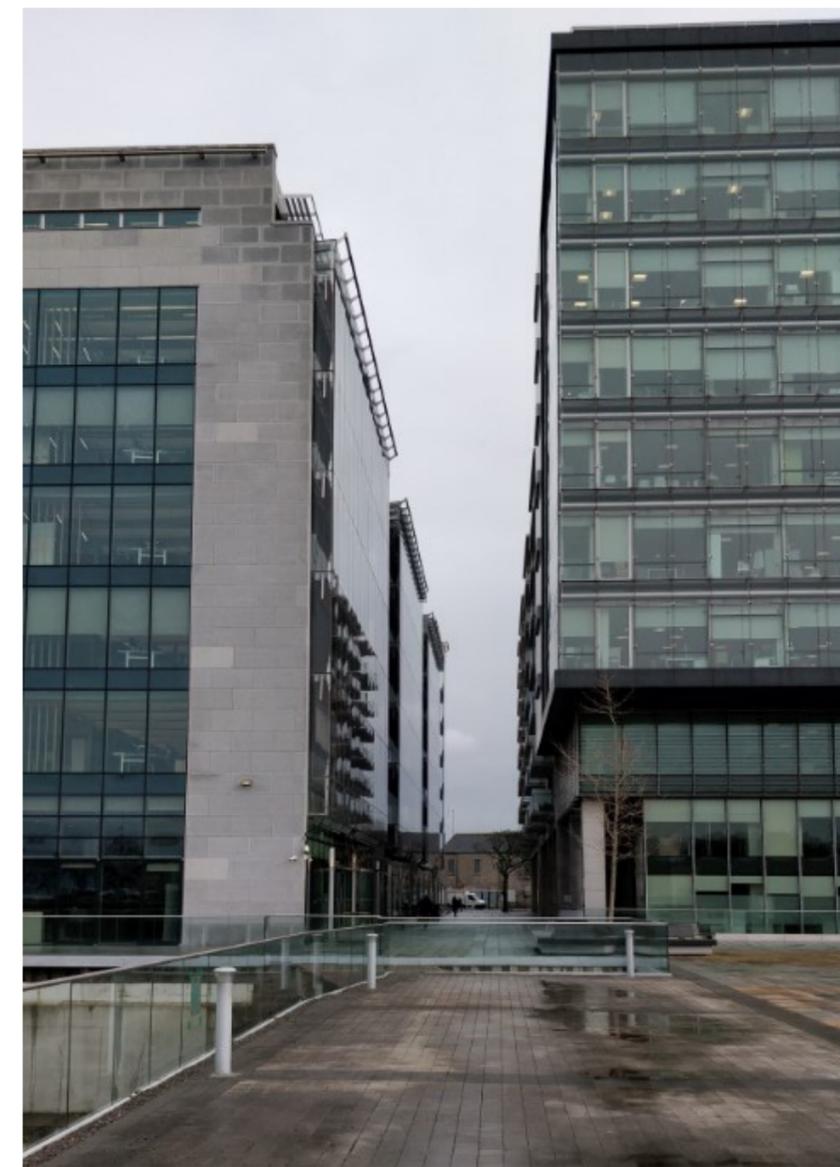
Existing Site looking east



Military Road



HSQ looking towards Military Road



Existing Public Plaza looking east towards Military Road

The 12 Principles of Urban Design Criteria in the SRDUA Guidelines are addressed in detail in Section 3.

## 1.7 Scheme Response to SDRA7 Guidance

An urban design land-use framework plan for the regeneration of the Heuston area was produced in 2003. This plan provided a regeneration framework for key development sites addressing issues of spatial layout, urban grain, massing, height and land-use and the need to interface such sites successfully with the Phoenix Park, the River Liffey and cultural institutions. The vision for the area as set out in this study is: ‘to create a coherent and vibrant quarter of the city that captures the public imagination with high quality services, development, design and public spaces that consolidate and improve the existing strengths of the area.’

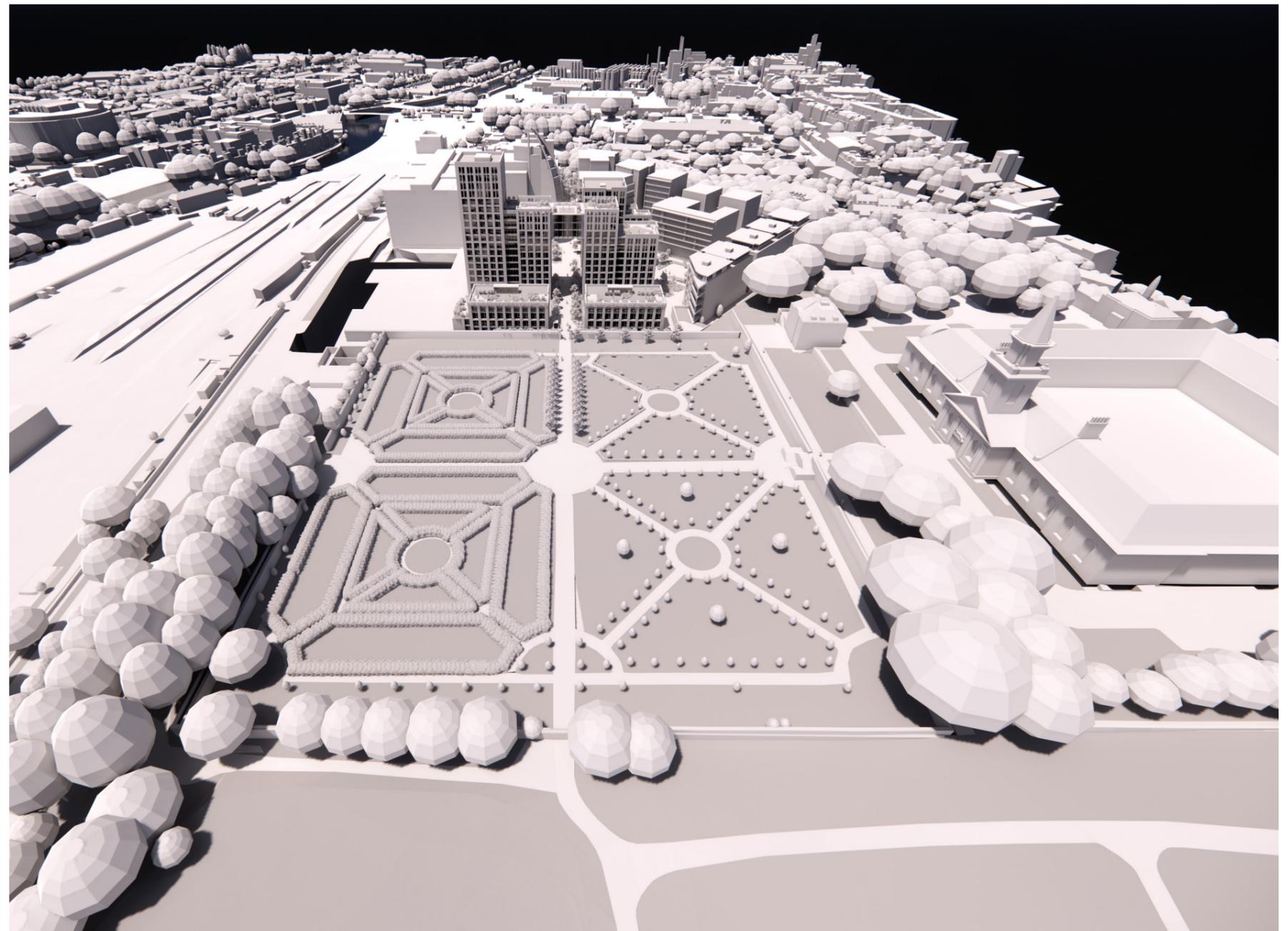
Since the publication of the 2003 report, this area has undergone significant redevelopment, including much of the Heuston South Quarter and development at Clancy Barracks. A number of significant land banks still remain to be developed and for these the following guiding principles shall apply:

- *Develop a new urban gateway character area focused on the transport node of Heuston Station with world class public transport interchange facilities, vibrant economic activities, a high-quality destination to live, work and socialise in, a public realm and architectural designs of exceptional high standard and a gateway to major historic, cultural and recreational attractions of Dublin City.*

The original master plan defines a strong axis as a main access route through the site.

This route provides access to the main urban square to the north of the Masterplan’s original building envisaged at this junction (reg ref grant of permission building 6 2821/08) and leads to a grand set of steps which brings the visitor up to a belvedere and the gates to the RHK gardens. This application includes the detailed design of this proposed connection. It has not been possible to secure the consent of the OPW to create the opening in the wall at the time of the making of the application and as such, the works required to create the opening do not form part of this application.

The new scheme aims to create a gradual transition from the urban square to the RHK park and gardens, by defining the pavilion garden as a transitional space. The north facade needs to address



the scale and character of the main square and should therefore form a strong edge.

The scheme is designed to respond to the geometry of its setting. The arch between the blocks forms a gateway to the City from the formal gardens.

It is set up perpendicular to the Axis of the Royal Hospital gardens on the axis to the existing arched gateway to Kilmainham Gaol at the opposite side of the formal gardens.

- *To incorporate sustainable densities in a quality contemporary architecture and urban form which forges dynamic relationships with the national cultural institutions in the Heuston environs.*

The design is for a high-quality modern apartment development. The density, scale and massing and unit mix have been carefully considered and meet with the projected end user demographic in the part of the city.

The scheme is linked with the amenity of the Royal Gardens and Kilmainham Gaol and adjacent to the Heuston Station transport hub.

- *To ensure the application of best practice urban design principles to achieve:*  
*A coherent and legible urban structure within major development sites*  
*A prioritisation on the provision of public space*  
*A successful interconnection between the development site and the adjacent urban structure*

The scheme provides a new public plaza and high-quality private amenity space with legible links to the cultural centre of the RHK and the Gaol as well as the city. These matters are addressed in more detail in Section 1.6, above.

- *To protect the fabric and setting of the numerous protected structures and national monuments, many of which are major national cultural institutions.*

The design responds to its setting and addresses the gardens. please refer to the aerial view diagram which shows context in relation to structures and national monuments.

- *To incorporate mixed-use in appropriate ratios in order to*



Image of proposal looking west towards RHK

generate urban intensity and animation. This will require the major uses of residential and office to be complemented by components of culture, retail and service elements.

The scheme is designed as a residential development within an overall masterplan site that includes commercial office, hotel and retail uses.

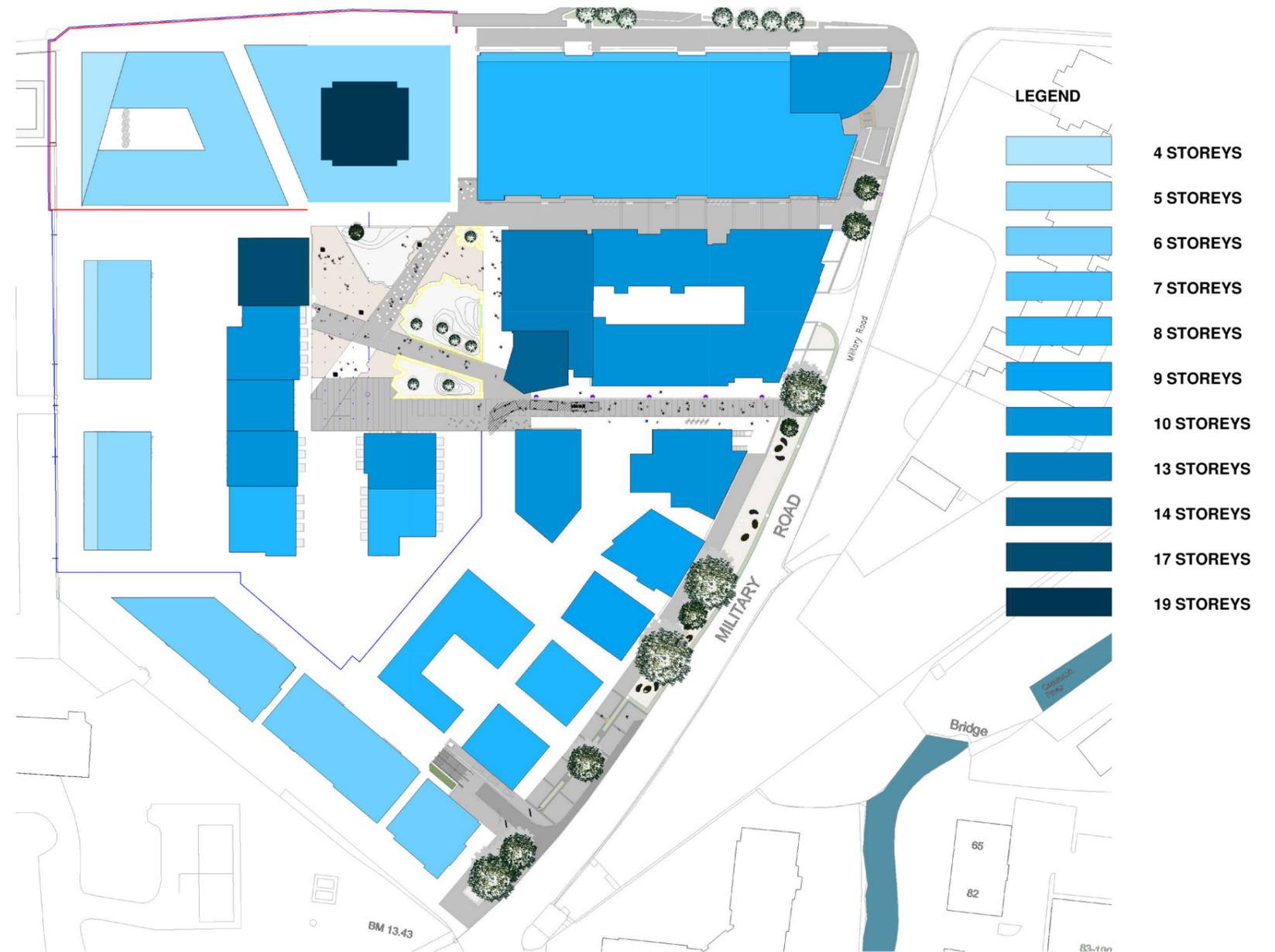
- To improve pedestrian and cycle linkages throughout the area and through key sites, with a particular focus on seeking the following new linkages/improvements: along St. John's Road West; from St. John's Road to the Royal Hospital Kilmainham via Heuston South Quarter, subject to agreement with the OPW/RHK, on the nature of the proposed linkage; from Dr. Steeven's Hospital to IMMA, with consideration give to a new path along the banks of the river Camac.

The layout is permeable in nature and provides a gateway route through to the gardens of the RHK

- As a western counterpoint to the Docklands, the Heuston gateway potentially merits buildings above 50 metres (16-storeys) in height in terms of civic hierarchy. Sites particularly suited for tall buildings include:
  - OPW building: corner site on OPW lands adjacent to Dr. Steeven's Hospital and Park, and opposite the south façade of the station building.
  - CIE building: site to the north of the station building on the river relating to the West Terrace and River Terrace.
 Any new mid or high-rise buildings must provide a coherent skyline and not disrupt key vistas and views.

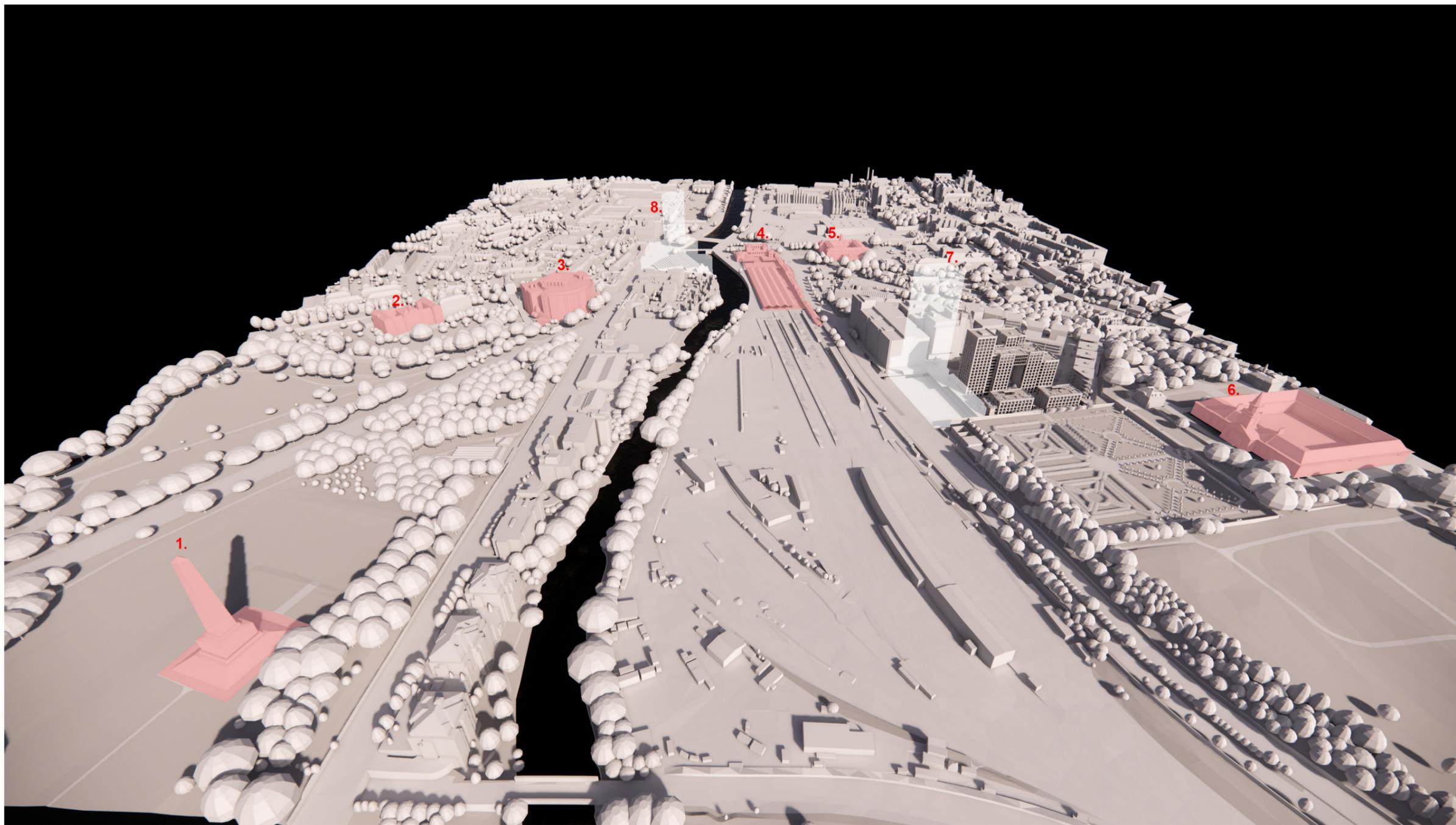
The diagram opposite shows the heights across the site and potential heights on the commercial site to the north. The diagram demonstrates a graded gradual increase towards St Johns Road.

- The "cone of vision", as set out in the 2003 Heuston Framework Plan, represents a significant view between. The Royal Hospital Kilmainham and the Phoenix Park extending from the west corner of the north range of the Royal Hospital Kilmainham and the north-east corner of the Deputy Master's House to the western side of the Magazine Fort and east edge of the main elevation of the Irish Army Headquarters (former Royal Military Infirmary) respectively. Any new developments within this zone shall not adversely affect this view. A visual impact analysis shall be submitted with planning applications to demonstrate this view is not undermined.



Please refer to the Heritage report and LVIA

- *Other important visual connections to be respected include Chesterfield Avenue to Guinness Lands and from key parts of the City Quays to the Phoenix Park (Wellington Monument).*



Aerial View - context Diagram

1. Wellington Monument  
5. Dr Steeven's Hospital

2. The Royal Infirmary  
6. The Royal Hospital Kilmainham

3. The Criminal Courts of Justice  
7. HSQ Office / Hotel

4. Heuston Station  
8. Parkgate Street Tower

Please refer to below which shows the building in the setting of the cityscape

### Scheme Response to Subsection 16.7.2 of the DCDP

(a) *Architectural excellence of a building which is of slender proportions, whereby a slenderness ratio of 3:1 or more should be aimed for*

The overall height scale and massing is in accordance with the strategic planning objectives for this location which has been identified for higher density development and has been modulated to reflect the setting a height appropriate for this site. (See DBCL planning report for further discussion of building height planning policy at strategic and local level.)

Please refer to diagram showing the slenderness ratio of the 18-storey building, and all other blocks (excluding the pavilion buildings)



(b) Contribution to permeability and legibility of the site and wider area.

Please refer to the diagram opposite and to Section 1.6

(c) Evaluation of providing a similar level of density in an alternative urban form

Please refer to the alternatives chapter in the EIAR Document.

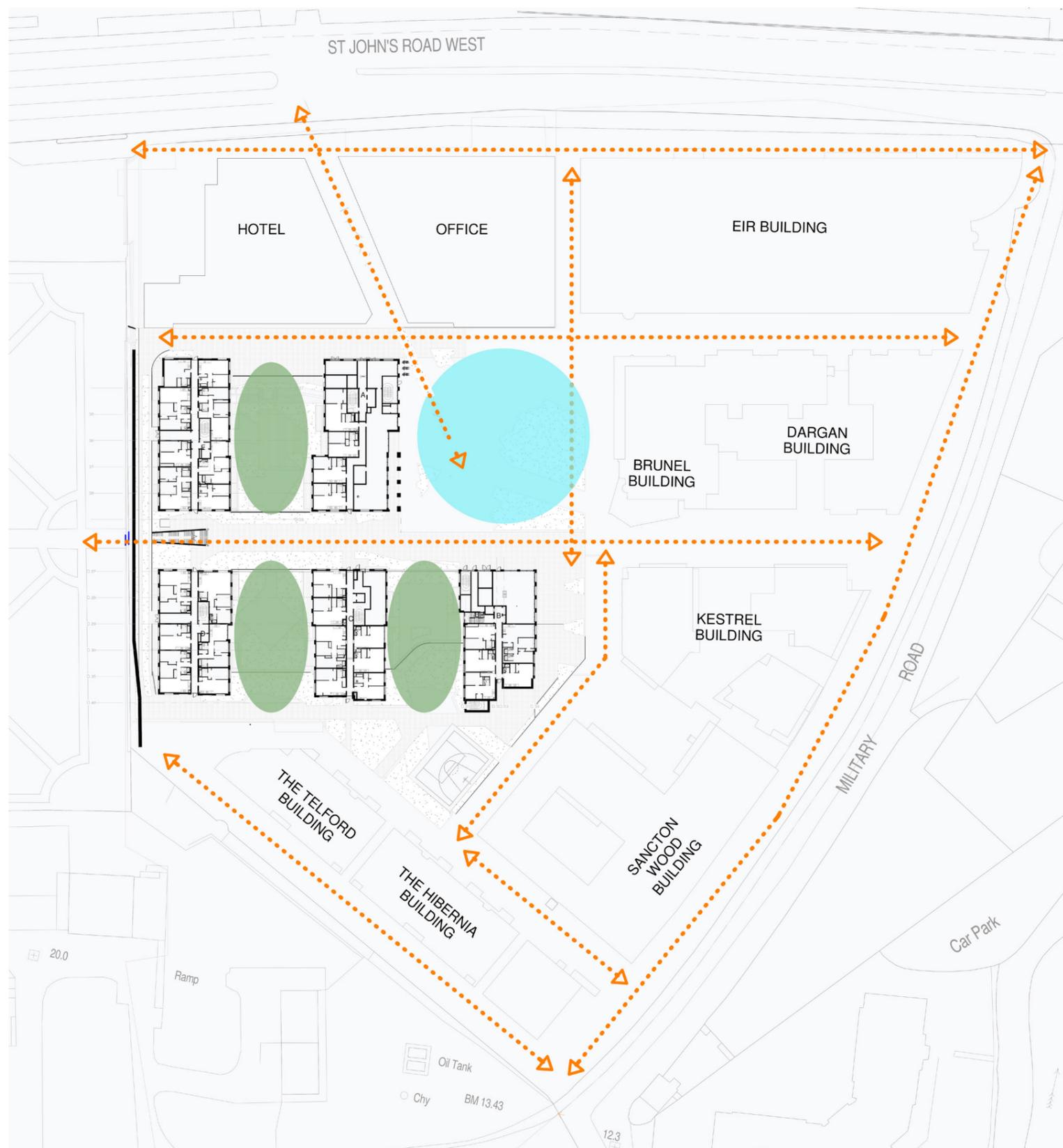




Image of proposal showing public plaza

## 2.0 SITE ANALYSIS

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## 2.1 Site Location

The Lands known at Heuston South Quarter, Kilmainham are defined by the boundaries of St John's Road West and Military Road to the east. On the western and southern edges, the lands are bordered by the boundary wall of the Royal Hospital Kilmainham and its attendant gardens.

The site is within walking distance of Dublin City Centre and significant employment locations, high capacity urban public transport stops (Heuston Train Station and Luas), within easy walking distance (i.e. up to 5 minutes or 400-500m) to/ from high frequency (i.e. min 10 minute peak hour frequency) urban bus services and across the river from Heuston station- which makes a nationwide connection.

The Phoenix Park is within walking distance from the site and is a large urban park of 707 hectares comprising of woodlands, ponds and walk and a wide range of amenities. Including Sports clubs, Dublin Zoo and Bike rentals. Collins Barracks contains the Museum of Decorative Arts along with Courtyards and Gardens and is located in close proximity the site. The Irish Museum of Modern Art is adjacent the site. It contains flower gardens, walks and the art museum within its walls and hosts several different events throughout the year. The Irish National War Museum is another park nearby the site. It has access to walks along the river Liffey, around the monuments and to hurling grounds.



Site Context

## 2.2 Site Context

The site of the proposed development is adjacent to the Royal Hospital Kilmainham formal Gardens.

The Lands known at Heuston South Quarter, Kilmainham are defined by the boundaries of St John's Road West and Military Road to the east. On the western and southern edges, the lands are bordered by the boundary wall of the Royal Hospital Kilmainham and its attendant gardens. These lands were recognised as a key opportunity for a mixed-use commercial development in the Heuston Area Action Plan 2000 on foot of which a masterplan for the area was prepared in 2005. The site was partially developed under this masterplan and construction ceased in 2007 with approx. 50-60% of the development completed. The City's vision for the lands is defined in the Current Dublin City Council development Plan SDRA 7 Heuston & Environs.

The site is bounded on the East by modern office and apartment developments (which constituted the development referred to above that ceased in 2007) and on the West and South by the gardens of the Royal Hospital Kilmainham to the North there is a plot subject to a separate planning application for commercial use (office and hotel)

Please refer to the Architectural Heritage Report for further information.



Existing View from RHK Gardens (Upper)



Existing HSQ Streetscape (Military Road)



Existing View from R148

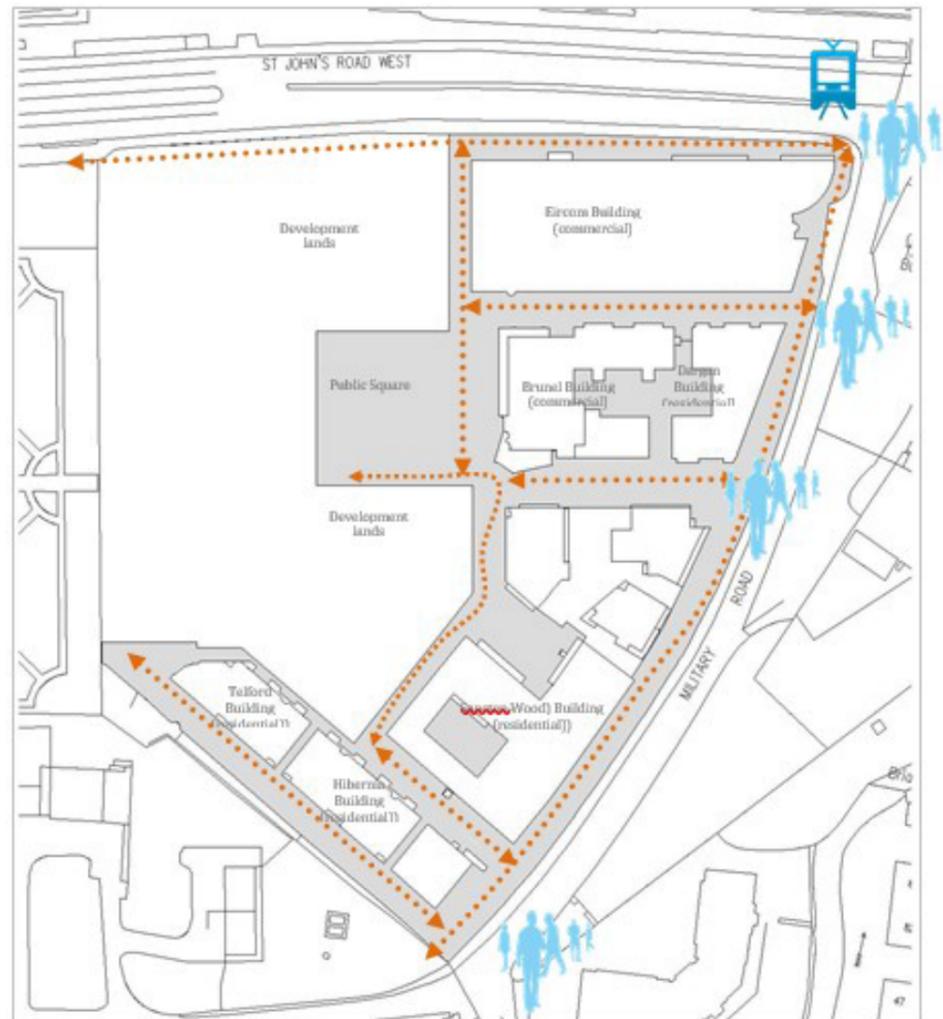


Existing View from R148



Existing View RHK

## Existing Site – Review of Undeveloped Lands



Current Site Layout as developed

### Review of Current Status of Lands

The site in its current incomplete state faces a series of challenges to fulfil the objectives of the original 2005 and 2008 versions of the masterplan. These principles as noted previously include the quality of public realm, the permeability through the site for pedestrians, protection of the cone of vision and the creation of public spaces which enliven and enhance the experience of the lands.

Currently approx. 60% of the site footprint is developed, leaving an expanse of lands to the west and north that feature incomplete works and abandoned construction. It is noted that the uses envisaged for these plots of land included Commercial Office, Hotel and Cultural use.

The buildings which were envisaged to be developed at that time were granted permission under reg refs: 1055/07, 1501/08 and 2821/08 and included Buildings 1 (3,500m<sup>2</sup> Office) Buildings 2 (Hotel 220 bedrooms) and Buildings 6 (20,000m<sup>2</sup>) and Buildings 5a (5,000m<sup>2</sup> Office/Cultural).

It is noted that in its current state, the Public Square is bounded on three sides by hoarding and effectively a cul de sac which limits permeability and access to those areas from St Johns Road and Military Road only. The reconnection of the masterplan scheme with the RHK gardens must be identified as a priority of any application for the lands.

Similarly, the creation of Public Open Space must provide usable public space for both visitor and resident/worker. The Landscape Masterplan identified spaces suitable for play areas and social spaces, both private, semi private and public which are recorded in the Landscape Masterplan strategy.

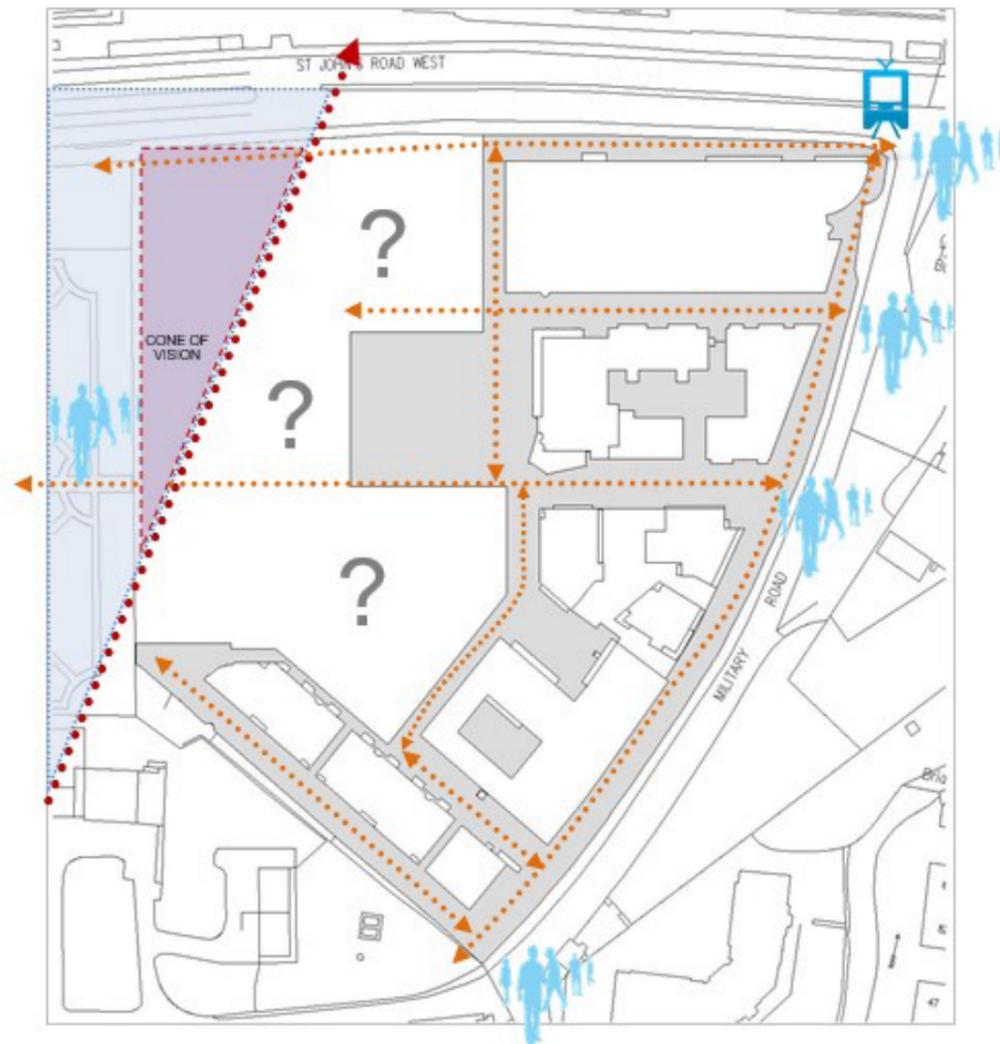
View of incomplete site looking North East



View of incomplete site looking West



## Existing Site – Review of Undeveloped Lands

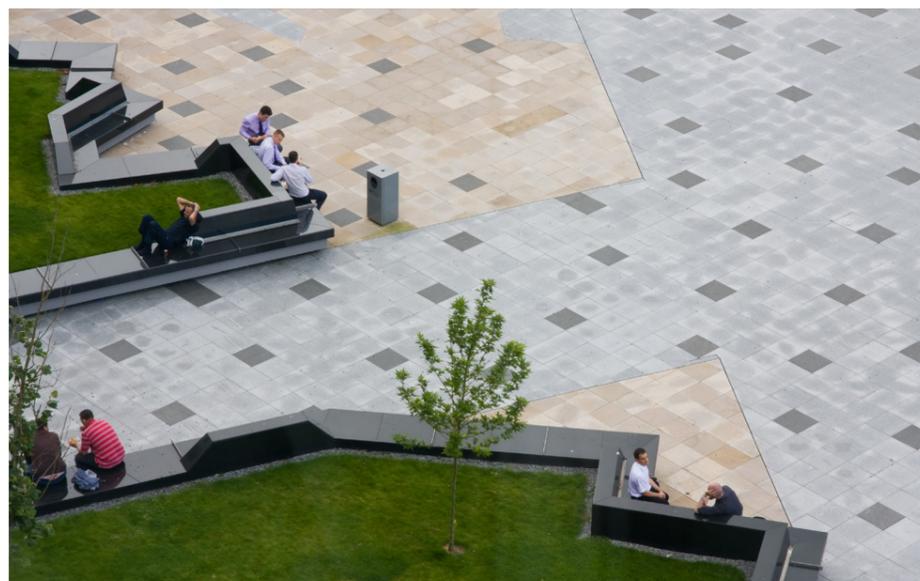


Activities and Desire Lines established and proposed

- Key pedestrian desire lines should be maintained and the west – east access route through the site to the IMMA gardens is identified.
- North/South permeability should be maintained and connection to courtyards and secondary landscape areas of the development strengthened with future development sites
- Appropriate building typologies and depths should be located so as to maximize the permeability and the access to the RHK gardens, by the reinforcement of streetscapes, main commercial routes and primary pedestrian circulation spaces.
- Light penetration for residential units and the avoidance of overlooking will be key considerations of masterplan proposals to maintain existing amenity values and ensure future residential development is appropriately catered for in this regard
- Commercial activity at ground floor areas to appropriate locations should take cognisance of the existing retail quantum and the optimum mix of uses which will energize the square and maintain commercial density levels.
- The segregation of public and private space will be clearly defined to ensure that the residential amenity is protected.



Existing Images of Incomplete site

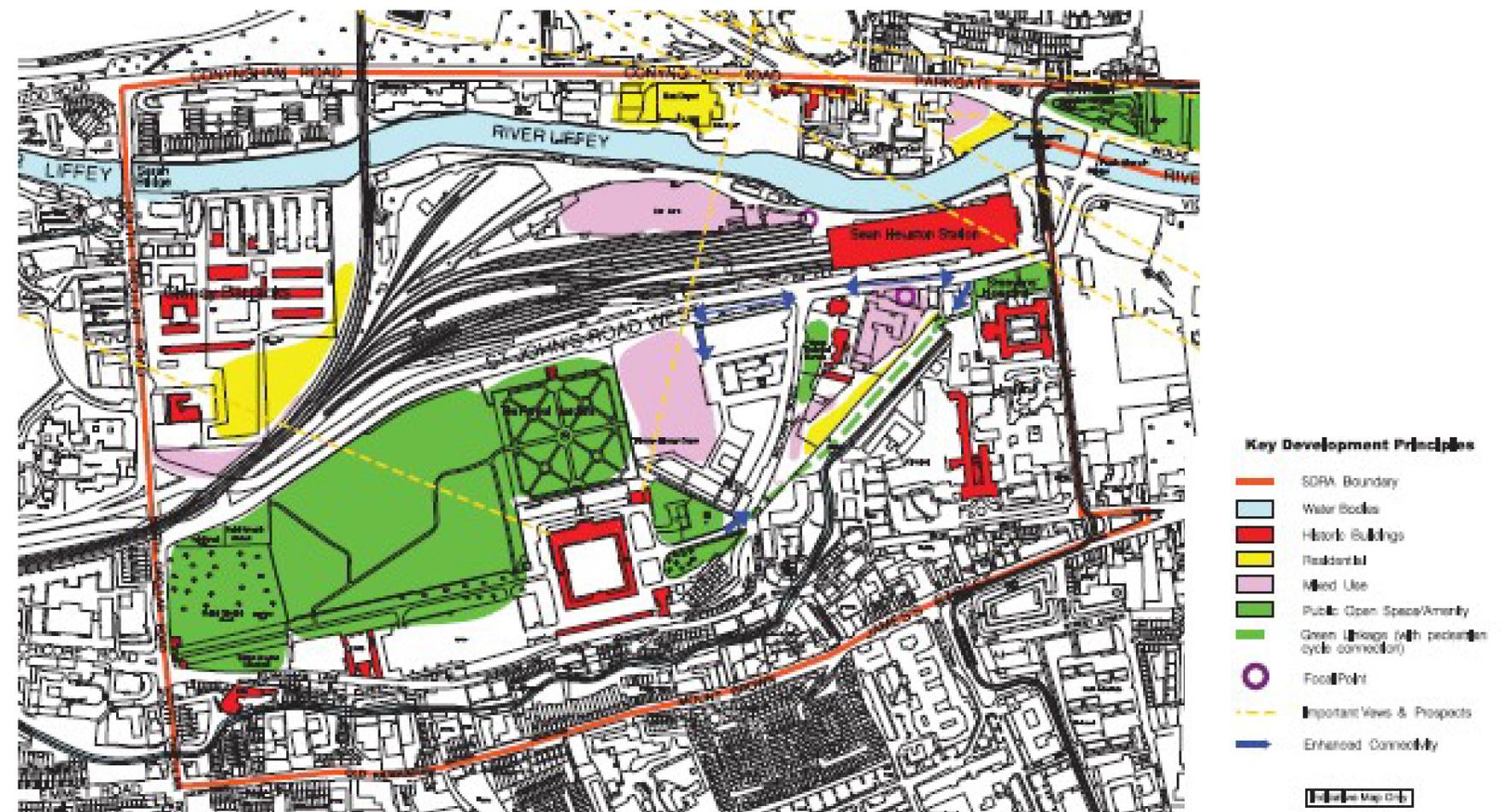


### 2.3 Cone of Vision

The “cone of vision”, as set out in the 2003 Heuston Framework Plan, represents a significant view between The Royal Hospital Kilmainham and the Phoenix Park extending from the west corner of the north range of the Royal Hospital Kilmainham and the north-east corner of the Deputy Master’s House to the western side of the Magazine Fort and east edge of the main elevation of the Irish Army Headquarters (former Royal Military Infirmary) respectively.

Any new developments within this zone shall not adversely affect this view. A visual impact analysis shall be submitted with planning applications to demonstrate this view is not undermined.

A detailed assessment of the impact of the proposed development on the Cone of Vision is provided in the Architectural heritage report and the Planning Report submitted with the application.



Extract from DCC Development Plan, Fig.27 in relation to SDRA07

## 2.4 Land Use / Zoning Objectives

At a strategic national and regional level, the policies and objectives of the following documents must be considered:

- The National Planning Framework (NPF)
- The Regional Spatial and Economic Strategy for the East and Midlands, including the Dublin Metropolitan Area Strategic Plan
- Dublin City Development Plan, 2016-2022 (DCDP)

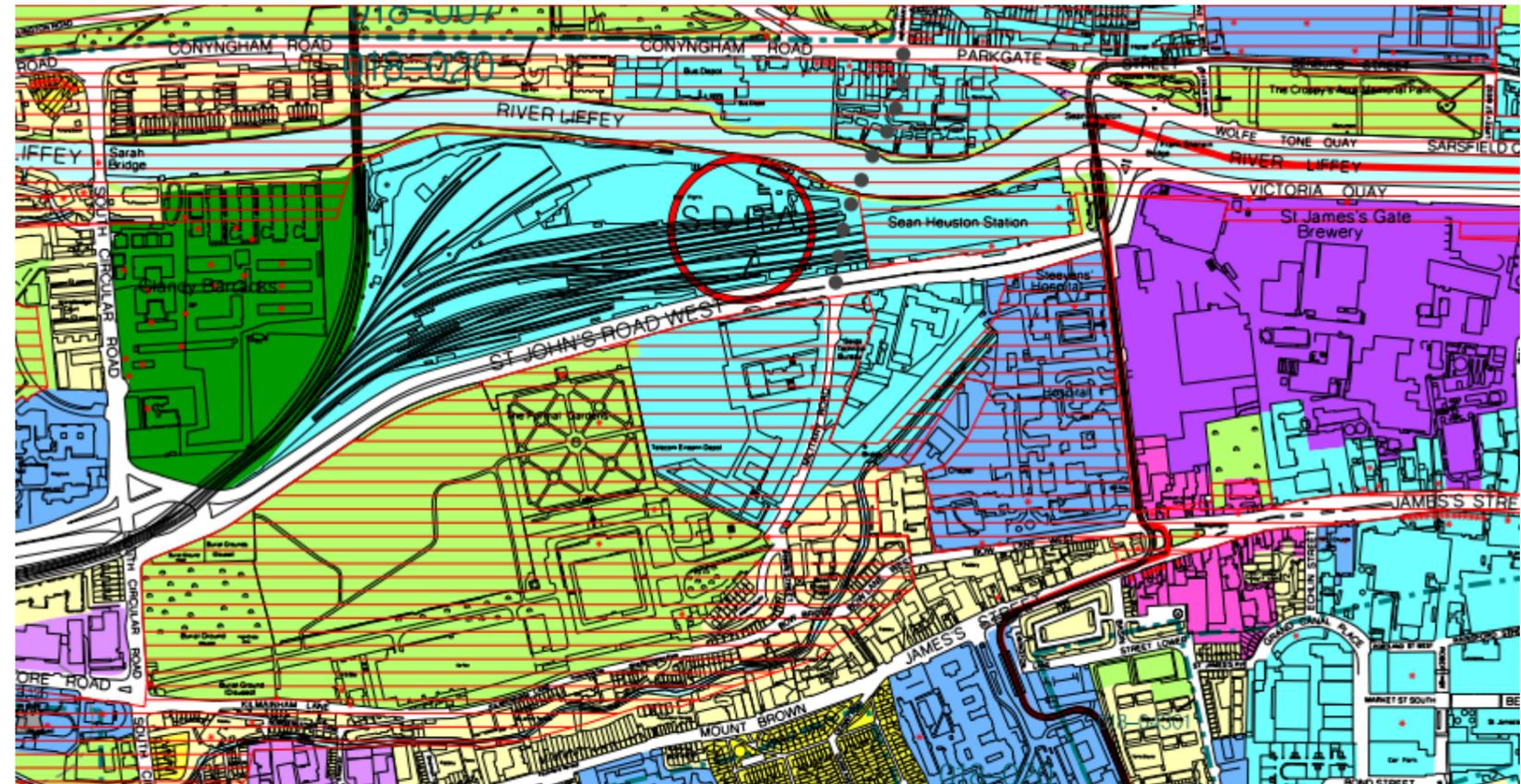
The relevant Development Plan is the Dublin City Development Plan, 2016-2022 (DCDP), which provides the relevant zoning context and development guidance for the subject site, as set out below. The site is zoned Objective Z5 'To consolidate and facilitate the development of the central area, and to identify, reinforce, strengthen and protect its civic design character and dignity.'

The site is located within a designated Conservation area, including the RHK and Gardens, Heuston Station and Dr Steeven's Hospital.

The 'cone of vision', as set out in the 2003 Heuston Framework Plan, represents a significant view between, the Royal Hospital Kilmainham and the Phoenix Park extending from the west corner of the north range of the Royal Hospital Kilmainham, and the north-east corner of the Deputy Master's House to the western side of the Magazine Fort and east edge of the main elevation of the Irish Army Headquarters (former Royal Military Infirmary) respectively. Any new developments within this 'cone' shall not adversely affect this view. A visual impact analysis shall be submitted with planning applications to demonstrate this view is not undermined.

- SDRA - 7 (Strategic Development and Regeneration Area 7)

An urban design land-use framework plan for the regeneration of the Heuston area was produced in 2003. This plan provided a regeneration framework for key development sites addressing issues of spatial layout, urban grain, massing, height and land-use and the need to interface such sites successfully with the Phoenix Park, the River Liffey and cultural institutions. The vision for the area as set out in this study is: 'to create a coherent and vibrant quarter of the city that captures the public imagination with high quality services, development, design and public spaces that consolidate and improve the existing strengths of the area.'



Zone	Objective	Color
Zone Z1	To protect, provide and improve residential amenities	Light Yellow
Zone Z2	To protect and/or improve the amenities of residential conservation areas	Yellow
Zone Z3	To provide for and improve neighbourhood facilities	Light Green
Zone Z4	To provide for and improve mixed-services facilities	Light Blue
Zone Z5	To consolidate and facilitate the development of the central area, and to identify, reinforce, strengthen and protect its civic design character and dignity	Light Purple
Zone Z6	To provide for the creation and protection of enterprise and facilitate opportunities for employment creation	Light Orange
Zone Z7	To provide for the protection and creation of industrial uses and facilitate opportunities for employment creation	Light Red
Zone Z8	To protect the existing architectural and civic design character, and to allow only for limited expansion consistent with the conservation objective	Light Green
Zone Z9	To preserve, provide and improve recreational amenity and open space and green networks	Light Blue
Zone Z10	To consolidate and facilitate the development of inner city and inner suburban sites for mixed-uses, with residential the predominant use in suburban locations, and office/retail/residential the predominant uses in inner city areas	Light Yellow
Zone Z11	To protect and improve canal, coastal and river amenities	Light Green
Zone Z12	To ensure that existing environmental amenities are protected in the predominantly residential future use of these lands	Light Blue
Zone Z14	To seek the social, economic and physical development and/or rejuvenation of an area with mixed use of which residential and "Z6" would be the predominant uses	Light Orange
Zone Z15	To protect and provide for institutional and community uses	Light Red

### SPECIFIC OBJECTIVES

Conservation Areas	Red Hatched Box
Architectural Conservation Areas	Green Hatched Box
Protected Structures. [RPS takes precedence]	Red Star
Sites of Archaeological Interest	Red Star
Zones of Archaeological Interest	Red Star
Key District Centres	Red Star
SEVESO II establishments	Red Star
Strategic Development & Regeneration Areas	Red Star
LAP (Local Area Plan) & SDZ (Special Development Zone)	Red Star
Dublin Airport Outer Public Safety Zone	Red Star



## **3.0 URBAN DESIGN PRINCIPLES**

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Image of proposal showing sunken garden between block C+ D looking north

### 3.0 Urban Design Strategy

Dublin is a low-rise city for the most part. The tall structures which are traditionally visible on the skyline of the city are typically elements of a particular building typology - Church Spires, Industrial buildings such as at Diageo/Guinness- Pool beg Chimney Stacks and monuments – such as the Wellington Monument and the O’Connell Street Spire.

These structures in themselves are reminders and visual representations of defined periods of social and economic change in the city. The Wellington Monument and the Spire (Previously Nelsons Column) were physical representations of military colonization, Diageo’s redbrick towers and chimneys are the embodiment of the industrial revolution and its effect on the landbank of Dublin 8.

In urban design terms, an important function of most buildings in the city is to form the enclosure or backdrop to the streets and squares which are at the heart of public life. Design proposals generally should be well considered in terms of their interface with public spaces, such as street edges and should demonstrate how proposals will contribute to the character of the spaces. Their planning and design at these interfaces should deal with their functions as ‘street walls’ in equal measure to their internal functions.

The creation of meaningful streetscapes has been considered with a direct relationship proposed between the new streets and the existing streets. The proposed new blocks define new residential streets and spaces.

Quality of edge: buildings and structures are critical components from which urban places are made. To achieve urban quality, we must ‘consider places before buildings’ in order to achieve quality of edge to the public realm.

It is submitted that new landscape spaces will be created to match the character of the areas in which they are located. The building forms that define the spaces will be contemporary in nature and build upon the quality of the existing architecture which is both diverse and progressive in tone. The existing public square is an example of the quality of landscaping materials, quality of space and quality of material that is envisaged for the new site proposals.

As a western counterpoint to the Docklands, the Heuston gateway potentially merits buildings above 50 metres (16-storeys) in height in terms of civic hierarchy. Sites particularly suited for tall buildings

include:

- OPW building: corner site on OPW lands adjacent to Dr. Steeven’s Hospital and Park, and opposite the south façade of the station building.

- CIE building: site to the north of the station building on the river relating to the West Terrace and River Terrace.

Any new mid or high-rise buildings must provide a coherent skyline and not disrupt key vistas and views.

This section also deals with the 12 Urban Design Criteria from the SDRUA Guidelines. The criteria can be summarised as follows:

1. *Context: How does the development respond to its surroundings?*
2. *Connections: How well is the new neighbourhood / site connected?*
3. *Inclusivity: How easily can people use and access the development?*
4. *Variety: How does the development promote a good mix of activities?*
5. *Efficiency: How does the development make appropriate use of resources, including land?*
6. *Distinctiveness: How do the proposals create a sense of place?*
7. *Layout: How does the proposal create people-friendly streets and spaces?*
8. *Public realm: How safe, secure and enjoyable are the public areas?*
9. *Adaptability: How will the buildings cope with change?*
10. *Privacy / amenity: How do the buildings provide a high quality amenity?*
11. *Parking: How will the parking be secure and attractive?*
12. *Detailed design: How well thought through is the building and landscape design?*

### 3.1 Context

*How does the development respond to its surroundings?*

- The development seems to have evolved naturally as part of its surroundings
- Appropriate increases in density respect the form of buildings and landscape around the site's edges and the amenity enjoyed by neighbouring users
- Form, architecture, and landscaping have been informed by the development's place and time
- The development positively contributes to the character and identity of the neighbourhood
- Appropriate responses are made to the nature of specific boundary conditions

The development, its strategic and prominent location within the city and response to its surroundings

The individual's experience of urban interventions and new spaces created by the form and mass of new planned development is the pedestrian experience. The individual reacts to daylight, scale of space and amenity. The design of public space needs to protect and enhance the experience which may be transitory, as one passes through the network of streets into public spaces, or may be the experience of the day to day user. Hence spaces need to contain elements which take macro scale down to the level of the individual.

The community, the communal experience, is captured in the sense of belonging to, and establishing care for the place in which one works and lives. The creation of amenity, communal space is key to this relationship, and communal space is captured in the newly provided public space, private space and semi-private/public spaces created within the landscape master-plan.

In the context of the HSQ lands and the RHK/IMMA relationship, there exists the possibility to extend or enhance a relationship with physical permeable pedestrian connections and the sequence of spaces which they provide. Good planning and provision of appropriate scale is a stepping stone to a comfortable environment. HSQ follows a tradition of quality planning and provision of extensive public realm in the new proposals which may contribute more than mere enjoyment and allow for the philosophical ideal of Life and Art to work together on an urban site.

The response to context at HSQ is enshrined in the Master-plan's principles of legibility, permeability and provision of public space. It is submitted that the new developments insertions into the masterplan framework are positive in terms of the spaces created,



Image of proposal looking east along new walkway to RHK

the streetscapes envisioned and the elevational treatment which is proposed.

The intention is for the design of the ground floor plane and the elevational treatment to enrich the experience of the buildings at a fundamental level – visual amenity. As a backdrop to the spaces, we have prepared elevational treatment which compliments the existing context and enriches the experience of the new streets for the user and occupant alike.

It is submitted that such building form, use and massing is contemporary in nature, detail and design and is a fit expression of the type of modern urban quarter that HSQ has and will continue to become.



### 3.2 Connections

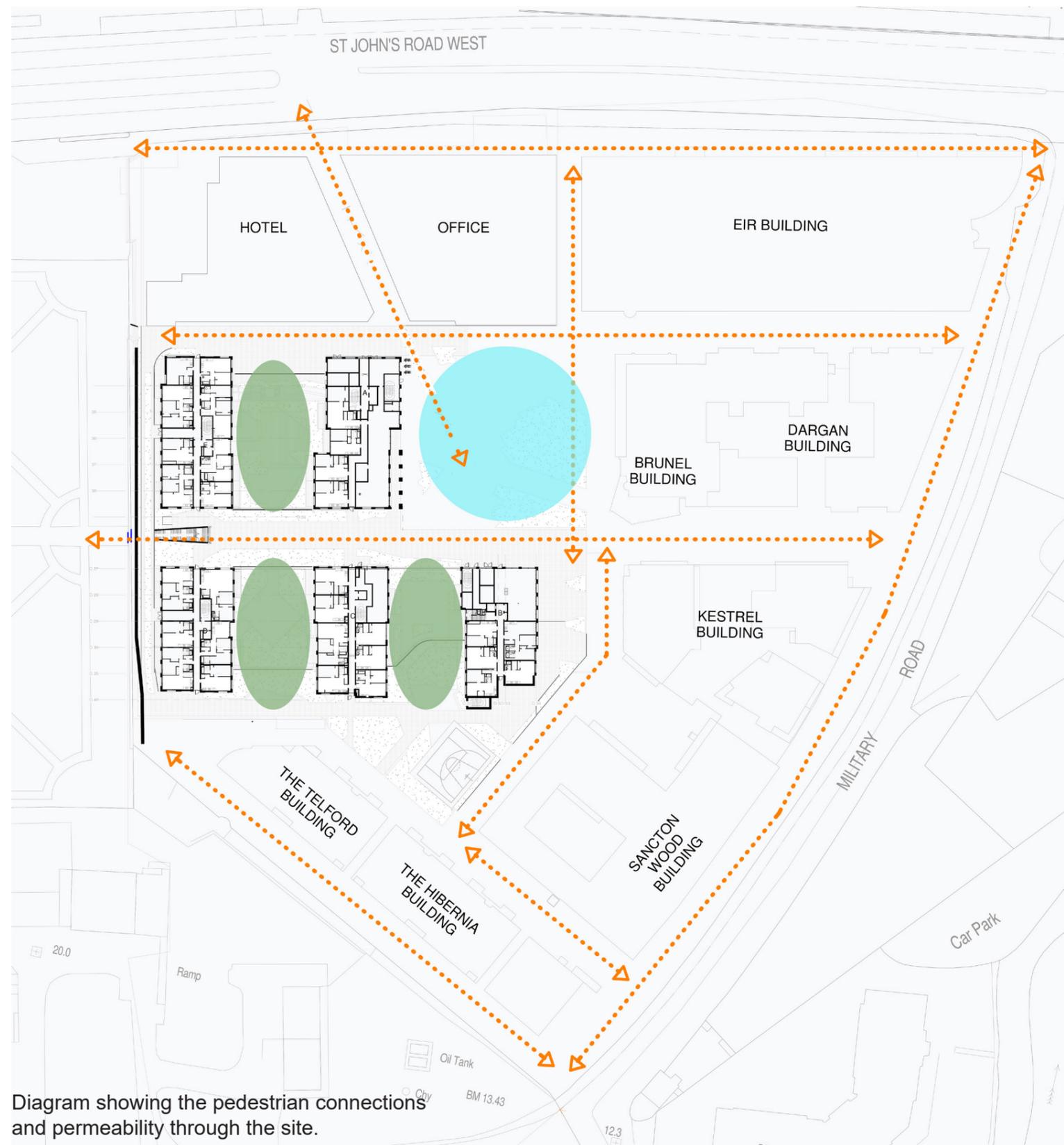
#### How well connected is the new neighbourhood?

- There are attractive routes in and out for pedestrians and cyclists
- The development is located in or close to a mixed-use centre
- The development's layout makes it easy for a bus to serve the scheme
- The layout links to existing movement routes and the places people will want to get to
- Appropriate density, dependent on location, helps support efficient public transport

#### Connections to the existing neighbourhood

Active public spaces and landmark buildings provide a sense of place in cities. Our vision is to create quality architecture that will identify this as a quality place to live.

The new development will utilise the existing LUAS, traffic and bus movements which will form easy links to the surrounding area and greater Dublin area. When choosing which area to live in, most people will choose a neighbourhood that permits easy or close access to the places that they need or like to visit on a regular basis so the placement of this development will be ideal.



### 3.3 Inclusivity

#### *How easily can people use and access the development?*

- New homes meet the aspirations of a range of people and households
- Design and layout enable easy access by all
- There is a range of public, communal and/or private amenity spaces and facilities for children of different ages, parents, and the elderly
- Areas defined as public open space that have either been taken in charge or privately managed will be clearly defined, accessible and open to all.
- New buildings present a positive aspect to passers by, avoiding unnecessary physical and visual barriers

#### **Use and access to the development**

The proposed development has been designed to be universally inclusive for all.

Consideration has been given to the accessibility for all building users. Moving through and around the site, meets the requirements of Technical Guidance Document M of the Building Regulations and where possible exceeds them in pursuit of best practice. Level access will be provided and all units throughout the scheme will be compliant with Part M access requirements. The main circulation cores are provided with lifts and Part M compliant stair ways.

image of proposal showing connection to RHK and Public Plaza



### 3.4 Variety

*How does the development promote a good mix of activities?*

- Activities generated by the development contribute to the quality of life in its locality
- Uses that attract the most people are in the most accessible places
- Neighbouring uses and activities are compatible with each other
- Housing types and tenure add to the choice available in the area
- Opportunities have been taken to provide shops, facilities and services that complement those already available in the neighbourhood

#### Promotion of a mix of activities

The proposed development includes:

- External communal amenity spaces at lower ground floor level, podium level and roof terraces.
- Internal communal amenity areas including gym, co-work area, lounge, and games room.
- Retail unit and public realm including completion of the central Square, amenity areas, landscaping, and connection to the RHK gardens.

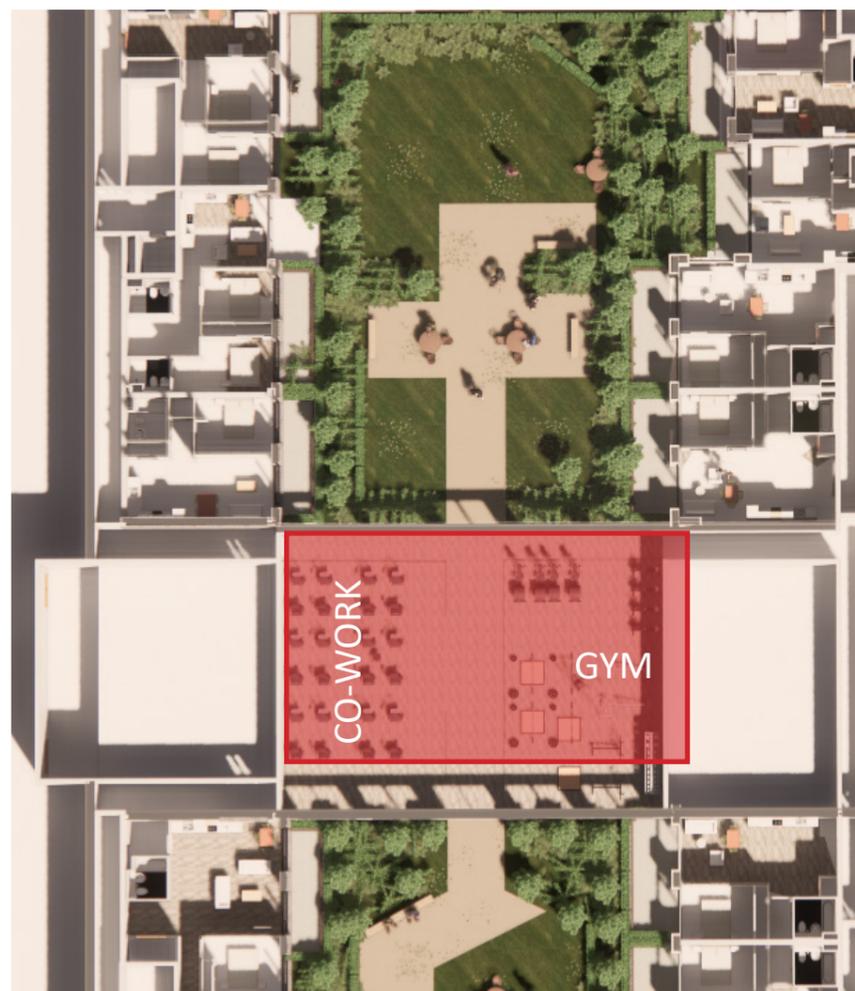
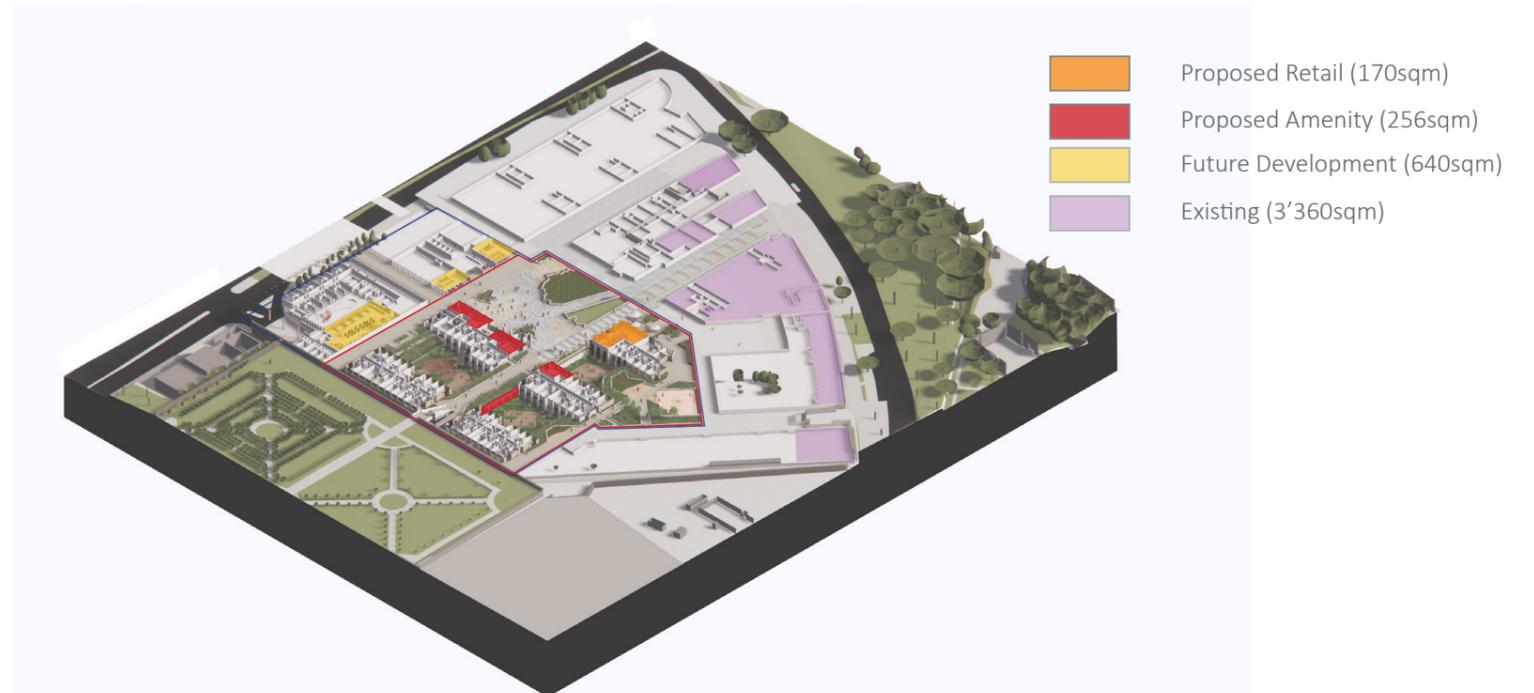
*How does the proposal create people friendly streets and places?*

- Layout aligns routes with desire lines to create a permeable interconnected series of routes that are easy and logical to navigate around.
- The layout focuses activity on the streets by creating active frontages with front doors directly serving the street
- The streets are designed as places instead of roads for cars, helping to create a hierarchy of space with less busy routes having surfaces shared by pedestrians, cyclists, and drivers.
- Traffic speeds are controlled by design and layout rather than by speed humps.
- Block layout places some public spaces in front of building lines as squares or greens, and some semi private space to the back as communal courts

#### Creation of people friendly spaces, routes and courts

Apartment Development Standards

The scheme complies with SPPRs 7 and 8 set out in the 2020 Apartment Guidelines. And furthermore, Sub-section 16.10.1 of the DCDP does make reference to 'build to let apartment schemes' close to centres of employment. In this regard the DCDP clarifies that the standard apartment mix of unit types requirement 'will not



Lower Ground Floor Internal Amenity



Podium Level Internal Amenity

apply to managed 'build-to-let' apartment schemes for mobile workers where up to 42-50% of the total units may be in the form of one bed or studio units.'

The DCDP guidance goes on to state that:

'Communal facilities such as common rooms, gyms, laundry rooms etc. will be encouraged within such developments. This provision only applies to long-term purpose-built managed schemes of over 50 units, developed under the 'build-to-let' model and located within 500 m (walking distance) of centres of employment or adjoining major employment sites.'

The DCDP also requires applicants to submit evidence to demonstrate that there is not an overconcentration of such schemes within a localised area (suggested 0.25km radius).

### 3.5 Efficiency

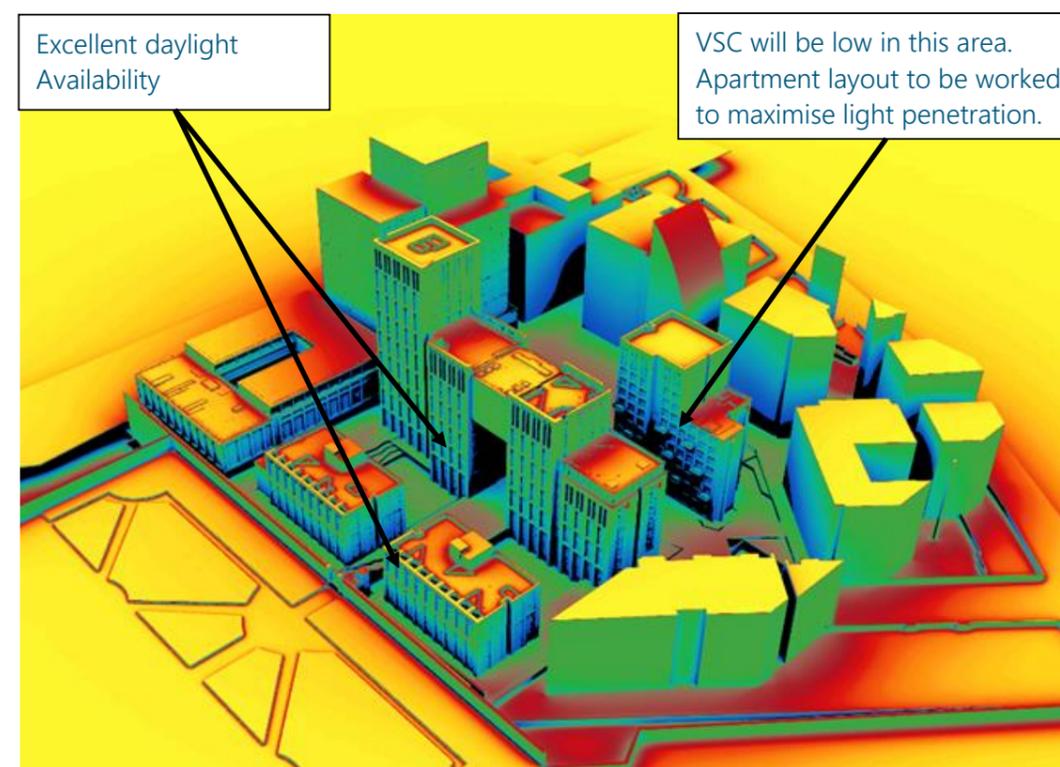
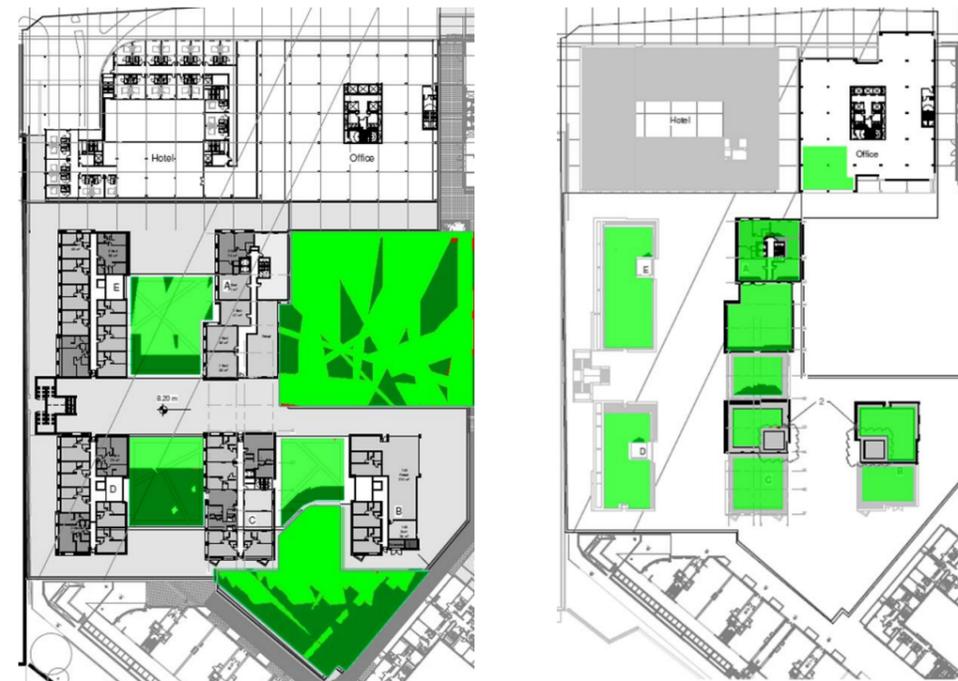
*How does the development make appropriate use of resources, including land?*

- The proposal looks at the potential of higher density, taking into account appropriate accessibility by public transport and the objectives of good design
- Landscaped areas are designed to provide amenity and biodiversity, protect buildings and spaces from the elements and incorporate sustainable urban drainage systems
- Buildings, gardens and public spaces are laid out to exploit the best solar orientation
- The scheme brings a redundant building or derelict site back into productive use
- Appropriate recycling facilities are provided

The development seeks to make the most of its surrounding resources, capitalising on sustainable drainage and soft landscaping, ensuring direct sunlight penetrates open spaces as far as reasonably possible. Appropriate massing and building scale has been considered to ensure that it maximises the use of the site in accordance with Planning Policy and its surrounding context.

Achieving efficiencies in land use should be considered in tandem with the objective of creating well-designed neighbourhoods that are pleasant to live in. Good urban design, whilst increasing densities, should also provide good quality, liveable homes. This development is appropriately scaled in the correct location to ensure sustainable communities.

The scheme will be sustainable through the use of low energy materials, efficient energy systems and by using the highest quality materials to provide a truly sustainable development. The building is laid out to optimise the solar orientation and ensure units have excellent day lighting.



### 3.6 Distinctiveness

#### *How do the proposals create a sense of place?*

- The place has recognisable features so that people can describe where they live and form an emotional attachment to the place
- The scheme is a positive addition to the identity of the locality
- The layout makes the most of the opportunities presented by existing buildings, landform and ecological features to create a memorable layout
- The proposal successfully exploits views into and out of the site
- There is a discernible focal point to the scheme, or the proposals reinforce the role of an existing centre.

#### **Creation of a sense of place**

Creating a sense of place is at the heart of a sustainable development. A variety of extended uses are available to the residents including private amenity space.

The choice of bricks, glazing and stone cladding draw out some of the design character but also ensures the building is very much of its time and will age respectfully.

Views into the site can help to create strong connections between existing areas and new and help to improve a sense of connectivity and community.



Aerial image of proposal from RHK gardens looking east

### 3.7 Layout

*How does the proposal create people-friendly streets and spaces?*

The layout of the scheme is set upon the existing axial spine from the Royal Hospital Kilmainham gardens to Military Road. Creating an access to the gardens allows for a public route to be formed between the two and sets an axis for the development of the site. This allows for a pleasant environment with enhanced connectivity throughout the site.

The proposed blocks are set out north and south of the axis, respecting and complimenting the formal address of the gardens.

The layout also allows the existing square to be activated with the introduced edges of block A and block B.



### 3.8 Public Realm

*How safe, secure, and enjoyable are the public areas?*

- All public open space is overlooked by surrounding homes so that this amenity is owned by the residents and safe to use
- The public realm is considered as a usable integrated element in the design of the development
- Children's play areas are sited where they will be overlooked, safe and contribute to the amenities of the neighborhood
- There is a clear definition between public, semi-private, and private space
- Roads and parking areas are considered as an integral landscaped element in the design of the public realm

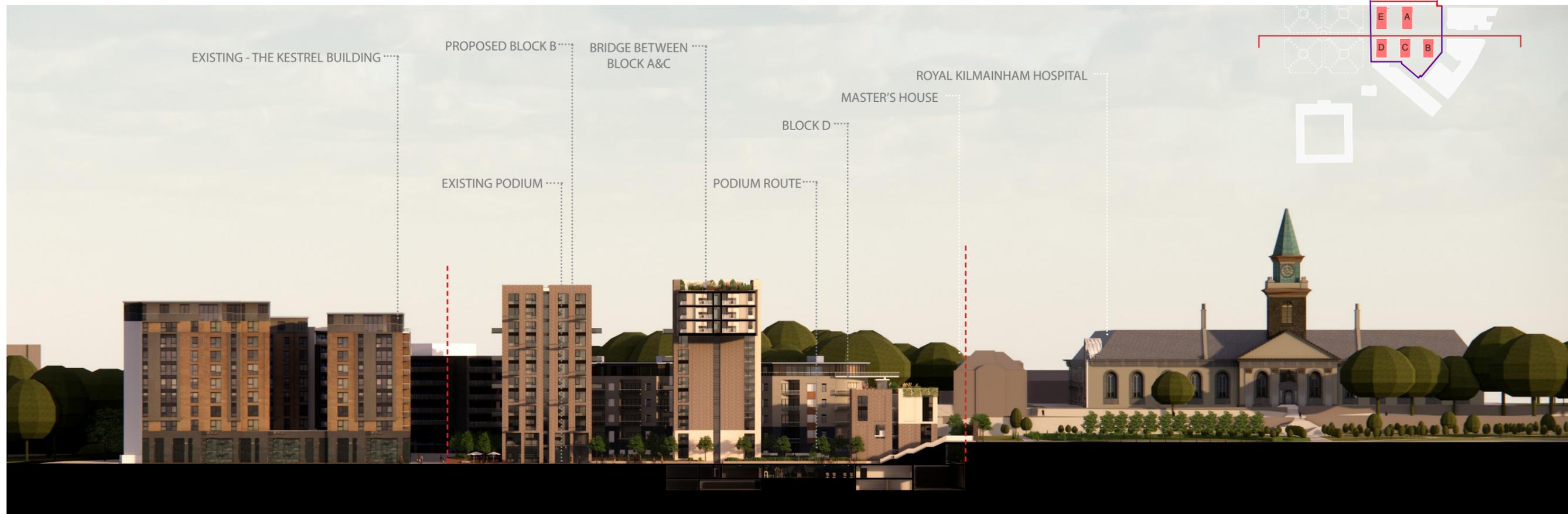
#### **Creation of safe, secure, and enjoyable public areas**

The open spaces will enjoy a high level of natural passive surveillance from the units above so that users of the open space will feel comfortable and safe. This strong sense of ownership will reinforce the safety and security of the public realm by minimising the potential for anti-social behaviour.



Aerial image of proposal showing connection to RHK and Public Plaza

Section through walkway to RHK



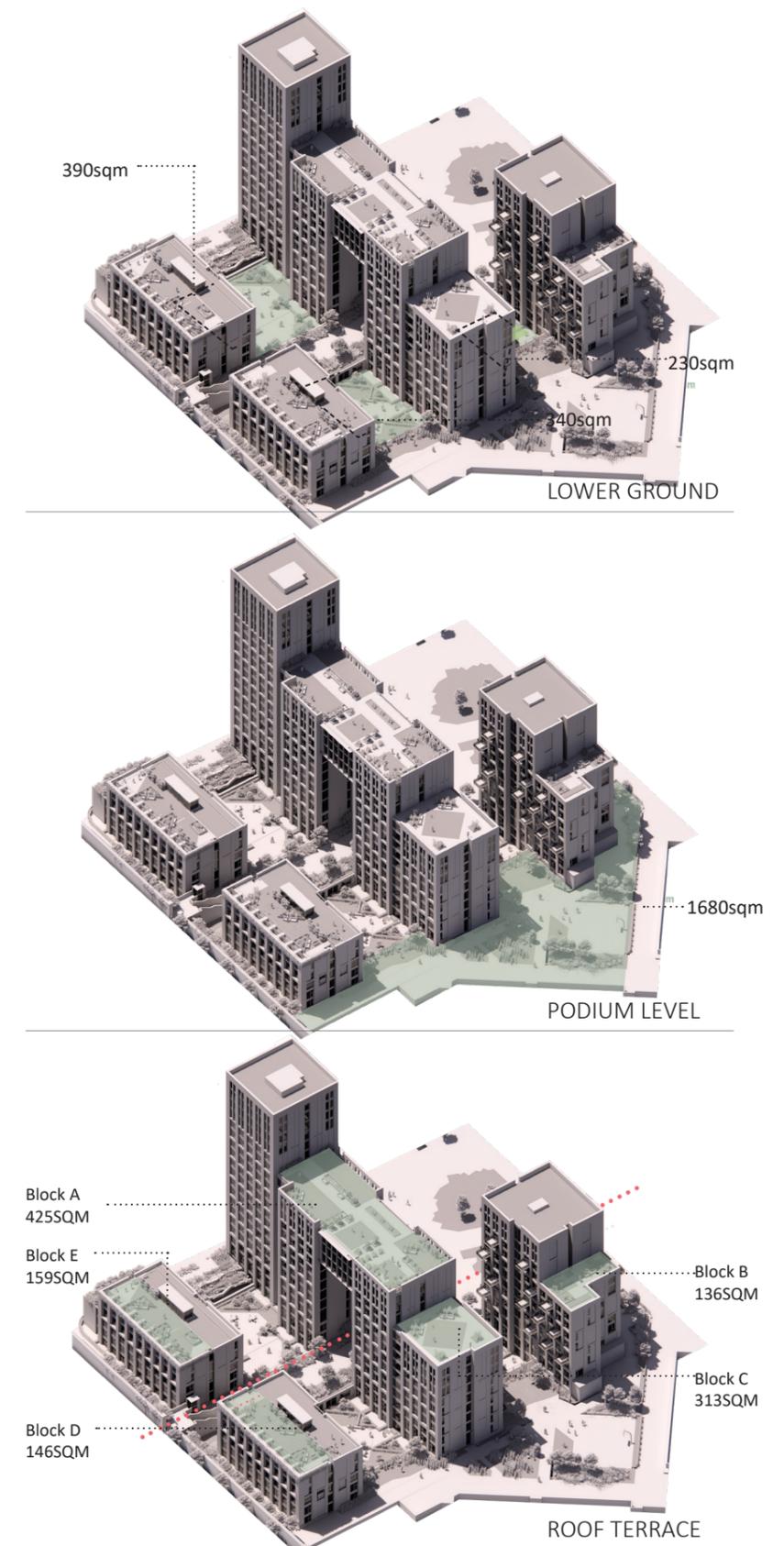
### 3.10 Privacy and Amenity

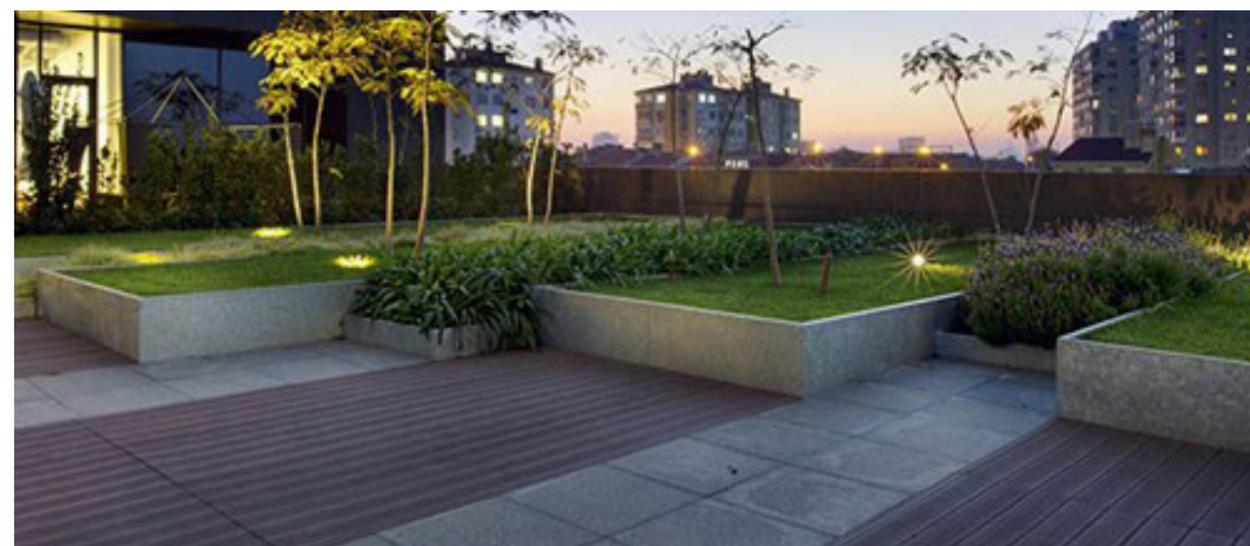
*How does the scheme provide a decent standard of amenity?*

- Each home has access to an area of usable private outdoor space
- The design maximises the number of homes enjoying dual aspect
- Homes are designed to prevent sound transmission by appropriate acoustic insulation or layout
- Windows are sited to avoid views into the home from other houses or the street and adequate privacy is afforded to ground floor units.
- The homes are designed to provide adequate storage including space within the home for the sorting and storage of recyclables

#### Provision of high standard amenities

In accordance with Planning Policy and best practice, visual amenity has been maximised to ensure that minimum overlooking distances have been achieved and external private amenity is configured in such a way to ensure privacy.





### 3.11 Parking

How will the parking be secure and attractive?

- Appropriate car parking is on-street or within easy reach of the home's front door.
- Parked cars are overlooked by houses, pedestrians and traffic, or stored securely, with a choice of parking appropriate to the situation.
- Parking is provided communally to maximise efficiency and accommodate visitors without the need to provide additional dedicated spaces
- Materials used for parking areas are of similar quality to the rest of the development
- Adequate secure facilities are provided for bicycle storage

#### Provision of secure, attractive and hidden parking

The Dublin City Council area is divided into three areas for the purpose of parking control, as shown on Map J of the Dublin City Development Plan 2016-2022 . The subject site falls within Parking Zone 2 where the following maximum permissible standards are applicable:

- Other Retail – 1 space per 275 sq.m GFA
- Residential – 1 space per unit
- Restaurants, Cafes and Takeaways – 1 per 150 sq.m seating area
- Public House – 1 per 300 sq.m nett floor area

Other parking requirements, include the following:

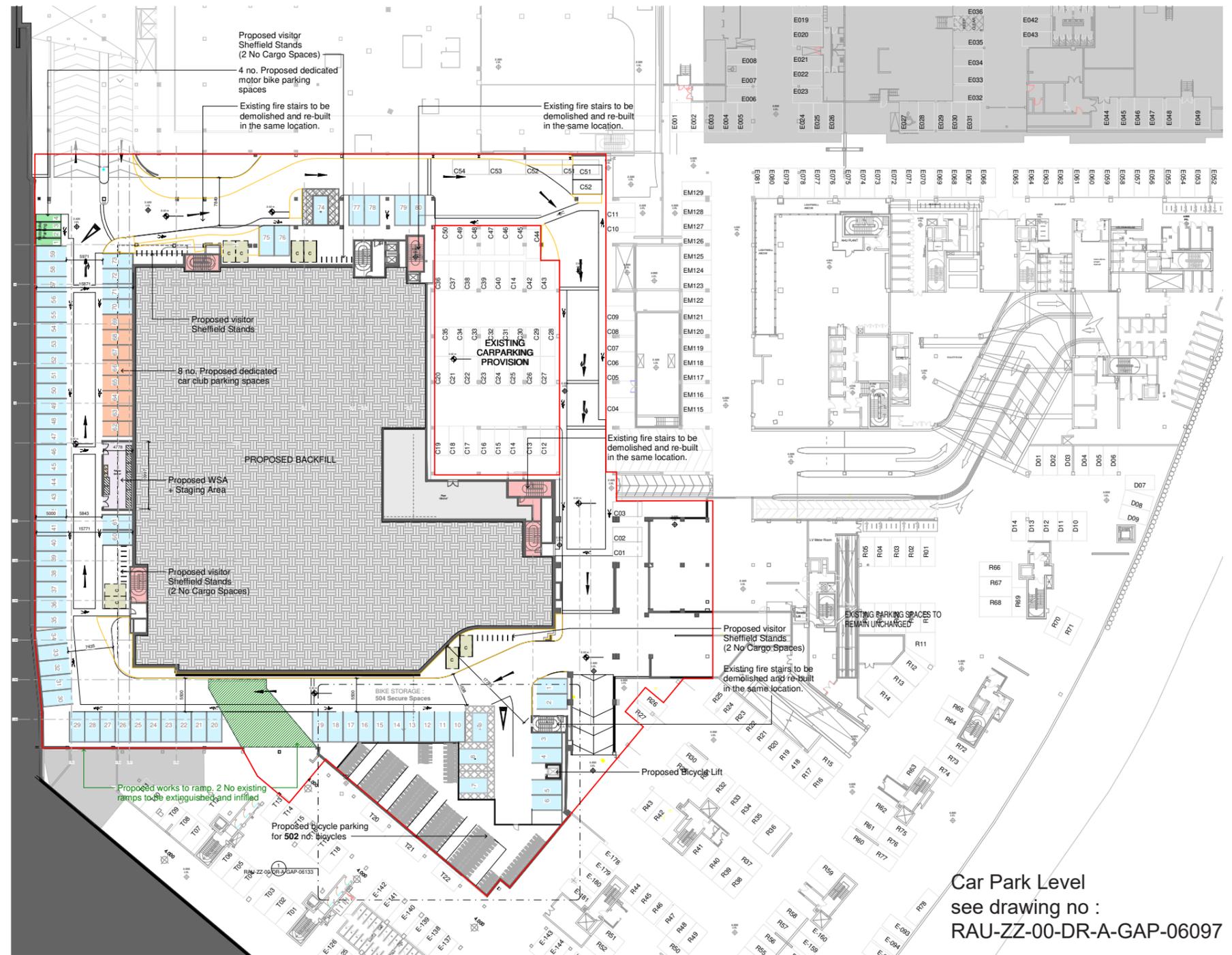
- At least 5% of the total number of spaces should be disabled car parking spaces, with a minimum provision of at least one such space.
- New developments shall include provision for motorcycle parking in designated, signposted areas at a rate of 4% of the number of car parking spaces provided.

In terms of bicycle parking provision, the following standards are applicable:

- Shops and Restaurants / Cafés and Public Houses - 1 per 150sq.m; and
- Residential – 1 per unit.

A double basement is provided that will be integrated within the existing basement levels serving the wider HSQ development and will be accessed from the existing vehicular ramped accesses/ egresses onto/off St. John's Road West and Military Road to the north and east, respectively. Basement level -1 provides a refuse store; 80 no. car parking spaces (including 4 no. disabled spaces and 8 car club spaces); 4 no. motorcycle parking spaces and secure bicycle parking / storage in the form of:

- 110no. externally at podium level (including 6no. cargo bike spaces) – 55no. Sheffield stands



Car Park Level  
see drawing no :  
RAU-ZZ-00-DR-A-GAP-06097

- 92no. within basement (including 2no. cargo bike spaces) – 46no. Sheffield stands
  - 502 no. located in a secure lockable cage within basement and accessible via the dedicated bicycle lift at podium level. The bicycles are stacked (see drawing RAU-ZZ-00-DR-A-GAP-06135)
  - 6no. cargo bike spaces within basement – 3no. Sheffield stands
- Long Term (residents) spaces

### 3.12 Detailed Design

#### *How well thought through is the building and landscape design?*

- The materials and external design make a positive contribution to the locality
- The landscape design facilitates the use of the public spaces from the outset
- Design of the buildings and public space will facilitate easy and regular maintenance
- Open car parking areas are considered as an integral element within the public realm design and are treated accordingly
- Care has been taken over the siting of flues, vents and bin stores

#### **Building and landscape design concept**

The architecture and landscape design of the scheme will work together to make a high-quality coherent scheme. Particular attention has been paid to the materials and facade design used in the public realm

The landscape and building design have been considered symbiotically to ensure adequate SUDS is provided, open green space for visual amenity and careful landscaping and building design around the building context. Earlier chapters cover the design detail, materiality, massing and envelope design in greater detail. Please see accompanying landscape report.

#### **Facade Design - Materiality**

The building height of the proposed development, massing between 4 and 18 storeys, provides adequate enclosure to the public/private spaces. The rhythm of elements on the building facade break down the mass and height further to create a human scale, with a strong and legible base containing social uses with residential accommodation overhead.

#### **Durability**

Durability often goes hand-in-hand with low maintenance. The demands for innovative building techniques and the inclusion of materials and components with lower life-cycle costs test the knowledge and skills of building designers. Robustness of the design and construction is paramount to ensuing materials selected will be lasting and look well throughout their life. Brickwork and stone cladding will be robust and good detailing shall ensure

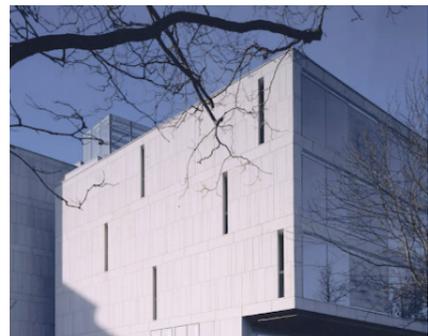
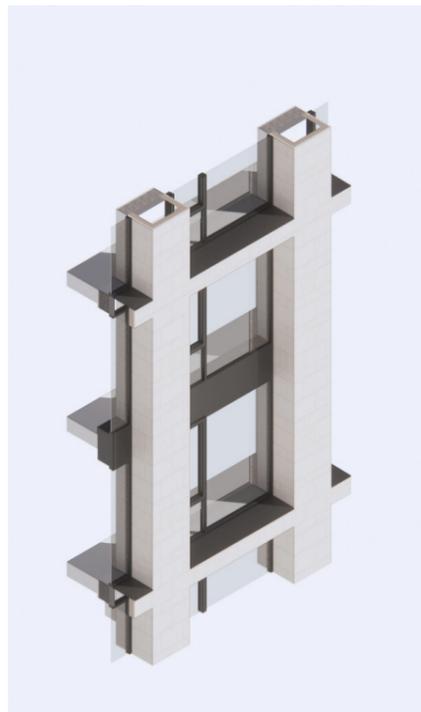
minimal staining on façades.

#### **Facade Materials**

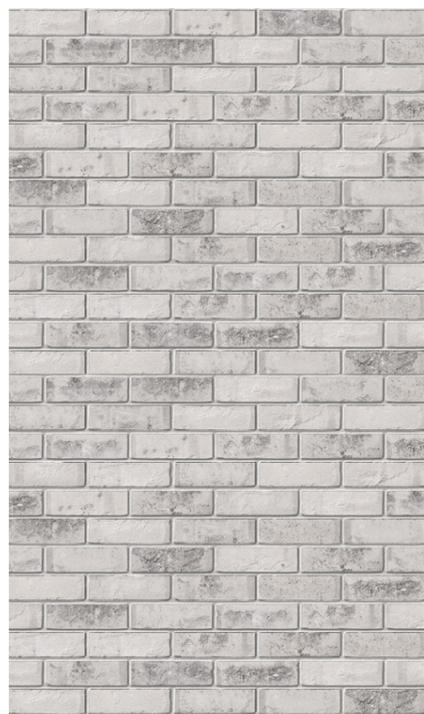
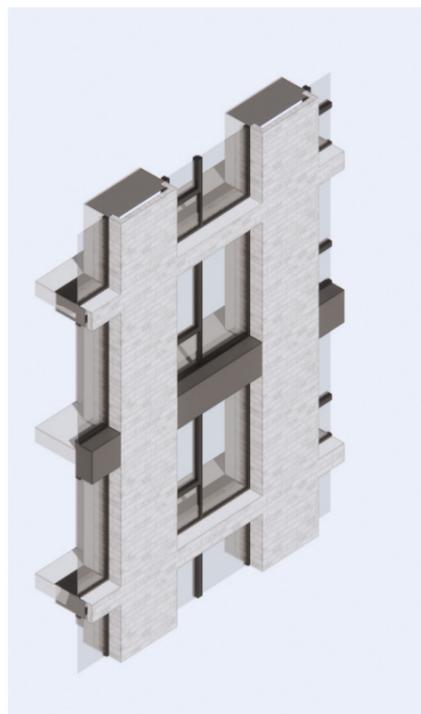
A distinctive front façade offers the building a unique identity. The front entrance forms the focal point easily distinguished as the primary facade, features include:

- Brick finish with brick return detailing
- Stone Cladding
- Glazed Curtain Walling with a selected aluminium windows/doors

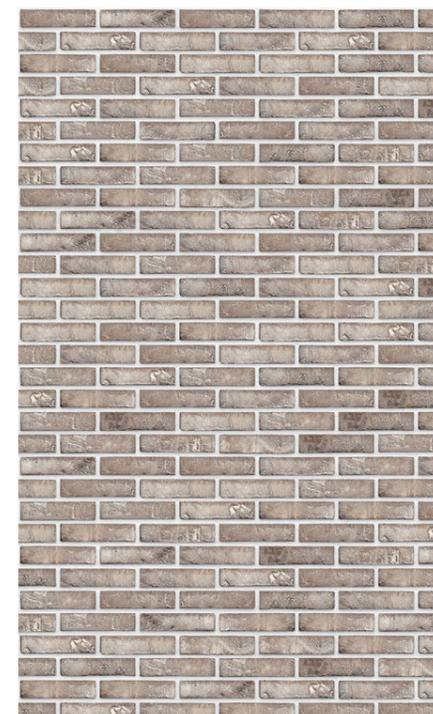
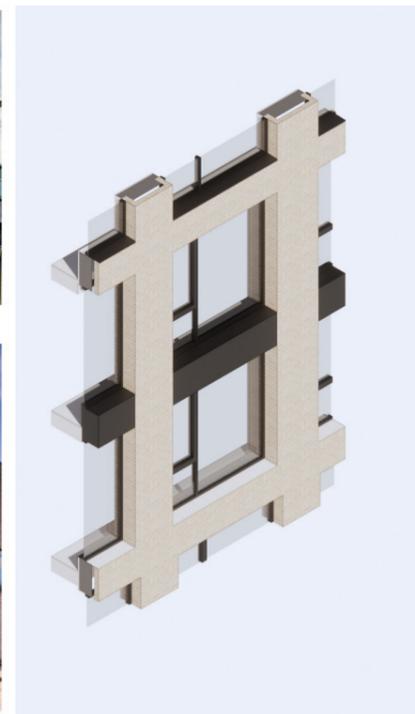
Stone Facade



Brick Facade- Grey Brick



Brick Facade- Buff Brick





## 4.0 Response to the Opinion

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## 4.1 Response to the Opinion from An Bord Pleanála

Case Reference ABP-309058-20

The following points below are the issues raised by ABP (in blue) and our responses in black after :

### 1. Heuston South Quarter

**Further consideration and/or justification of the documents as they relate to the development strategy for the site and relationship with existing and proposed development within the overall Heuston South Quarter urban block. Particular regard should be had to the following:**

- **The overarching design principles for the wider urban block:**

Urban Design proposals highlighted in this application are intended to future proof the ideals of the original masterplan and to safeguard the urban design rationale which underpinned the masterplan strategies.

The permeability of the scheme which was a key component of the master plan has been integrated into the scheme and a future link through the site on St. Johns Road will form an additional pedestrian connection.

The proposed development ties into the existing scheme in terms of selection and quality of materials site layout, landscaping and permeability.

- **The selection of materials and finishes in buildings and open spaces:**

Please refer to the materials section in this report that specifically addresses point 5 of the opinion.

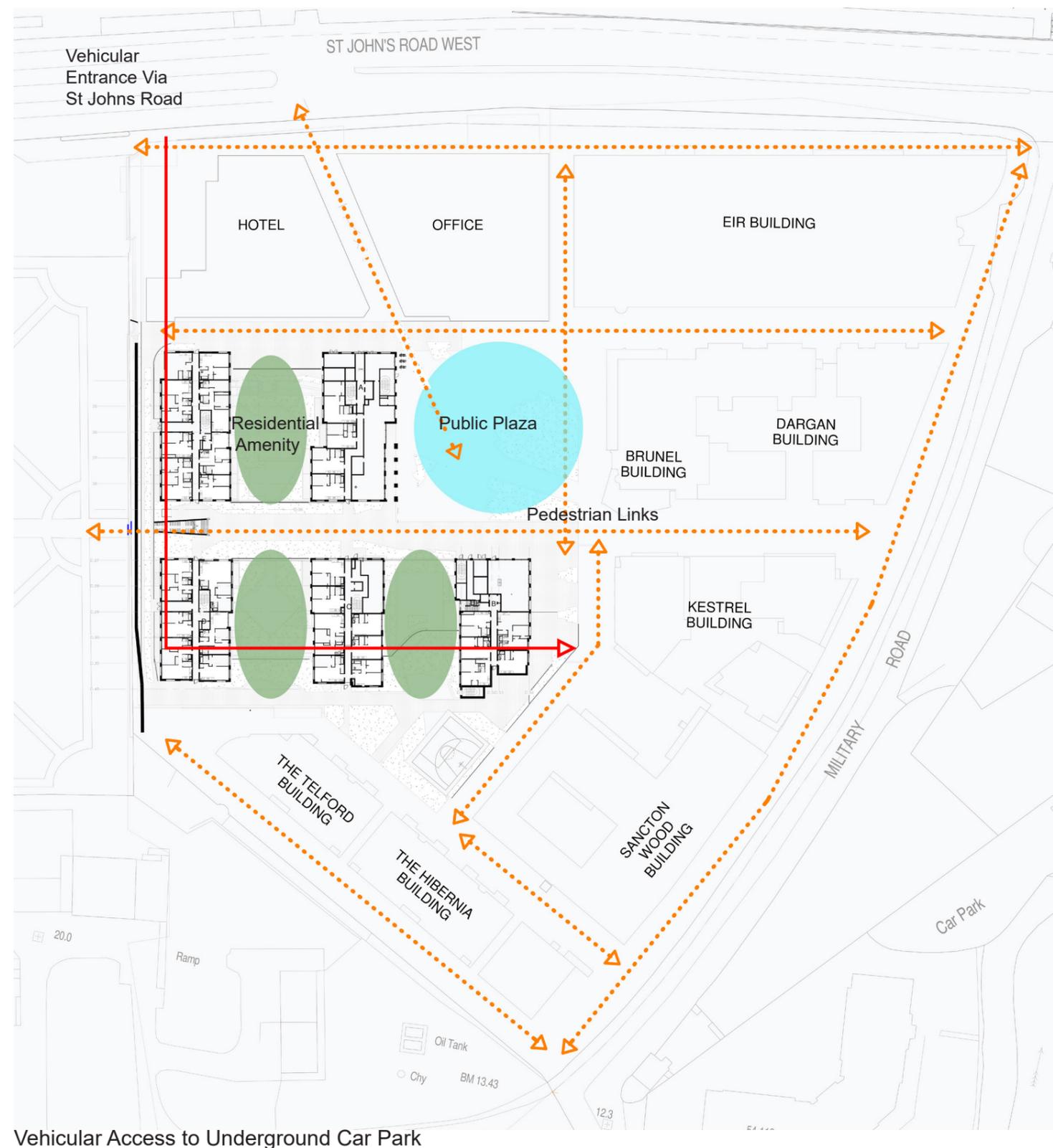
- **The design and management of pedestrian, cycle and vehicular access for all existing and proposed uses across the block:**

Please refer to the diagram on this page indicating the existing vehicular entrance from St. Johns Road proposed to be used for the scheme. Cycle parking is provided at basement level with visitor cycle parking on the surface (greater detail is contained in Section 3.11).

Pedestrian connections will link the proposed development with the wider masterplan as well as the RHK gardens, St. Johns Road and Military Road.

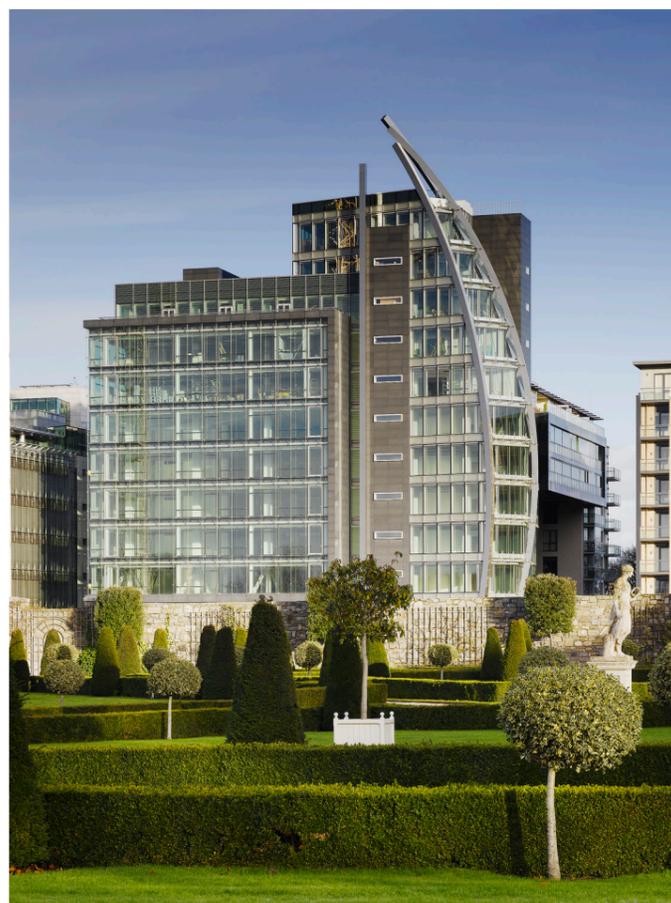
- **The design and layout of water and drainage service provision.**

Please refer to the engineers drawings and documentation.

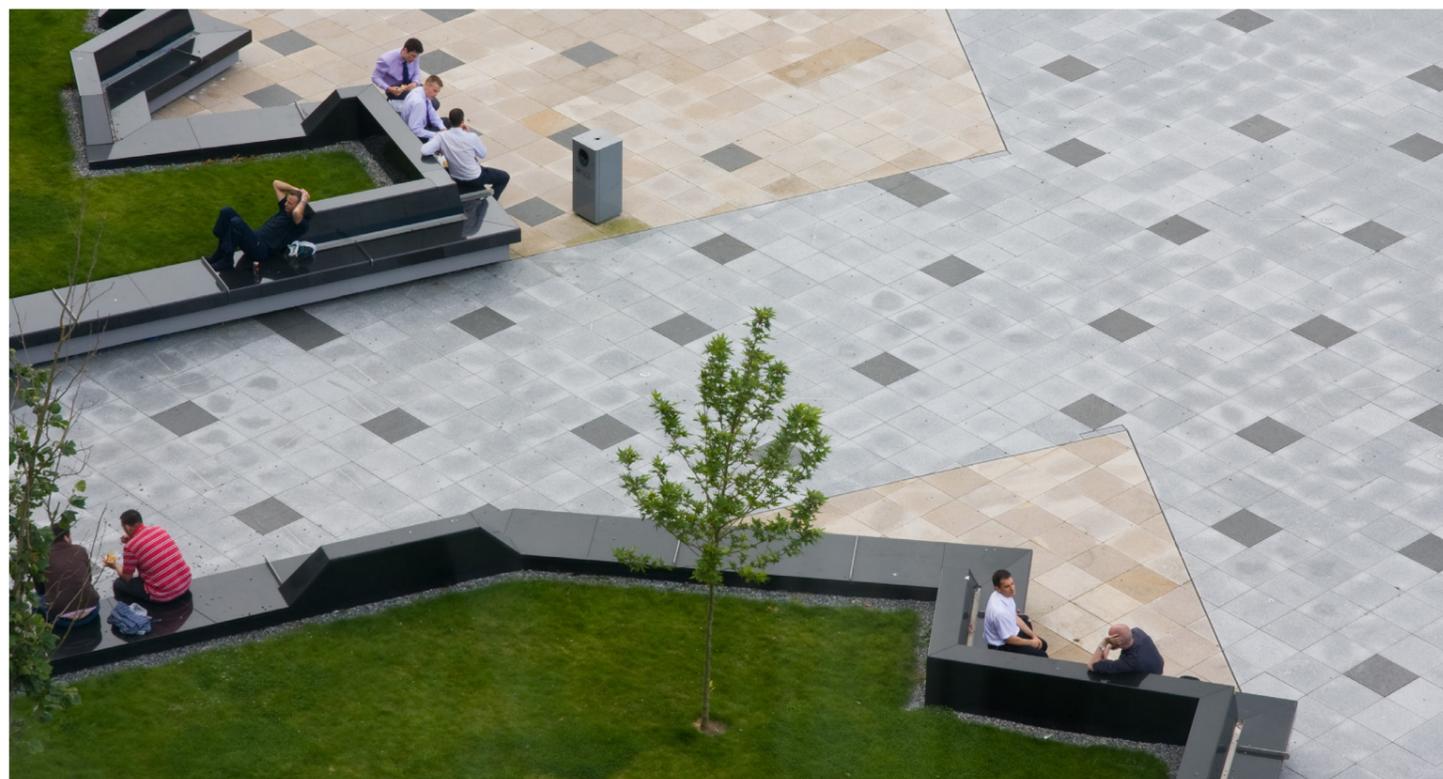




RHK Materials, Stone and Brick



Heuston South Quarter Existing Materials, Stone and Curtain Walling



Heuston South Quarter Existing Materials Public Realm

## 4.2 Response to the Opinion from An Bord Pleanála

### 2. Royal Hospital Kilmainham

*(a) Further consideration and / or justification of the documents as they relate to the development strategy for the site and the relationship with the Royal Hospital Kilmainham. In particular, further consideration and/or planning rationale in respect of the proposed developments interaction with the Cone of Vision and guiding principles set out in the Dublin City Development Plan in respect of SRDA 7 Heuston and Environs.*

The SDRA7 Guidance is addressed in section 1.6 of this report. Please also refer to the Architectural Heritage Report and the LVIA for further information

*(b) Further consideration and / or elaboration of the documents as they relate to the design of the pedestrian connection between the proposed development and the formal gardens of the Royal Hospital and possible architectural heritage impacts arising.*

The proposal incorporates an east to west pedestrian link through the development to the RHK gardens beyond. This is consistent with the principles established in the parent permission and masterplan for the site.

The new link will link the wider city to the IMMA and RHK gardens creating a strong visual and pedestrian connection and increasing the accessibility and permeability of the site and surrounds. This application provides for that future link, however opening up the existing wall to the RHK and new gate does not form part of this application. Please refer to Drawing no. P-19-213D-RAU-ZZ-AA-DR-A-GAP-60131 for more details.

*(c) Further consideration and / or justification within the documents as they relate to the design of the archway connection between Block A and C and its relationship with the setting of the Royal Hospital and its formal gardens.*

The scheme is designed to respond to the geometry of its setting. The arch between the blocks form a gateway to the City from the formal gardens. It is on the Axis of the Richmond Tower at the opposite side of the gardens and perpendicular to the Axis of the Royal Hospital and the formal garden.



East and West for the residents

The Arch provides two main functions:

- It forms a vista and a physical and visual link through to the city from the Richmond Gate and the RHK.
- It also performs a function within the scheme in linking the roof terraces of the two blocks and allowing views to North, South

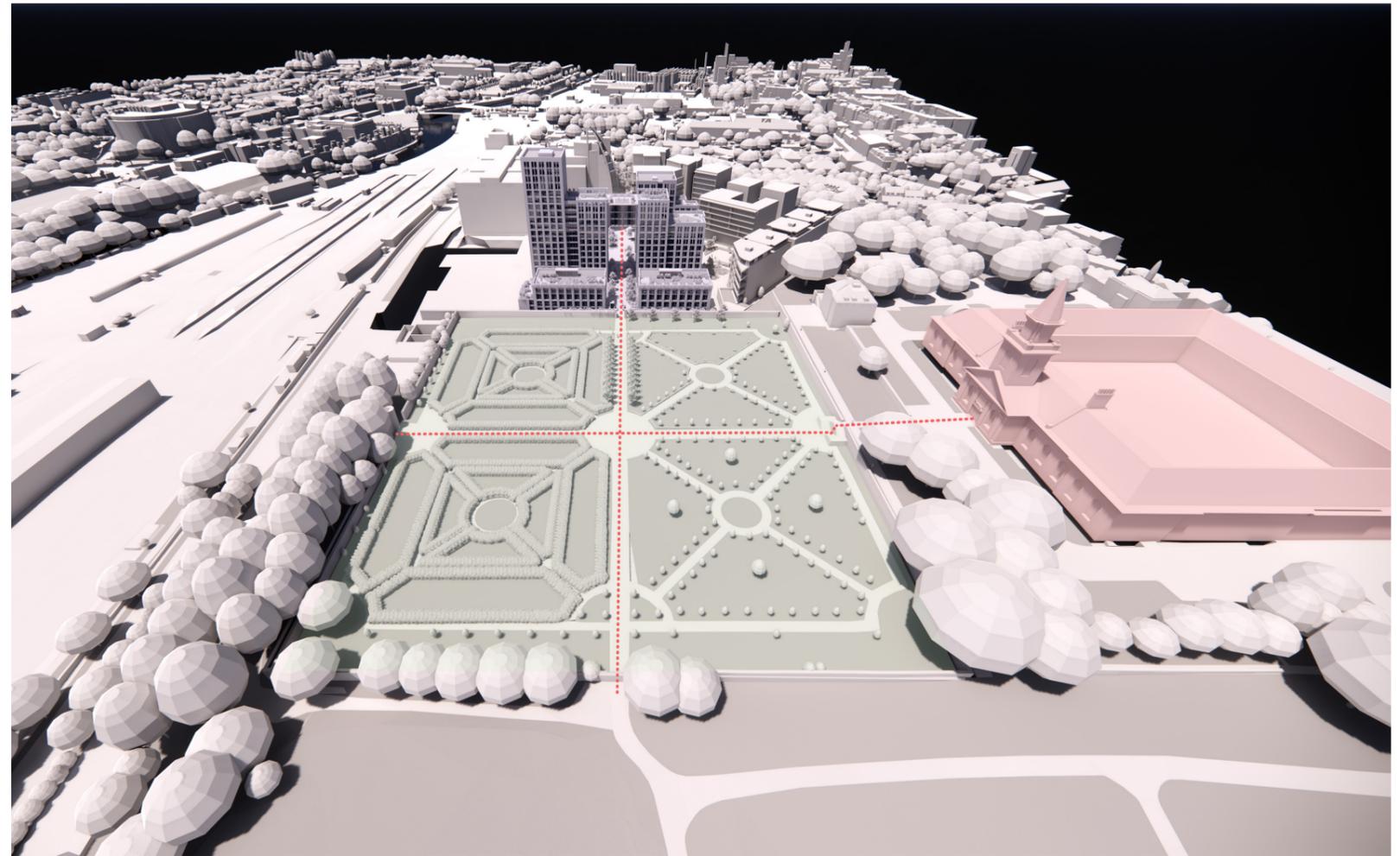
### 4.3 Response to the Opinion from An Bord Pleanála

#### 3. Residential Amenity

- (a) Further consideration and / or justification of the documents as they relate to the overall quality of residential amenities, having regard to the extent of private amenity space proposed and the provisions of the Sustainable Urban Housing: Design Standards for New Apartments, Guidelines for Planning Authorities, and in particular SPPR 7 and SPPR 8 set out therein.

Please refer to the Planning Report, Landscape Report, Daylight Sunlight Report and the HQA document.

- (b) Further consideration and / or justification of the documents as they relate to the potential impact of the proposed development on the residential amenities of existing adjoining residential amenities in respect of overlooking, daylight and sunlight / overshadowing. The relationship of the development with existing adjoining development should be illustrated in cross sections and contextual elevations.



A daylight and sunlight report prepared in accordance with the BRE guidelines is included in support of this application. The report assessed the impact on the established properties within HSQ. These existing buildings were assessed for vertical sky component (VSC) and annual probable daylight hours. The assessment concludes :

*'Both assessment determined that there would only be minor impact as a result of the proposed development'*

Please refer to the Daylight and Sunlight Report prepared by IN2 as part of this application.

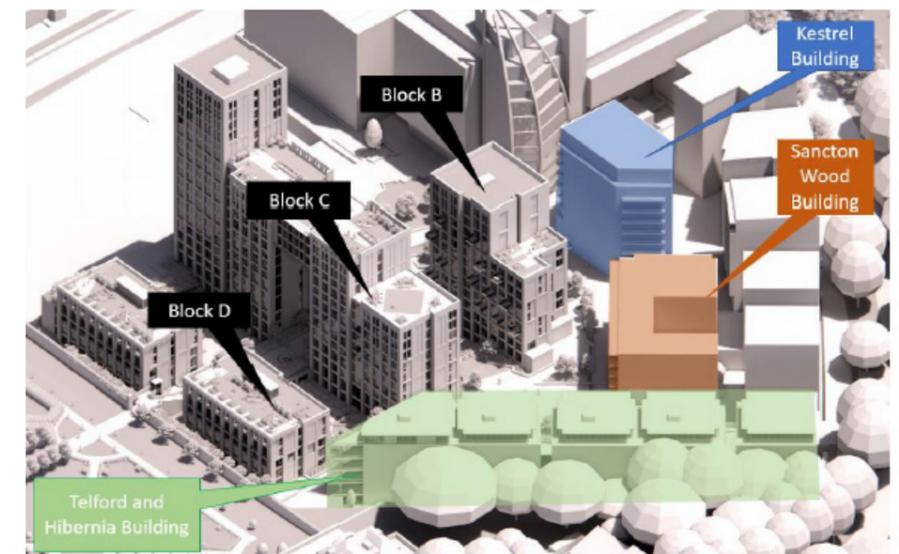
With regard to overlooking and privacy impacts we submit further information in the form of additional dimensioned contextual cross sections showing the relationship of the proposal to the established buildings on site including :

- Relationship between proposed Block B and Kestrel Building to east and Sancton Wood to the south east
- Relationship between proposed Block C and Sancton Wood to the east and Telford building to the south

- Relationship between proposed Block D and the Telford building to the south.

Please refer to the detailed response prepared by DBCL in the cover letter in support of this applications.

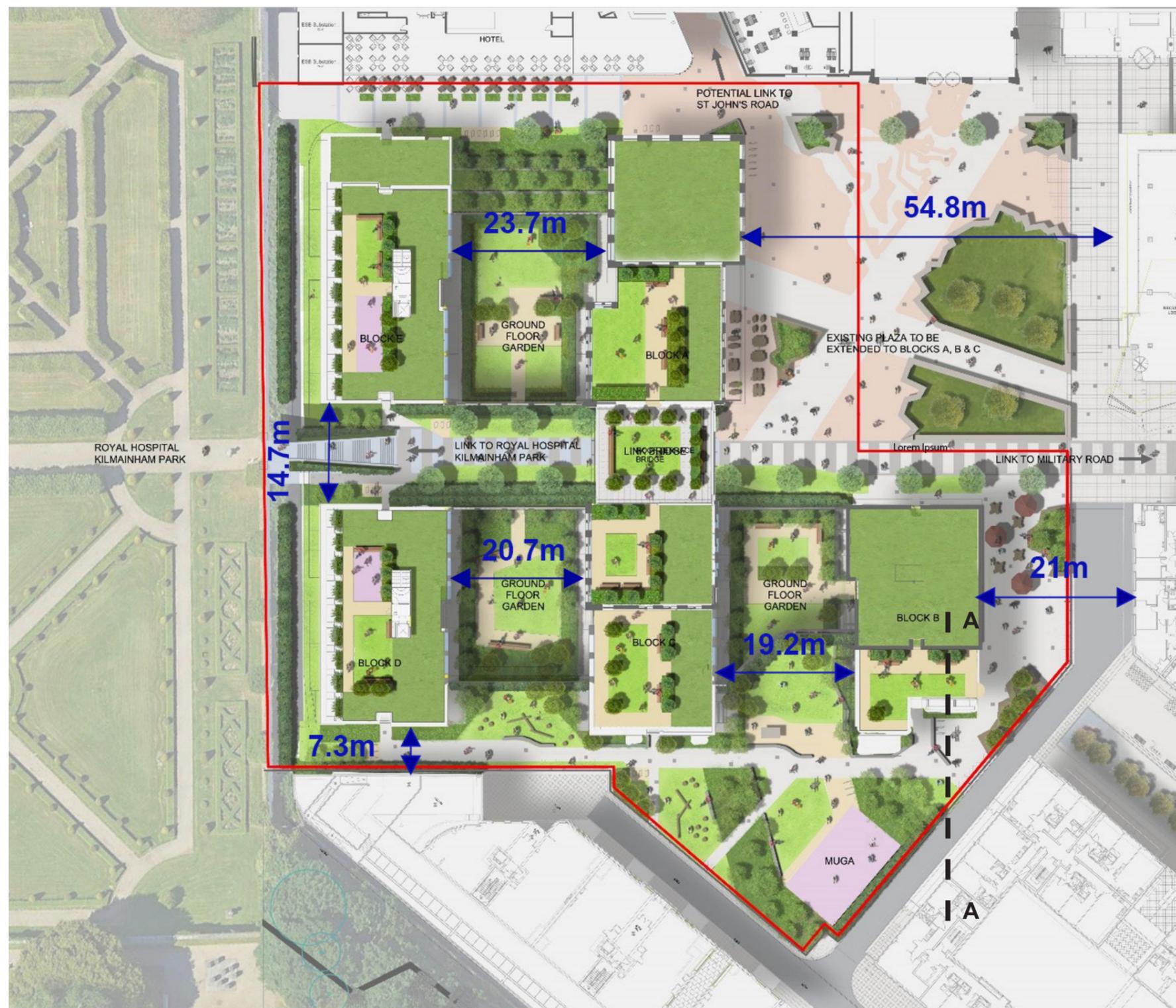
Please also refer to drawing no: RAU-ZZ-ZZ-DR-A-SEC-06306 which contains all the cross sections between the proposal and the neighbouring buildings.

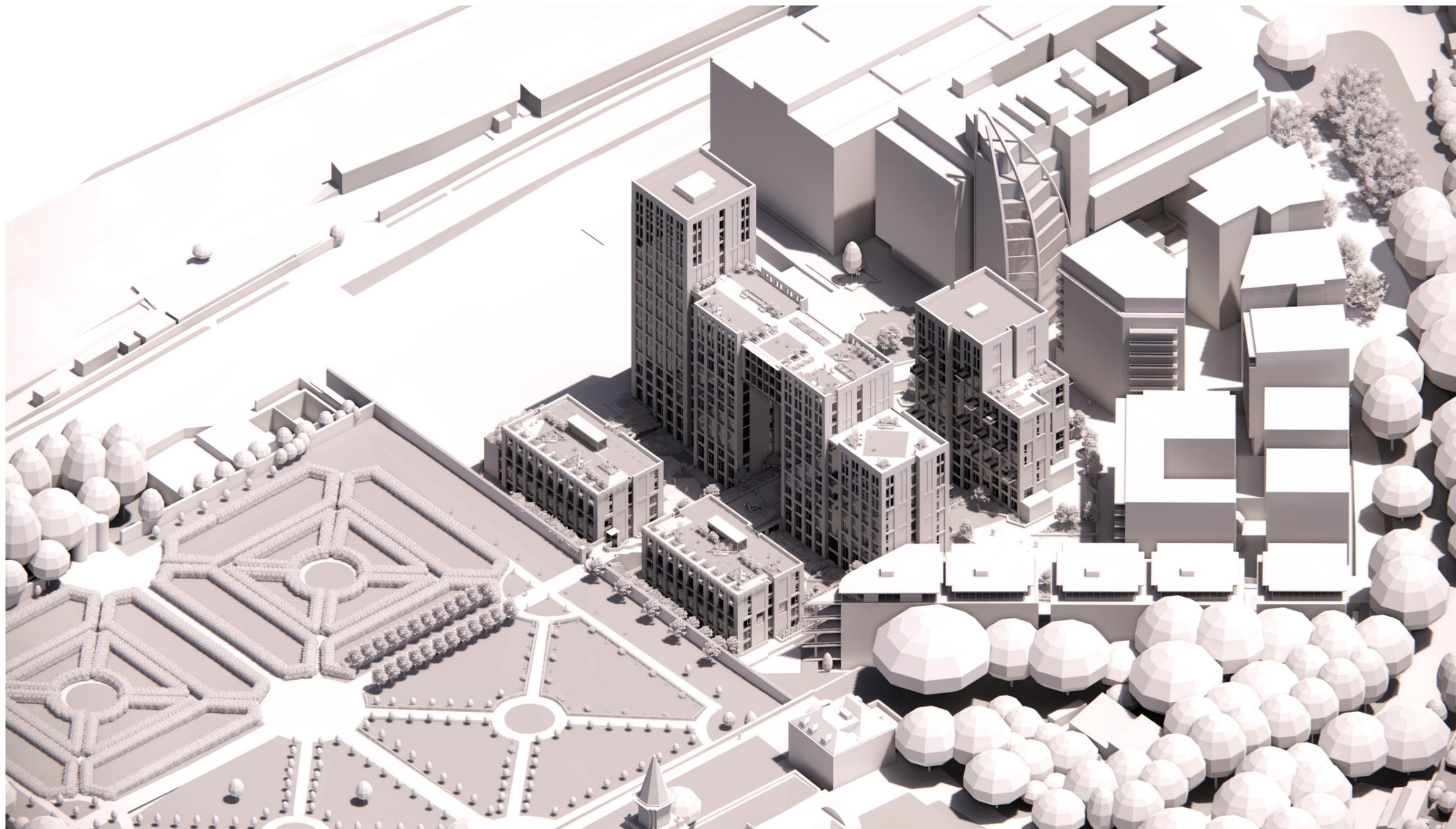


The scheme exceeds the minimum requirements for communal and recreational amenities including external open space at ground level and 3 no sunken gardens between blocks and accessible to all. At Roof level, each block is provided with its own landscaped rooftop garden.

Internal communal amenity is provided at lower ground level a gym, Lounge and Co-working spaces are provided and at ground (podium) level residential foyer, TV and lounge rooms are also provided.

Private Amenity is also provided in the form of balconies / patios to 74 apartments accounting for 18% of the overall scheme. Balconies are omitted from the western facade of the scheme as this is deemed a sensitive view from the RHK. (please refer to accompanying Housing Quality Assessment for details and figures) .





## 2.5 Response to the Opinion from An Bord Pleanála

*(c) A report that specifically addresses the proposed materials and finishes to the scheme including specific detailing of finishes, landscaping and paving, pathways, entrances and boundary treatments. Particular regard should be had to the requirement to provide high quality, durable and sustainable finishes which have regard to the context of the site.*

*The rationale for the choice of materials should be clearly set out, having regard to the relationship of the development with the Royal Hospital.*

The materiality of the development has been carefully considered from the outset given the highly sensitive context of the site addressing the gardens of the RHK. The highest quality materials have been used for all elevations addressing the Gardens.

On the elevation that addresses the Gardens of the Royal Hospital, stone cladding is used to frame the glazed bridge link on both sides, the double order in the openings on the facade reduces the impact of the height and gives a slenderness to the massing of the building, vertical glass components further break down the massing and provide transition zones between the brick and stone facades.

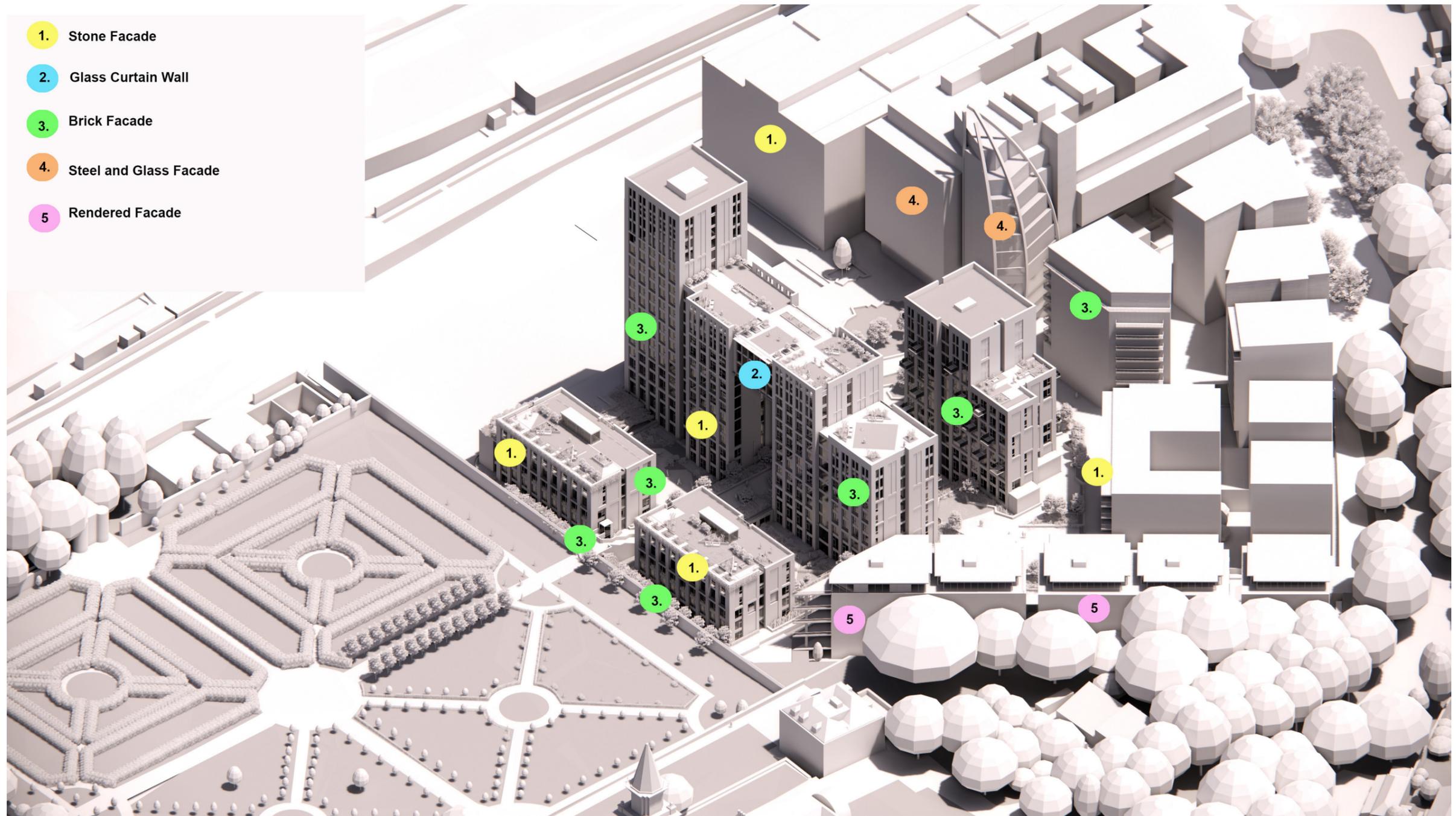
At an early stage render was considered for the residential courtyards but this was discounted due to issues with the quality and longevity of the material and the maintenance requirements. Alternatives were employed in the form of brick and stone cladding as well as elements of curtain wall glazing. We explored all of these materials within the design model in various formats and combinations and arrived at the current proposal which is a mix of brick, stone and glass.

The materiality of the facade is specifically chosen as a way of breaking up and lightening the mass of the buildings to provide an appropriate rhythm and variation, whilst maintaining a sufficient homogeneity within the scheme. The materiality is to also compliment the finishes and appearance of the Royal Hospital Kilmainham.

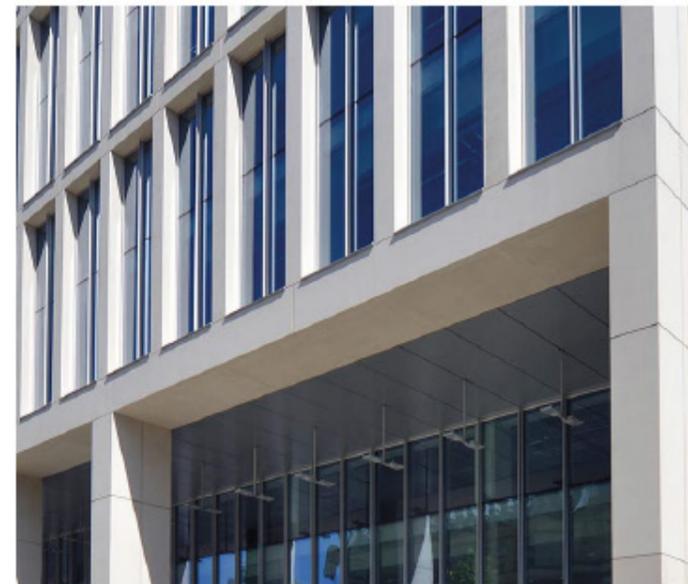
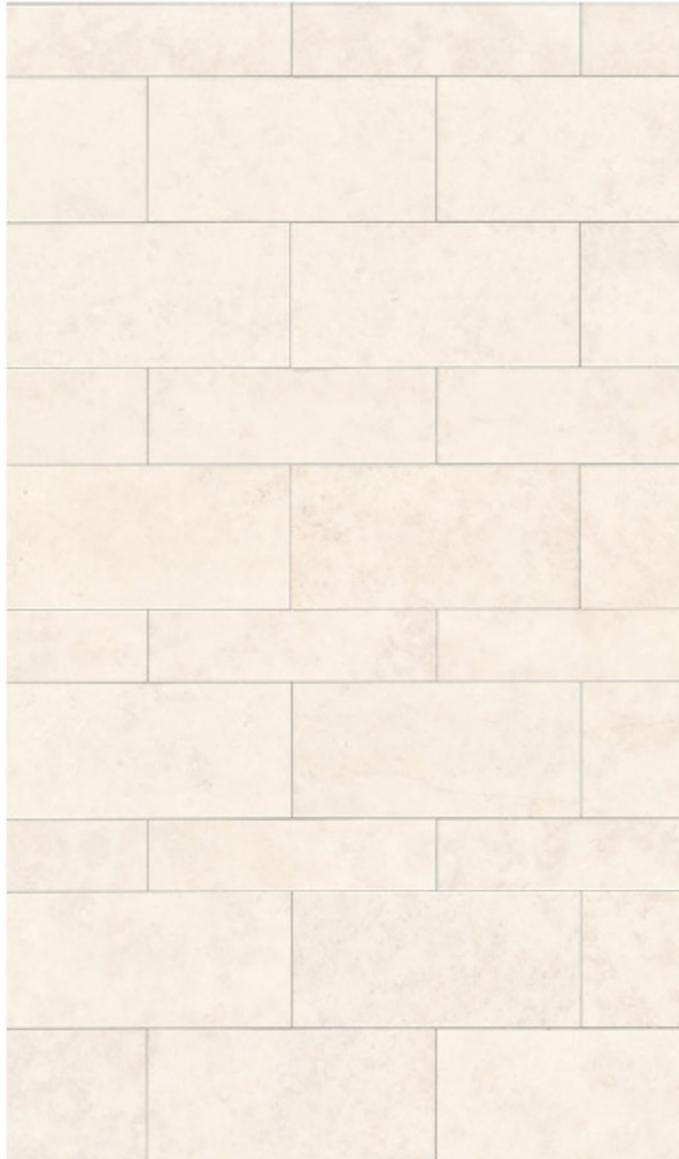
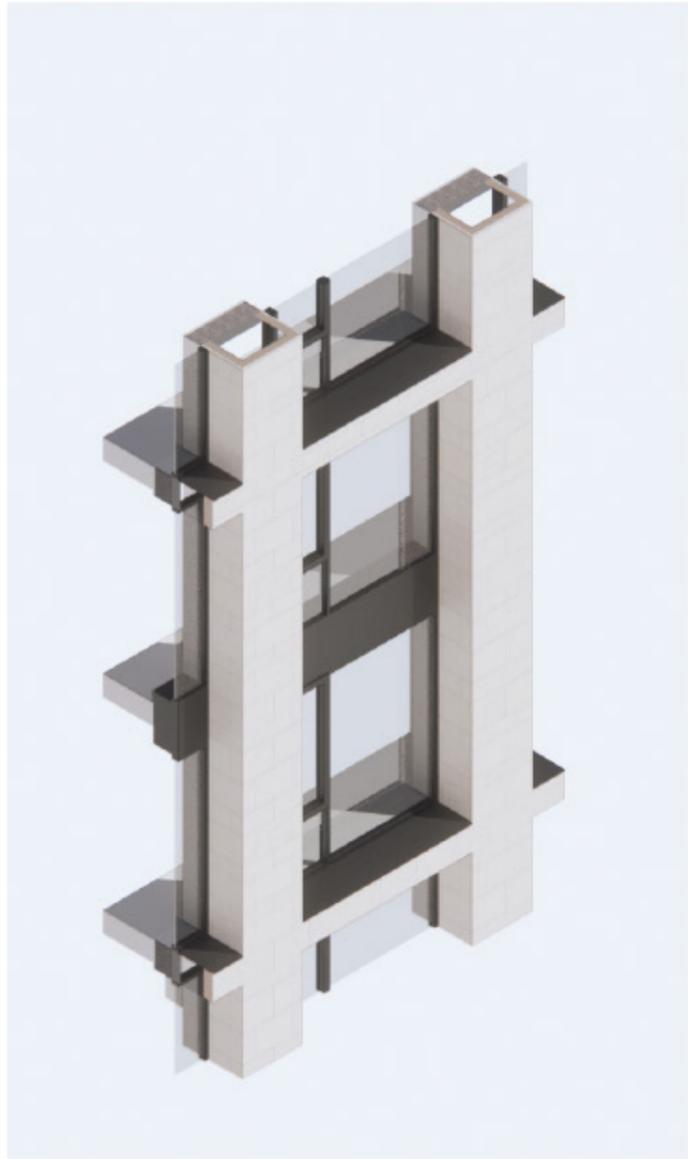
The surface finish and landscaping materiality throughout the scheme will knit into the existing finishes to provide a seamless public realm. The paving types, patterns will extend from the



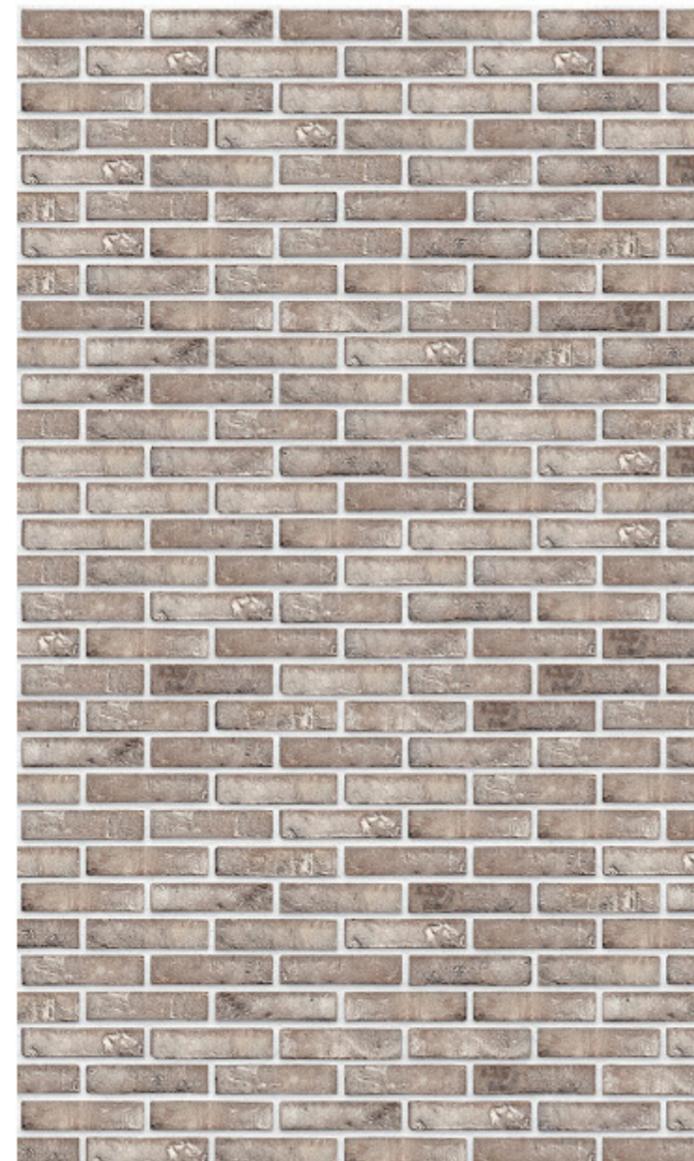
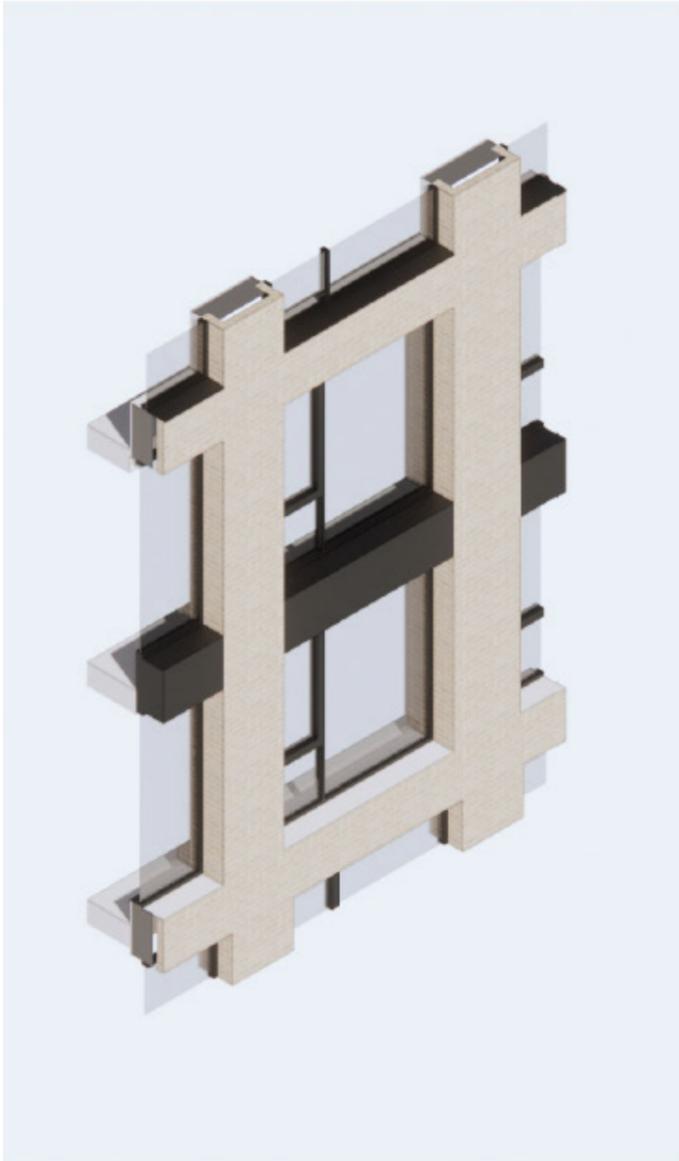
existing development into the proposed development (please refer to accompanying Public Realm and Landscape Strategy prepared by Doyle + O'Troithigh Landscape Architecture Ltd).



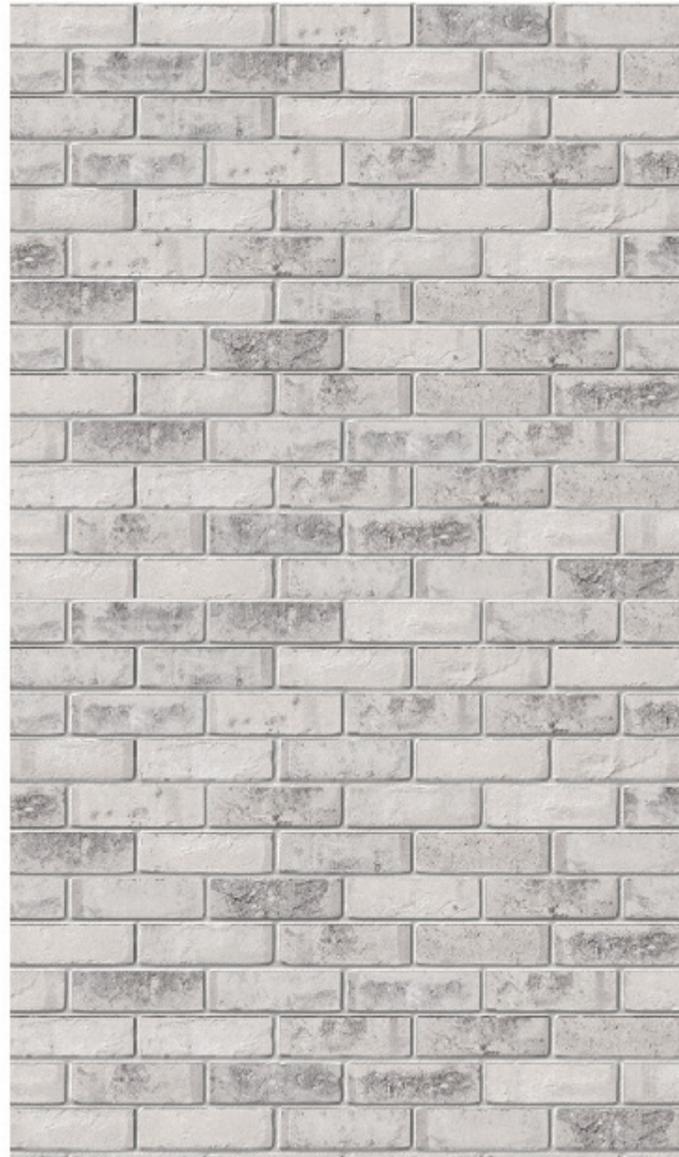
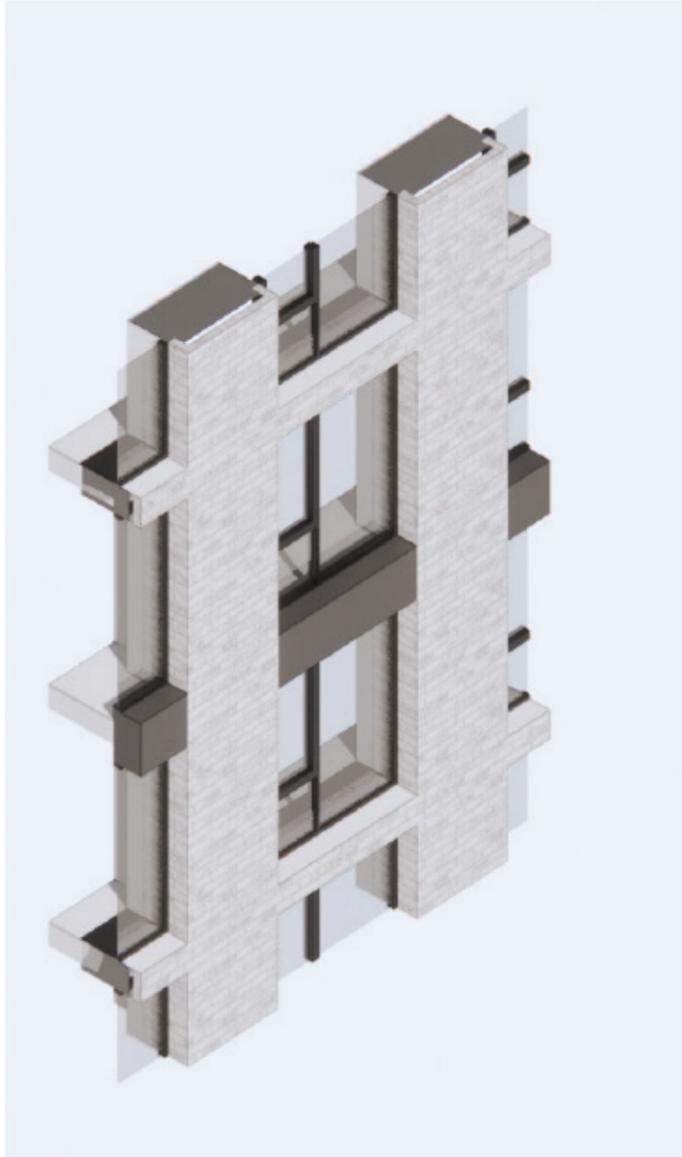
## Stone Facade Study



## Brick Facade Study Buff Brick

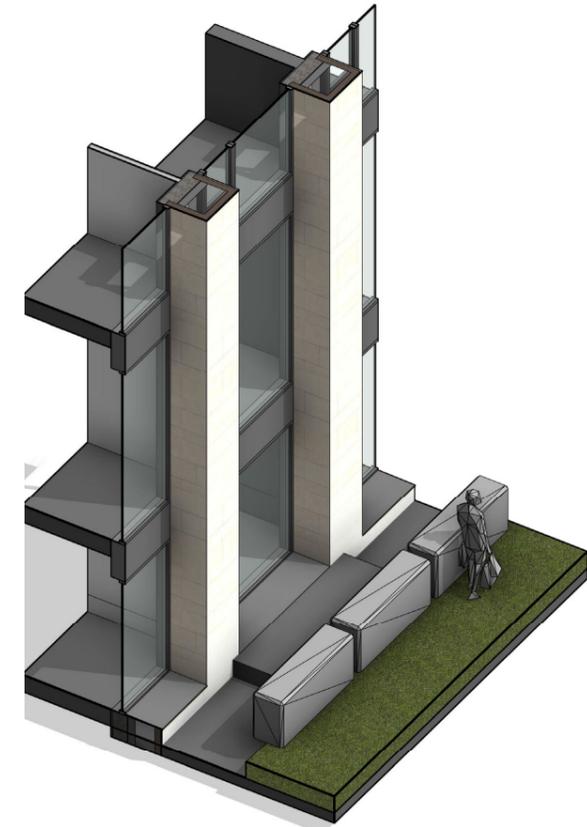
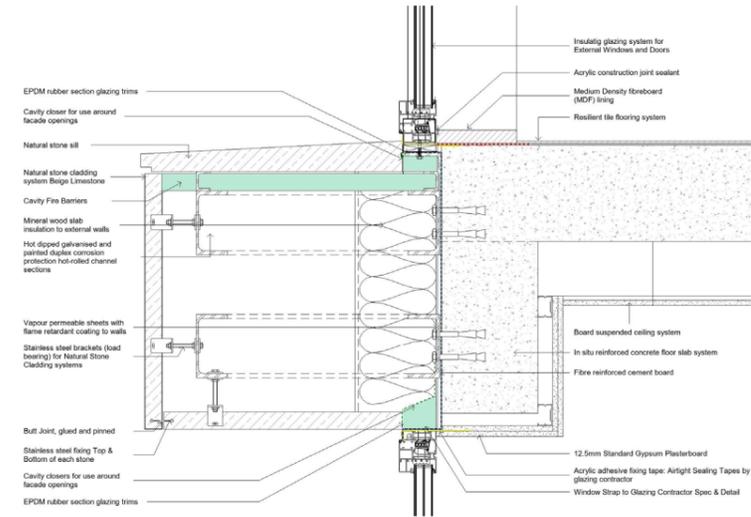


## Brick Facade Study Grey Brick

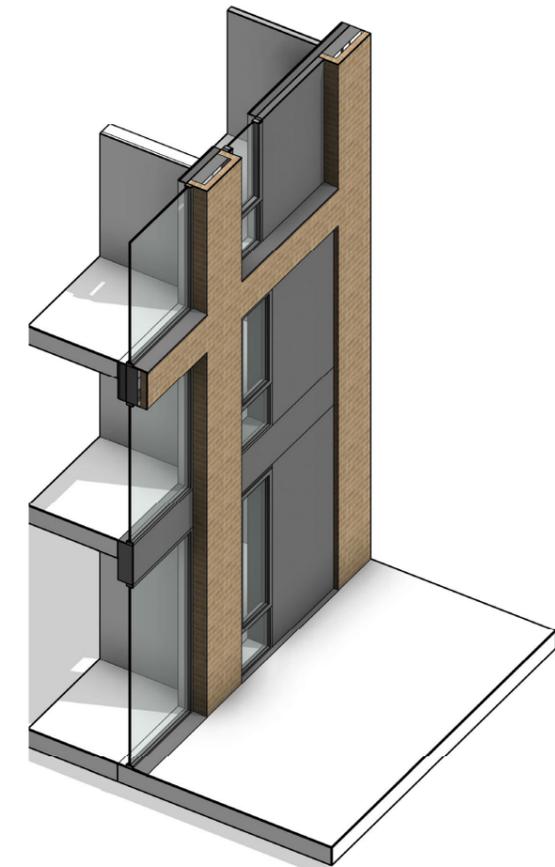
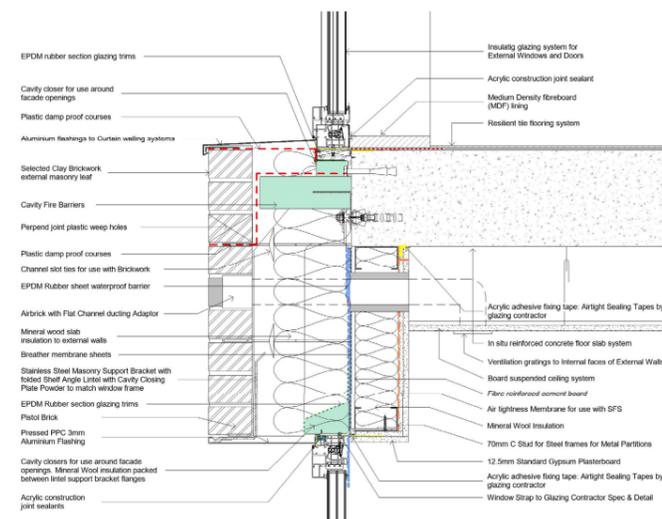


# Detail Studies Stone and Brick

## Façade Studies: - Stone Finish Facade



## Façade Studies: - Brick Finish Facade



## Public Realm and Landscape Strategy

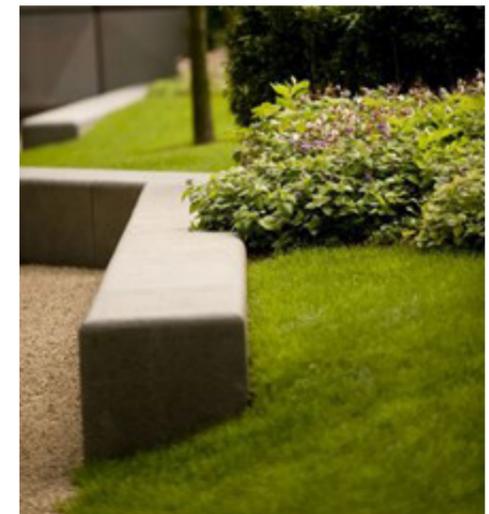
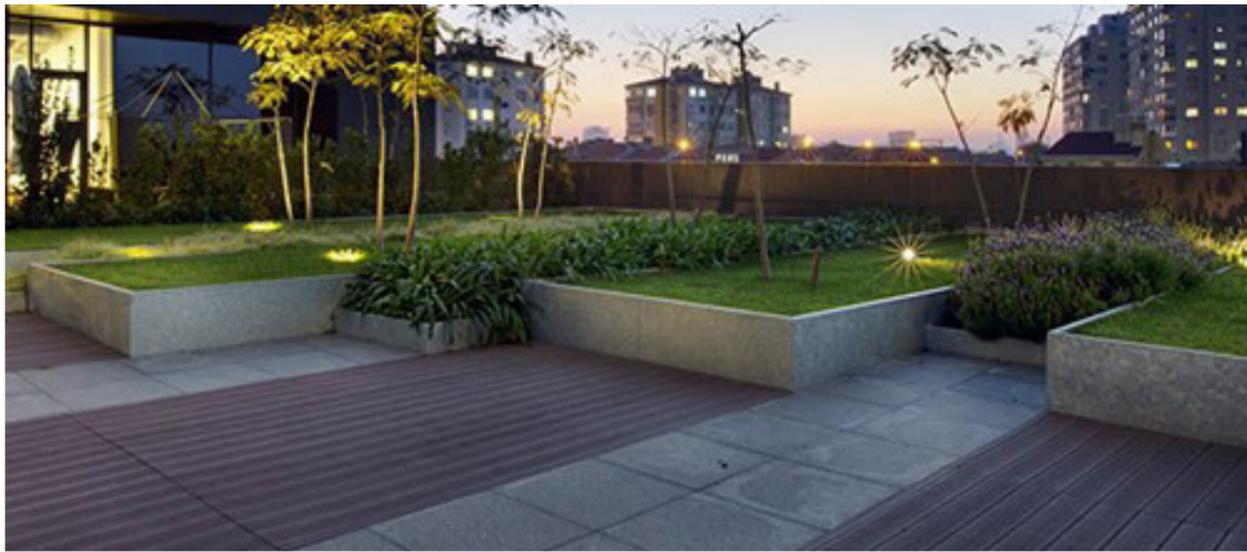
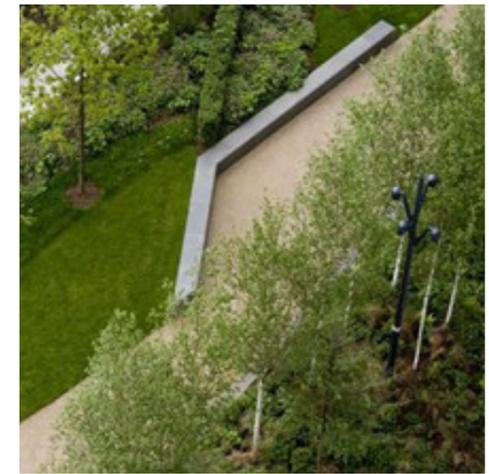
The Square is west facing and creates a new plaza to the forecourt of the Brunel Building and accessed from Military Road through a new street with various mixed uses such as Supervalu, HSQ Café and a pharmacy.

Basalt clad stone seating arranged to the edges of gentle rolling grassed slopes provide a significant public realm to the space.

Granite paving and ERCO street lighting define the harder landscaped areas which have been designed to accommodate markets and events.

The materials and finishes for the public realm and landscaped amenity areas will be of a high quality and robust in nature. The finishes are designed to tie in with the existing public plaza. Please refer to the Landscape and Public Realm Strategy report for further information.







## 4.0 CGI VIEWS



From the new Public Square looking west



Aerial View from RHK garden looking east



Aerial View looking north east from RHK gardens



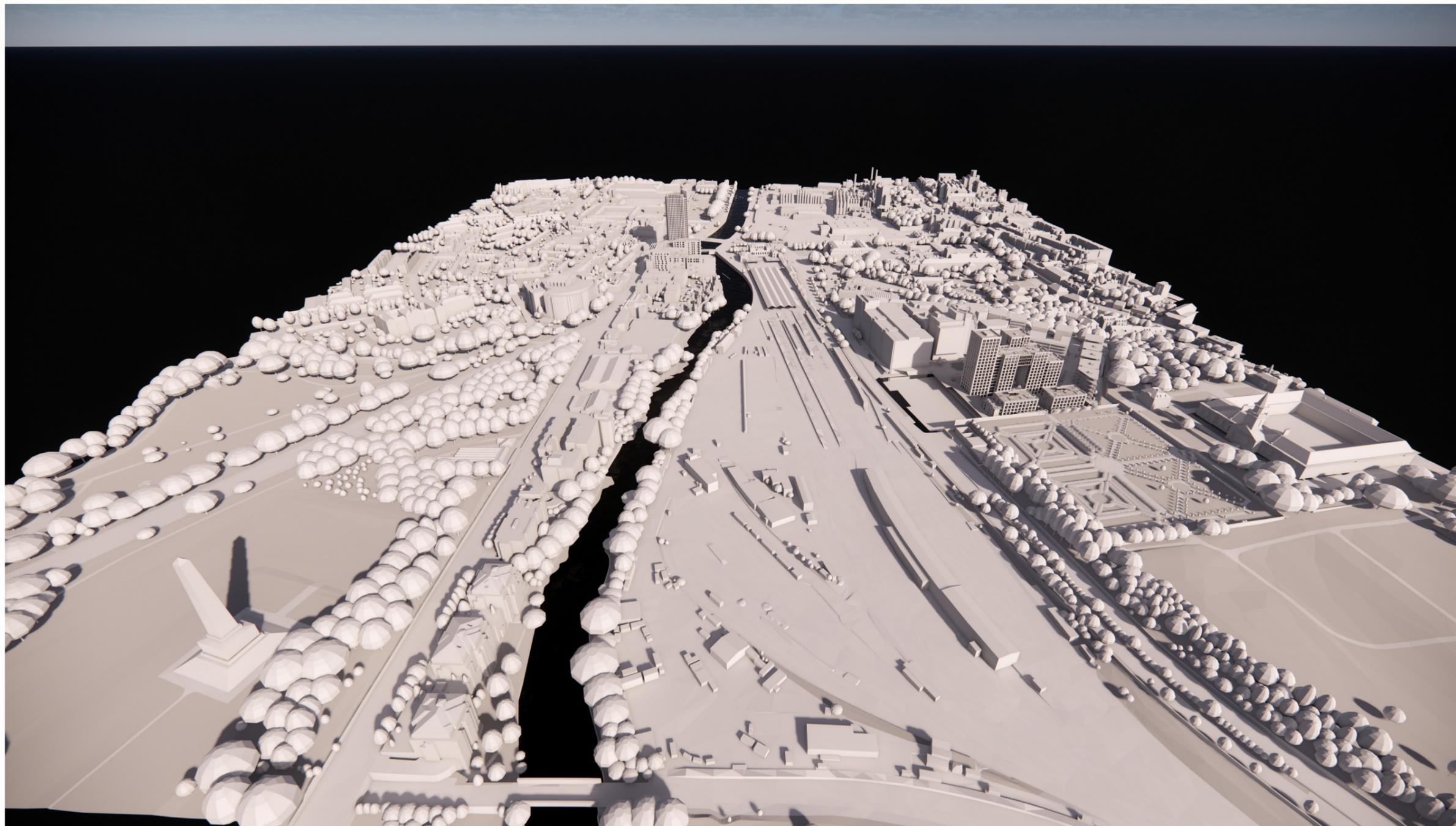
Aerial View from RHK garden looking east



Aerial View looking east from RHK gardens



Aerial View looking into sunken garden



**Aerial View chalk model view of proposal in context**



Aerial View from Public Square looking west



**Aerial View of Public Square showing Blocks A, B + C**



**Aerial View - dusk - showing Blocks A + C with RHK in the background**