

The background is a vibrant red color. It features several abstract geometric shapes: a large white circle with a blue border in the upper right; a smaller white circle with a blue border in the top right corner; a green semi-circle in the top left; a blue semi-circle with a white border in the bottom left; a large green semi-circle in the bottom right; and a white semi-circle with a blue border in the bottom right. The text is centered in the middle of the page.

**Appendix P**  
Tallaght Bus Interchange  
Architectural Design Statement

# Technical Note

**Subject:** Tallaght interchange Architectural Design Statement

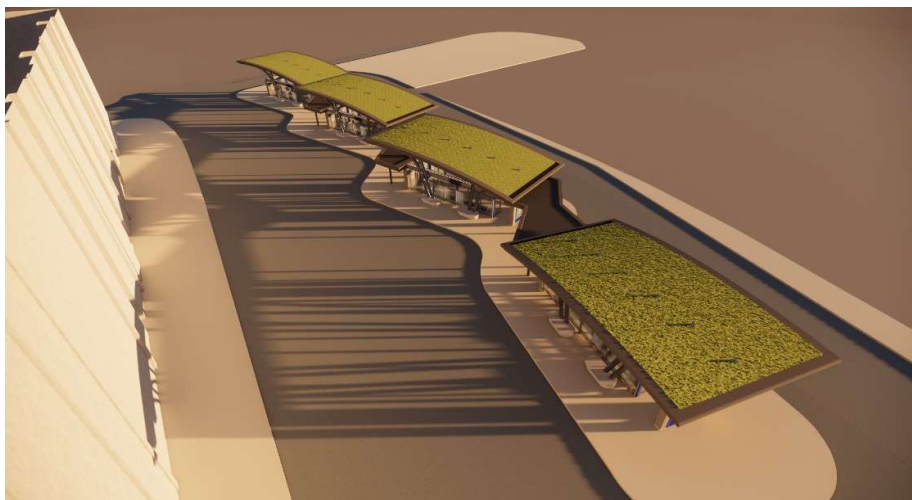
The Design Statement has been prepared in support for the application for a new 8 Bay Bus interchange adjacent to the Square shopping mall in Tallaght. The interchange is part of the overall Bus Connects Project. The proposed location is also adjacent to the Red Line Luas Terminus. The design includes public realm improvements.

The proposed interchange occupies the North east corner of the site partly on an existing area of landscape and partly on an area of the Shopping Mall car park alongside Belgard Square West.

This statement should be read in conjunction with the Planning report, Transport, Electrical engineering and Landscape drawings in addition to the Architectural drawings. The design has been developed and refined in close collaboration, through virtual workshops, with the National Transport Authority and South Dublin County Council. 3-dimensional modelling allowed thorough scrutiny and enhancement of the design.

The new interchange will greatly improve transport links to the area and cater for greater public access. It will become an important new focal point in the community.

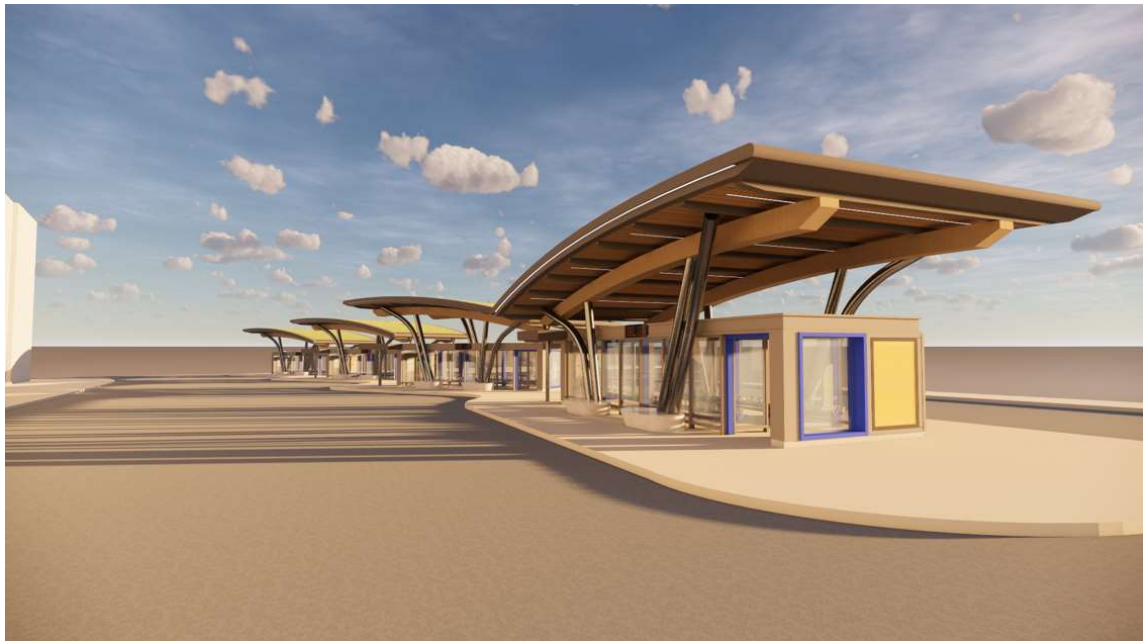
The Design responds strongly to the context and is conceived a series of rolling sedum green roofs, softening the view from the apartments above and providing shelter for the traveller below. The curved canopies spring up towards the northern junction, creating an architectural rhythm along the street. The inter linking horizontal canopies address the change in level gently stepping down towards the junction. The south curved canopy is a mirror image of the other canopies springing up to the south responding to the distant Wicklow hills beyond.



**Figure 1.1** View from above showing green roofs.



**Figure 1.2** View from north showing curved roofs.



**Figure 1.3** View from south showing curved roofs.

The 4 curved canopies relate to a waiting space below. Wayfinding is aided from a distance with each bus stand having its own distinct canopy. The orientation of the canopies responds to the flowing echelon of bus stands. The series of canopies reduces the overall scale of the composition. Lower horizontal canopies link the upper curved canopies ensuring continuous shelter and defining generous routes through to the Mall beyond. The interchange layout has been tracked and the canopies are set back a safe distance from the kerb to allow buses to manoeuvre in safety

A dynamic structure with inclined painted steel circular columns reaching up to curved glulam beams supports the canopy roofs. The base connection of each column is articulated with a high-quality cast concrete base which also provides external seating.

Shelter from the weather and passenger comfort is provided by the 4 glazed waiting areas. The waiting areas have been strategically placed with clear lines of sight and openings directly adjacent to bus embarkation. The waiting spaces are a haven from the interchange hustle and bustle with bespoke seating. Subtle accent colour with super graphics have been incorporated for wayfinding. The design is environmentally responsive with the spaces orientated for optimised naturally ventilation and generous levels of natural light. Shelter is provided from the prevailing wind. The sedum roofs help to attenuate rainwater.



**Figure 1.4** Internal view of waiting area.

Materials have been carefully selected for durability and low maintenance. Both the curved and horizontal soffits will have sealed western red cedar soffits providing warmth. Grey metallic polyester powder coated bullnose apex, verges and waiting area gable clad walls present crisp faces. Granite paving provides continuity between the waiting areas and outside. Electronic notice boards, real time display and advertisement screens have been integrated and recessed into the walls.

Lighting has been fully integrated and coordinated with recessed LED downlighting. Concealed colour change LED display lighting recessed into the curved canopy aluminium verge will allow the interchange to glow at night.

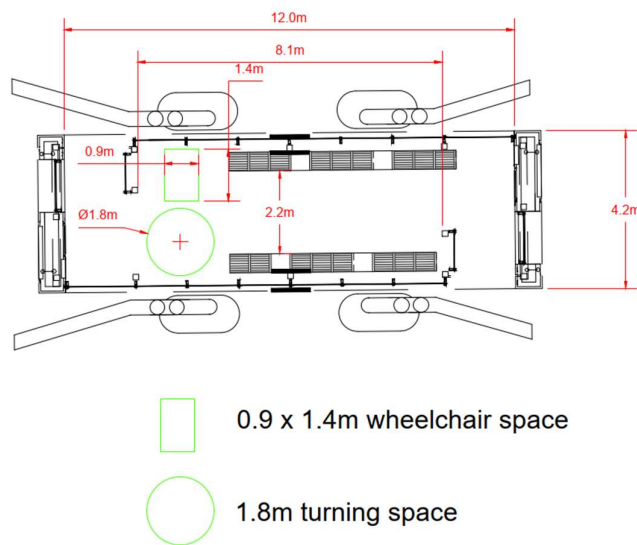


**Figure 1.5** View showing LED lighting in roof.

# Universal Accessibility

In accordance with BS:8300: 2009+A1: 2010 Design of buildings and their approaches to meet the needs of disabled people – Code of Practice and Building Regulations 2010: Technical Guidance Document (TGD) M:

- Waiting area to be provided with turning spaces for wheelchair users and a clear route through the waiting area of 1200mm.
- Access to/from bus interchange is to be designed as wheelchair accessible i.e. level access, dropped kerbs at pedestrian crossings etc.
- External lighting to be provided to meet Lux level requirements as outlined in Section 1.1.3 of TGD M.
- Manifestations to be provided to waiting area glazing within two zones, between 850mm and 1000mm and between 1400mm and 1600mm.



**Figure 1.6** Internal Layout of Bus Shelter (Indicative)