Henry J Lyons

LDA Ghníomhaireacht Forbartha Talún Land Development Agency

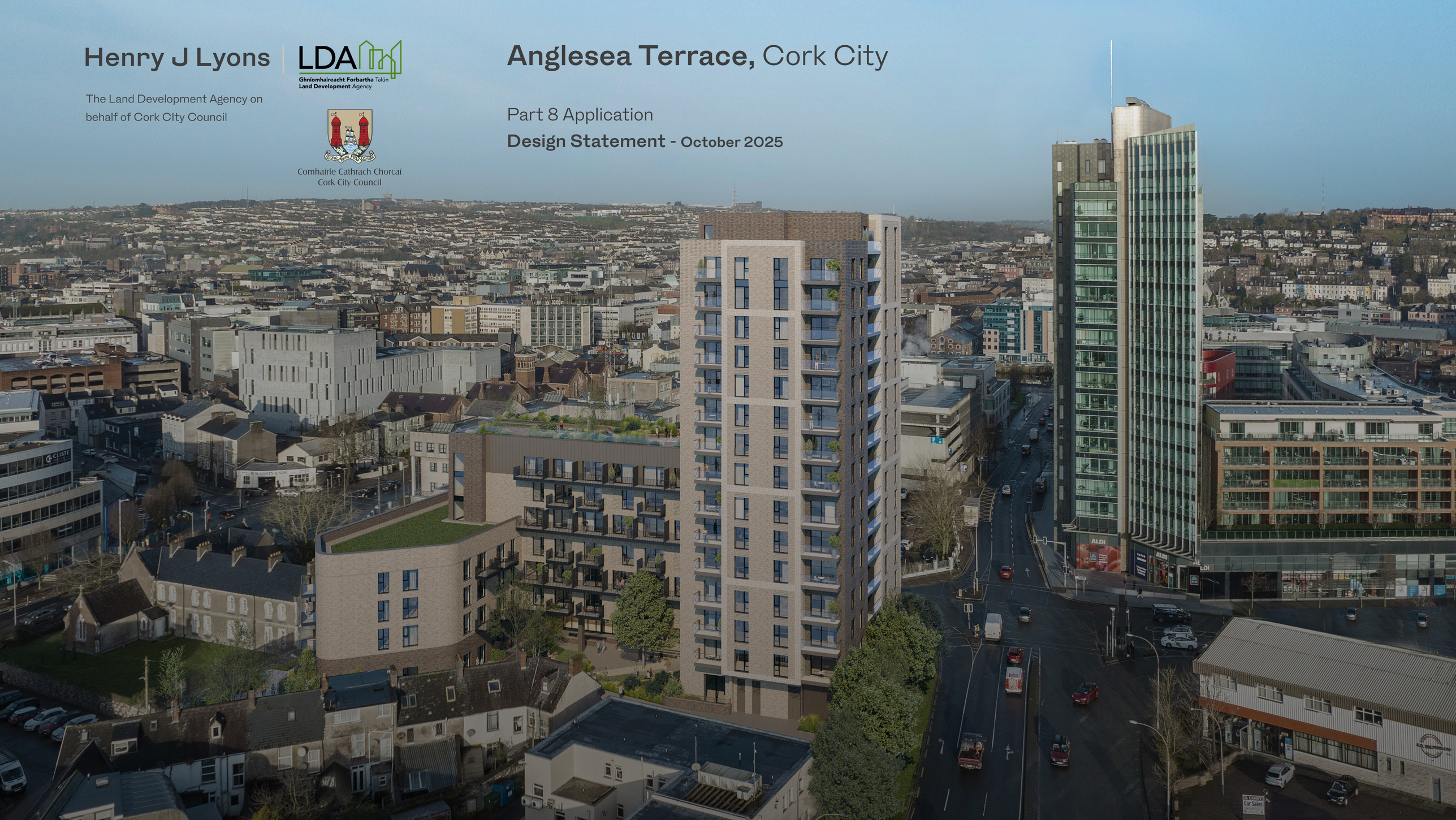
The Land Development Agency on behalf of Cork CIty Council

Comhairle Cathrach Chorcaí Cork City Council

Anglesea Terrace, Cork City

Part 8 Application

Design Statement - October 2025



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1. Introduction

1.1 Overview

This Design Statement is submitted with the Part 8 Planning Application for **Anglesea Terrace**, Cork on behalf of the Land Development Agency in conjuction with Cork City Council.

This document has been prepared by Henry J Lyons for a new residential development on a site of 0.25 ha Anglesea Terrace, Cork City. The proposal is for the regeneration of the existing brownfield site between Old Station Road and Anglesea Terrace Cul De Sac. Our proposal recommends the demolition of the existing buildings that occupy the site. This allows for the construction of a new high-density apartment building with mixed use at ground floor level. The proposed development has been designed in compliance with Sustainable Urban Housing: Design Standards for New Apartments (2023) (2025). This design statement is to be read in conjunction with the reports prepared by the wider design team.

Project Team

CLIENT	LDA - THE LAND DEVELOPMENT AGENCY ON BEHALF OF CORK CITY COUNCIL
ARCHITECT	HENRY J LYONS
URBAN DESIGNER	URBAN INITIATIVES STUDIO
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PLANNING CONSULTANT	MCCUTCHEON HALLEY
STRUCTURAL & CIVIL ENGINEER	CS CONSULTING
MECHANICAL & ELECTRICAL ENGINEER	OCSC
HERITAGE ARCHITECTS	JCA ARCHITECTS
FIRE + DAC CONSULTANT	MAURICE JOHNSTON PARTNERS
WASTE MANAGEMENT CONSULTANT	AWN CONSULTING
ARBORICULTURE	ARBOR-CARE ARBORIST
DAYLIGHT, OVERSHADOWING ANALYSIS	OCSC
PROJECT MANAGER	TURNER TOWNSEND
QUANTITY SURVEYOR	KSN
WIND CONSULTANT	B-FLUID
NOISE CONSULTANT	AWN CONSULTING



1.2 Development Description

The proposed development will consist of the demolition of 4 no buildings on the site and the construction of 147 apartments in one new building. The unit mix comprises of 72 no. 1-bed; 15 no. 2-bed-3-person and 60 no. 2-bed-4-person units. The ground floor includes 242 m² of publicly accessible mixed use space that can be divided in two to three tenancy opportunities. Residential Amenity is provided at ground floor and Level 7 rooftop areas. Public realm upgrades are included along the Northern, Eastern and Southern ownership boundaries of the site.

The building height varies from four, through seven to 16 storeys in height. The highest point of the building is at the North-Eastern corner of the site diagonally opposite the existing Elysian building.

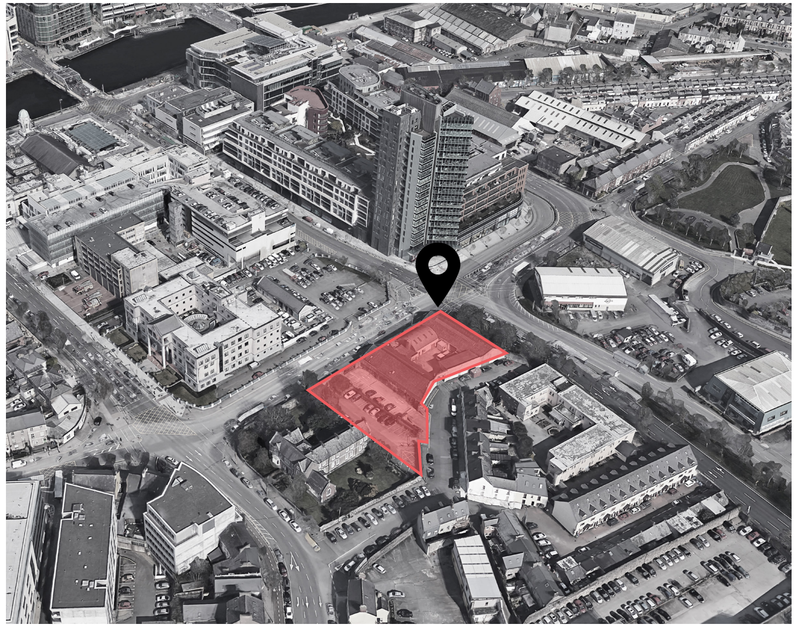
The development includes zero parking provision, but includes a service setdown which sits along Anglesea Terrace. A total number of 147 internal bike storage and 28 external bike storage spaces are provided on the site.

The development includes ancillary uses- an ESB substation and associated electrical plant rooms, services infrastructure, bin store and boundary treatments. Supportive infrastructure and public realm works are necessary along Anglesea Terrace and Old Station road to facilitate the development.

SITE STATISTICS

TOTAL[GROSS] SITE AREA	4,552 m²
NET SITE AREA	2,508 m²
[excl. works outside the ownership boundary]	
TOTAL GROSS INTERNAL AREA	13,459 m²
RESIDENTIAL GIA	9312.1 m²
RESTAURANT/CAFE GIA	51.8 m²
RETAIL/OFFICE GIA	160.3 m²
BIKE STORE GIA	119.847 m²
BIN STORES GIA	124.9 m²
TOTAL NUMBER OF UNITS	147units
1 Bed Units	72 units | 49%
2 Bed 3 Person Units	15 units | 10%
2bed 4 Person Units	60 units | 41%
Site Coverage	60.7 %
Plot Ratio	5.37
Net Density	586 units / ha
Resident's Amenity	1,142.6 m²

Positioned at the Southern gateway into Cork City this project has the ability to showcase the potential for quality residential-led projects to regenerate the City Centre.



Aerial view of existing context

2.0 Site & Context

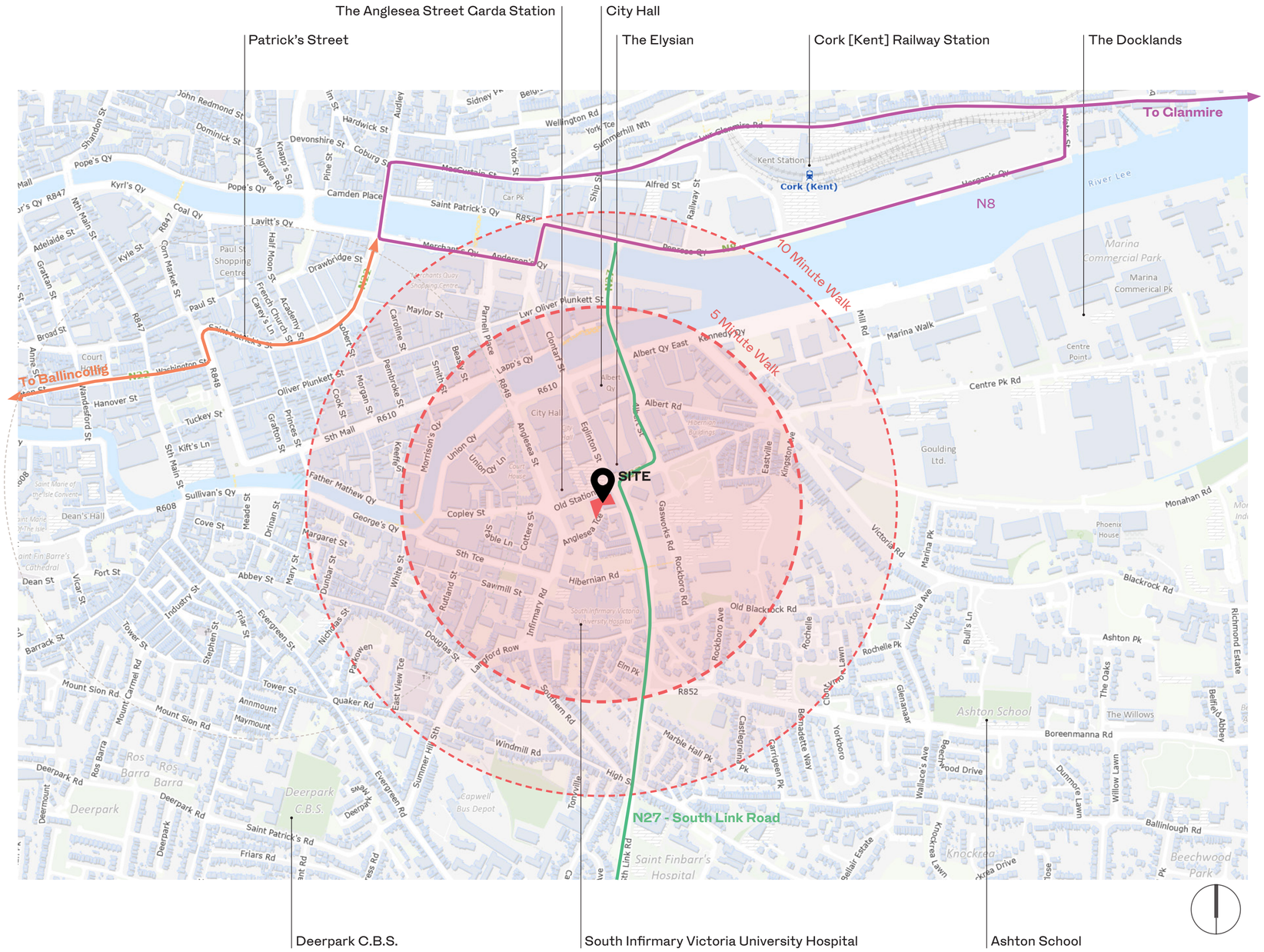
2.1 City-Wide Location

The site sits on the threshold of an established low-scaled mixed use neighbourhood and contemporary city centre developments such as The Elysian.

The proposed development presents a number of opportunities:

- The crucial need to deliver high quality residential accommodation to Cork City and Suburbs,
- To create an appropriately-scaled building that compliments the surrounding urban context
- To enhance the precinct by creating a residential scheme that responds and supports diversity of use
- To improve pedestrian experience on Old Station Road
- To incorporate mixed use at ground floor which activates street frontage
- To develop a sustainable urban development which leverages proximity to city centre and major transportation routes.

The site presents a unique opportunity to respond more appropriately to densities sought after in the development plan and cater to Cork's housing needs while also contextually aligning with the site's existing built and natural environments.



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2.2 Site Location

1. The site sits facing the key Southern entrance into Cork City via the N27 South Link Road. The site is South-West of The Elysian- a landmark building as Cork's current tallest at 18 storeys.

2. The site has vehicular access from Anglesea Terrace. Pedestrian access is proposed from Anglesea Terrace and Old Station Road.

3. The site sits East of SS Joachim & Anne's House, a listed building with a Gothic-Tudor style brick facade.

4. The Anglesea Terrace Cul De Sac provides access to a largely residential 2-storey neighbourhood, including the Anglesea Terraces.

5. St Vincents Hostel sits South of the site. The Hostel is managed by Depaul as emergency short term accommodation for men experiencing homelessness.

6. A blend of surrounding uses, building typologies, old and new structures create a diverse urban context to which the building must respond.



Aerial view of existing context

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2.3 Site Aerial View



01 Anglesea Street Garda Station

02 St. Joachim & Annes

03 St.Vincent's Hostel

04 The Elysian

05 Commercial Building

06 Cork City Hall

07 Cork City Council

08 Angelesea Terraces

2.4 Site Context - Existing Features

A topographical survey has been conducted. Key existing site features include:

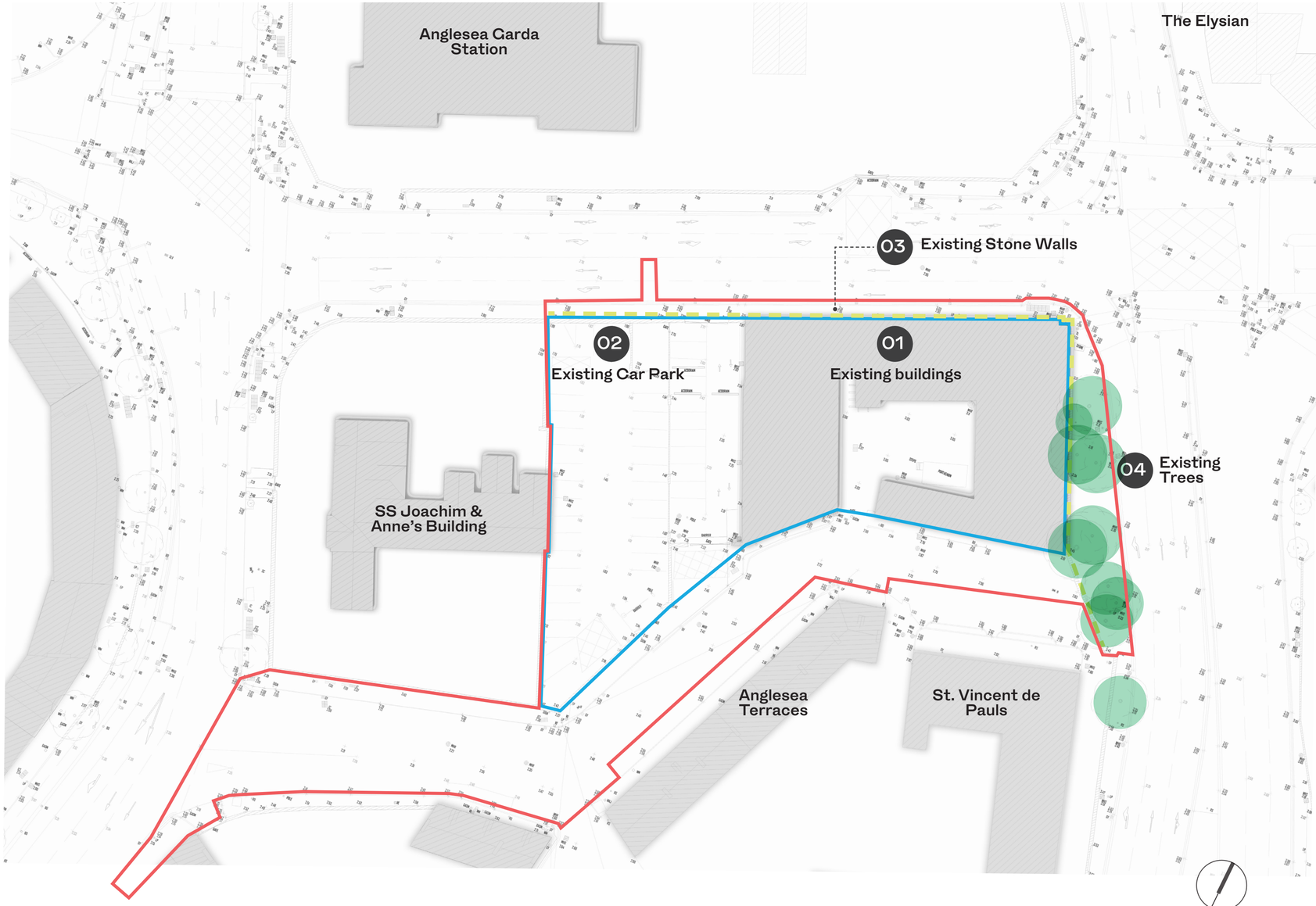
01 Four existing buildings

02 Car Parking space

03 Existing stone walls on the North and East property boundary

04 Existing Established Trees





Topographical Survey of the Site with Key Features indicated

Project Application Redline Boundary

Ownership Boundary

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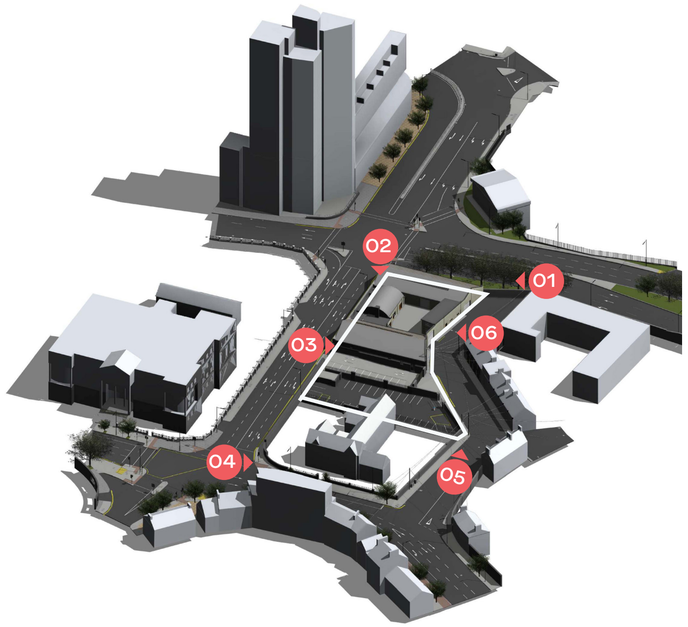
2.5 Site Context - Existing Features

The Site is bounded by solid walls on the Northern, Eastern and Southern edges which creates a largely inactive urban condition and poor pedestrian environment. The SS Joachim & Anne's building to the west shares a common wall with the project. The existing trees to the site are a key vegetative feature on the South Link Road.





01. View Down South Link Road



02. C/O South Link Rd and Old Station Rd



03. Northern Boundary along Old Station Rd.



04. SS Joachim & Anne's [Anglesea Str]



05. Anglesea Tce



06. Southern Boundary of Site

2.6 Site Context - Movement & Connectivity

Existing Public Transport Facilities

The proposed development site is located within 5 minutes walking distance from 4no. high-frequency bus stops and less than 10 minutes walking distance of Cork City Centre. In addition, the development site is also located within 13-minutes walking distance of Cork Railway Station.

Bus Stops

Bus stops located within a 5-minutes' walk of the development site are served by 14no. bus routes, which connects it to Cork city centre and to Cork's Eastern, Western and Northern suburbs.

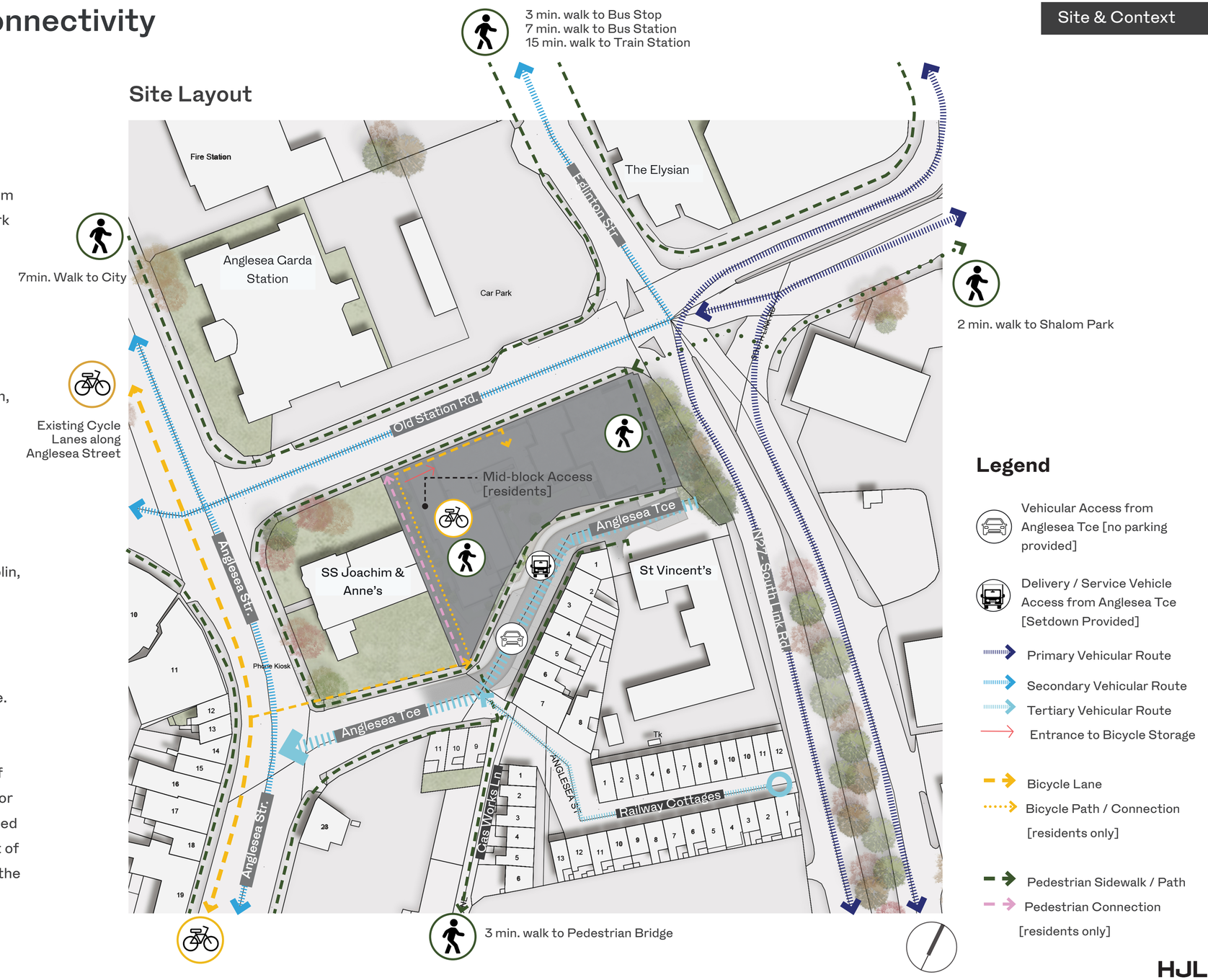
Railway Services

Cork Railway Station is located within 13 minutes walking distance from the development site. Intercity rail services operating to and from Cork railway station connect the development directly to many towns and cities such as Dublin, Waterford, Galway, and Limerick.

Bicycle Infrastructure

There are no existing bicycle lanes along the boundaries of the development site. However, NTA are proposing urban primary and urban secondary cycle routes in the close vicinity of the development site. The proposed development site is within 5-minutes bicycle journey of Cork City Centre and is within easy reach of numerous GoCar bases and Cork train station. As part of the Cycle Connects for the Cork County, administered by the National Transport Authority, it is proposed that an Urban Primary route be implemented along Anglesea Street to the west of the development site and an Urban Secondary route along East Albert Quay to the north of the development site.

Site Layout



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2.7 Site Context- History

There are no structures subject to statutory architectural heritage protection within the subject site.

The Architectural Conservation Area immediately to the west of the site is sub-area C of the large South Parish ACA, characterised as an area of 19th century housing and institutional development of historical, architectural and social significance.

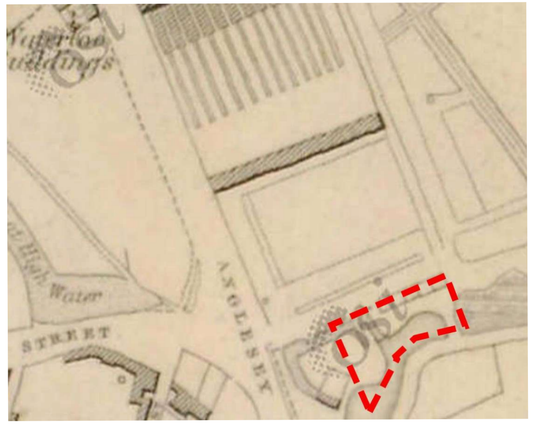
The existing stone walls on the site appear, on the basis of historic maps and photographic evidence, to date from a number of different periods of construction. The historical background to these walls is described in the heritage report.

Historical research and examination of the existing surviving built fabric on the site took place at an early stage and was reported to the design team in order to inform the design process.

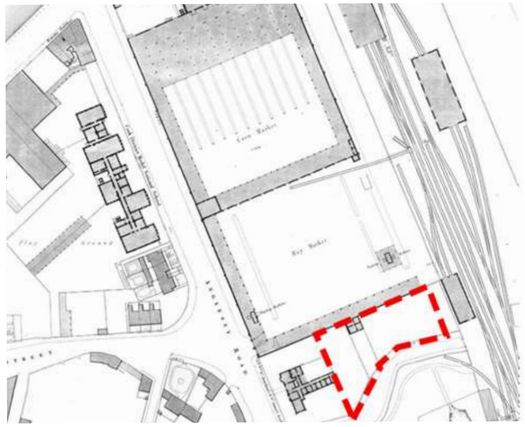
The site is bounded to the West by SS Joachim & Anne's- a building of architectural, social and historical significance. It retains a scale and height characteristic of this area in the 19th century.

Consideration of the scale, height and significance of SS Joachim & Anne's and the proximity of any new development to it informed the design process. The new building mass and height along the West was lowered to be sympathetic to the protected structure and moderate the visual impact on SS Joachim & Anne's, and the nearby South Parish ACA. A landscaped buffer zone is proposed between the two structures, acknowledging the site of the original eastern curtilage of SS Joachim & Anne's.

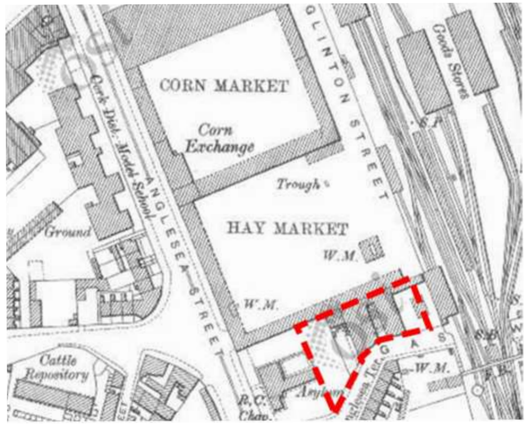
The proposed development may be regarded as potentially having a slight/ moderate negative physical and visual impact on the existing architectural heritage in the immediate and wider context of the site. This is largely due to the height of the tall element of the proposed development, but the scale and extent of the lower elements will also have a visual impact of views towards the site from SS Joachim & Anne's and from Sub Area C of the South Parish ACA.



Ordinary Survey Map 1845



Ordinary Survey Map 1869



Ordinary Survey Map 1899



View of Site and SS Joachim & Anne's From North-West



SS Joachim & Anne's From West

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2.8 Site Context - Development Plan

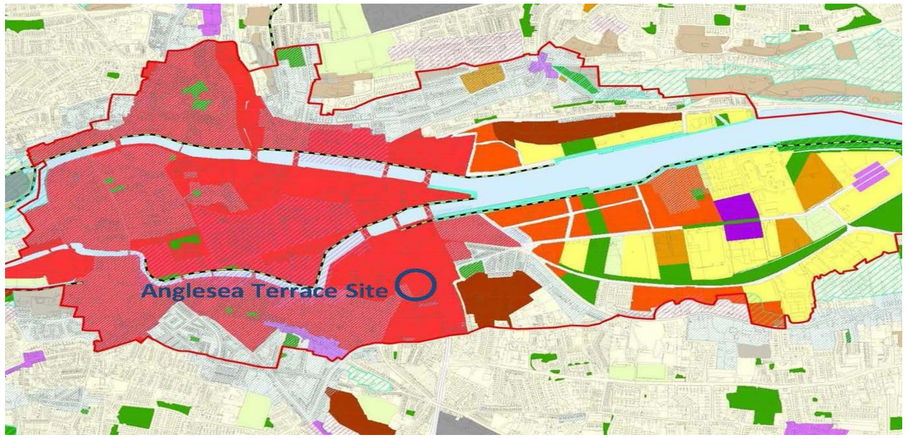
Zoning and Land Use

The relevant planning policies are set out in the Cork City Development Plan 2022 [CCDP] which outlines the policies and objectives for the site.

The proposed development has been designed in accordance with the provisions of the Cork City Development Plan 2022 with regards to use, density, FAR. Car Parking and Bike Parking.

Zone:	ZO - 05 / City Centre
Use:	Mixed Use Primary Uses include for residential
Height:	4 - 8 storeys [prevailing 3.3 storeys]
Density:	> 100 du/ha
FAR:	4 +
Dwelling Mix:	20% Studio 25% 1 Bedroom 35% 2 Bedroom 20% 3 Bedroom
Car Parking:	0.5 per 1/2 Bedroom unit 1 per 3 Bedroom unit These are maximum standards
Bike Parking:	1 per unit
Creche:	Required if 2 bedroom unit numbers exceed 75

The scheme will deliver on compact growth which achieves a sustainable '15-minute city' scale of development in line with the Cork City Development Plan Strategic Objectives and the Sustainable Compact Settlement Guidelines 2024.



Zoning Map [Source: CCDP 2022]



Tall Building Zone [Source: CCDP 2022]

Housing Mix

The Cork City Development plan states the following with regard to unit mix:

11.2 'Residential developments or mixed-use developments comprising more than 50 dwellings will be required to comply with the target dwelling size mix specified in Tables 11.3-11.9, apart from in exceptional circumstances.'. 'Where a clear justification can be provided on the basis of market evidence that demand / need for a specific dwelling size is lower than the target then flexibility will be provided according to the ranges specified.'

• The scheme proposes 49 % no. 1 bed units and 51% no. 2 bed units which varies from the CDP targets.

• The CDP provides flexibility within Section 11.8 to support the 'provision at a lower rate than the target specified' for development acquired by the housing authority or an AHB.

• The proposed development complies in terms of dual aspect. The design standards specify a minimum of 25% whereas the development proposes 55.1% dual aspect units

• The scheme complies with the Specific Planning Policy Requirement 1 under Housing Mix, as there are no restrictions on unit mix or bedroom numbers. The scheme provides a varied mix of apartment types in line with current national guidance.

Height

The Cork City Development Plan states that the Historic Core of the City is typically between 2 and 5 storeys, with more recent development having risen to 6 and 7 storeys, and some taller exceptions. The lower and upper targets for the City sit between 4 and 8 storeys. The Development Plan refers to The Cork City Urban Density, Building Height and Tall Buildings Study 2021 as forming the basis for the Plan's approach to tall buildings.

2.9 Site Context- Tall Building Approach

The Cork City Development Plan defines tall buildings as a building that is equal to or more than twice the prevailing building height in a locality. Within Cork City a building would only be considered a ‘tall building’ with a height above 18m (6 residential storeys) and only if significantly higher than those around them. (11.44 to 11.46). The tower in the Anglesea Terrace project is proposed to be a 15 - 16 storey height. An Urban Design and Tall Building Approach was prepared in conjunction with a Visual Impact Analysis to support this application.

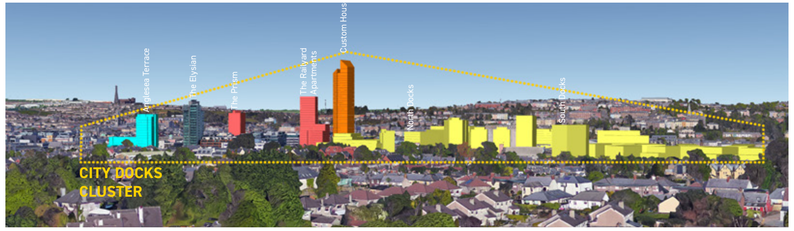
The site sits in an area of varied height. To the south of the site buildings are generally lower in height [2 to 3 storeys]. Further South and West heights range from 2 to 5 storeys. Development to the North of the site ranges from 4 to 8 storeys. The Elysian boasts the greatest height in the immediate area, with an 18-storey tower at the intersection of South Link Road and Old Station Road, and 7-storey development along Eglinton and Albert Street.

In order for the visual impact of the proposed development to be appropriately considered and to inform the design development process, an early scoping exercise was undertaken to identify sensitive views in Cork that may be affected by the proposed development. A total of 28 long, medium and short range views were identified around the building. All 28 views were set up in the Google Earth environment for preliminary visual impact testing. Based on this, guiding height principles were established early in the design development process to inform the architectural design and the development of architectural options.

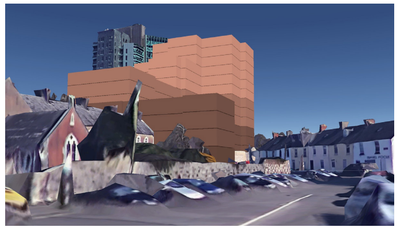
The Anglesea Terrace building height must also be considered within the cumulative context of future developments that have planning permission.



View 28: Shandon Bells [Cumulative Context]



Cumulative Context as seen from the South East



View 6: Anglesea Terrace



View 8: Copley Street



View 9: Lapps Quay



View 28: Shandon Bells

2.10 Site Context - Natural Areas

Local Green Open Space

The site is well situated surrounded by multiple open green spaces with good access to local amenities.

Both Shalom Park and Kennedy Park are within a 10 minute walk from the site and the Lee river is less than 1.5km from the site where paved walking paths follow along the rivers edge.

Public Open Spaces Nearby:

1. Shalom Park

2. Kennedy Park

3. The Marina Public Park

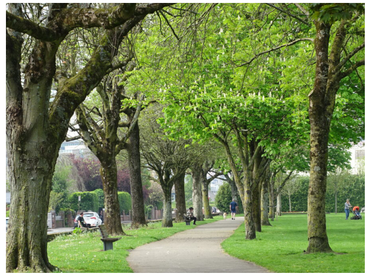
4. Marina Promenade



Cork City Development Plan 2022-2028



1. Shalom Park



2. Kennedy Park



3. The Marina Public Park



4. Marina Promenade [Construction Underway]

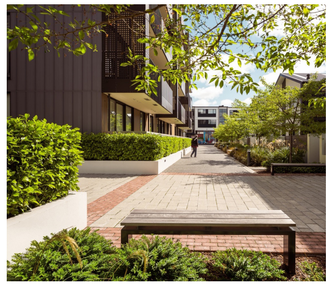
3.0 Site Response

3.1 Vision

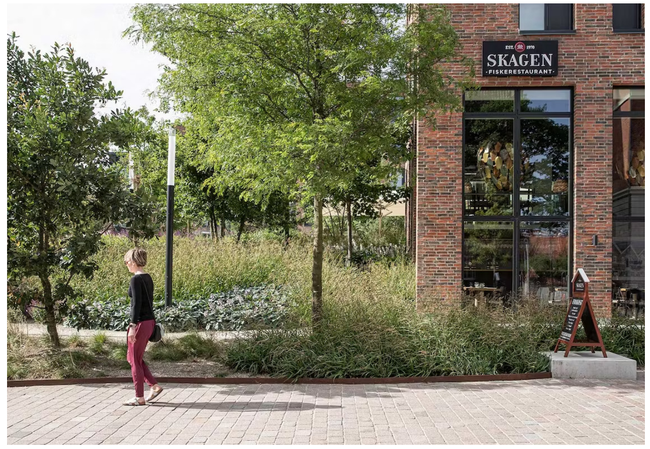
As a quality affordable housing development, the project aims to implement key urban strategies. A vibrant public realm and residents' amenity will act as platform for public life and catalyst for regeneration within the adjacent neighbourhood.

The design incorporates sustainable strategies, and incorporates elements of soft landscaping that enhance resident's quality of life while respecting the planet. Human-scaled spaces offer opportunities for social engagement and encourage community within the building.











Contextually Responsive

- An emphasis is placed on beauty, aesthetics, human comfort, and creating a sense of place.
- Special placement of uses and an appropriate building scale ensure the building compliments its context, and can contribute to a sense of community.



Streetscape

- Good design is concerned with not only the form of buildings but also the space between - the public realm. The character of the public domain defines your experience of the building
- The design looks to enhance the adjacent streetscapes, considering the impact of the built form on the context.



Vitality

- The vibrant public domain is key to the success of the development, and an asset to the greater community. Spaces for active public life are integrated along the edges of the site as active street frontage, green open space, and spaces to linger.



Walkability

- Mixed Use and Amenity space within the development and surrounding context are accessible to visitors & residents within a comfortable walking distance.
- Walkability within the neighbourhood is ensured by means of pedestrian friendly street design and a connected green network.



Mixed Use

- Mixed use and variety assembled within the development ensure a 24 hour cycle of usage that is convenient, well maintained as well as being a secure environment.
- A range of residential types in close proximity offers diversity and passive surveillance to the neighbourhood and variety to the market.



Sustainability

- The built environment contributes to nearly 50% of annual global carbon emissions and almost 50 per cent of raw materials consumption in Europe. The ambition is to create a sustainable development which respects limited resources and vulnerable balances affecting our society, our ecosystems and our climate.

3.2 Site Response - Urban

01 Revitalise an under-utilised brownfield site with access to diverse amenity and in close proximity to Cork City Centre.

02 Complement The Elysian as City landmark and enhance the urban gateway.

03 Better define Old Station Road and improve the intersection with a building that creates appropriate levels of street front activation.

04 Suggest a new pedestrian link between Old Station Road / Eglinton Street and Anglesea Terrace.

05 Provide an active ground floor with uses along Old Station rd and the intersection. Create a focus for the neighbourhood.

06 Provide a green link and landscaped space for residents along the west of the building that visually completes the garden around SS Joachim & Anne's House.

07 Retain existing trees to the east of the site.

08 Respond to the lower rise housing to the South by stepping the height of the building down.



Active Frontage
New Green Buffer

Tall Building Zoned Area
Protected Structure

Low Rise Development

Height Gradient

Existing Tall Building
Taller Building Opportunity

Enhance Primary Pedestrian Route
Wider Pedestrian Network

Activated Areas
Resident's Pedestrian/ Cycling Route

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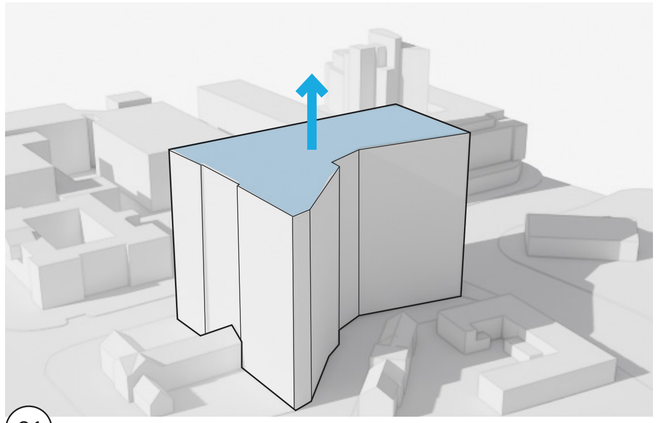
3.3 Urban Responsive Form

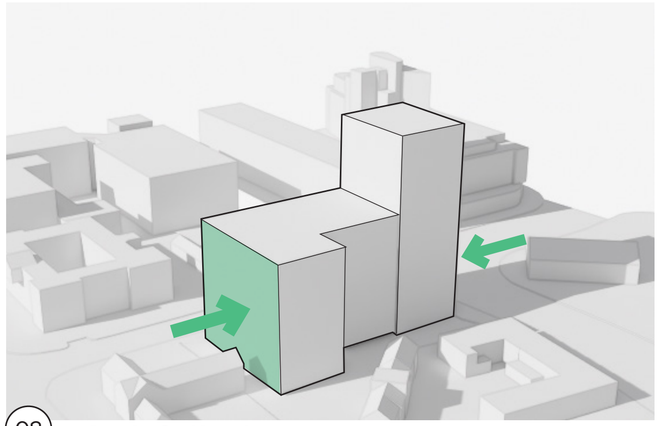
The building form and mass is derived from a careful response to the surrounding urban context. Existing built and natural features informed an appropriate height, scale and footprint for the building.



01

Extrude The Mass

• Shape up the height of the building as an extrusion of the site boundaries

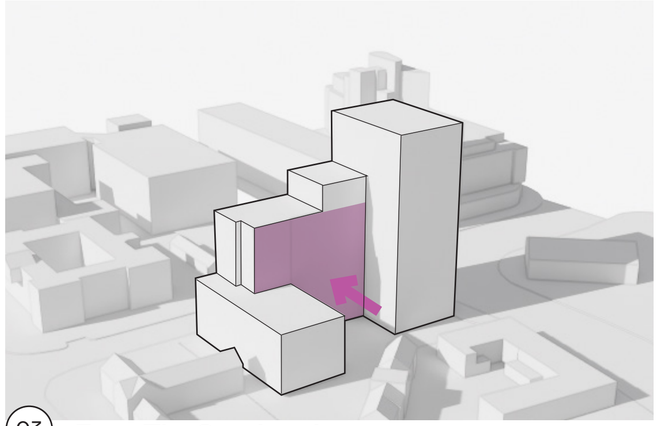


02

Apply Setbacks

• Respect key natural features [Trees] to the East

• Introduce Western green buffer to SS Joachim & Annes

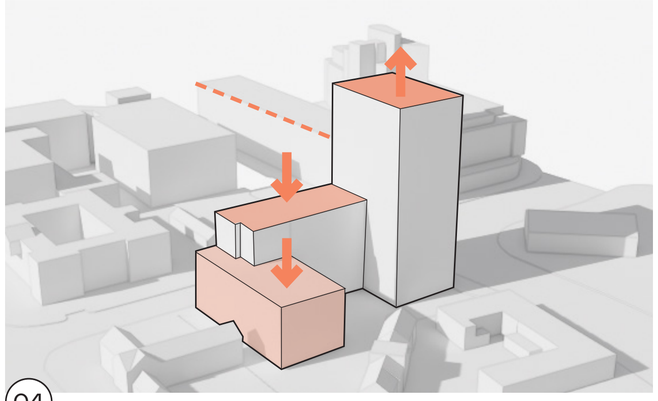


03

Form The Courtyard

• Create South-facing amenity space

• Animate the edges to activate the space and offer passive surveillance



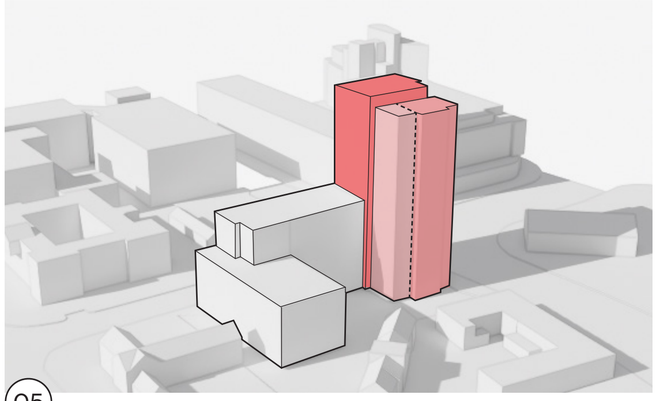
04

Scale To the Context

• Scale down on the West to respect SS Joachim & Annes

• Mid-block scales to city context

• Tower scales up to Elysian

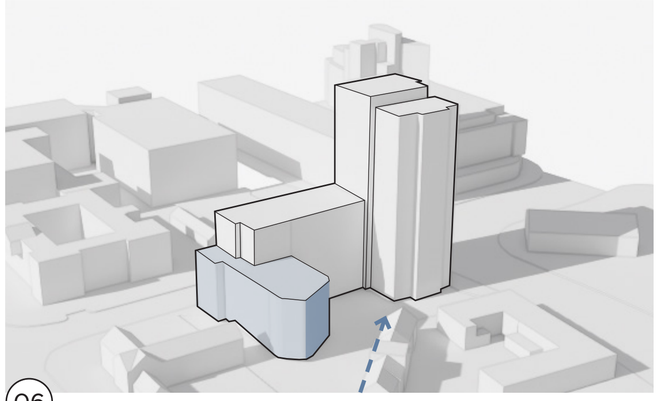


05

Form a Slender Tower

• Shape up the height of the tower to 16 storeys

• Articulate the facades and crown to enhance visual slenderness



06

Respond to Anglesea Terraces

• The building form is shaped by the line of the Anglesea Terraces

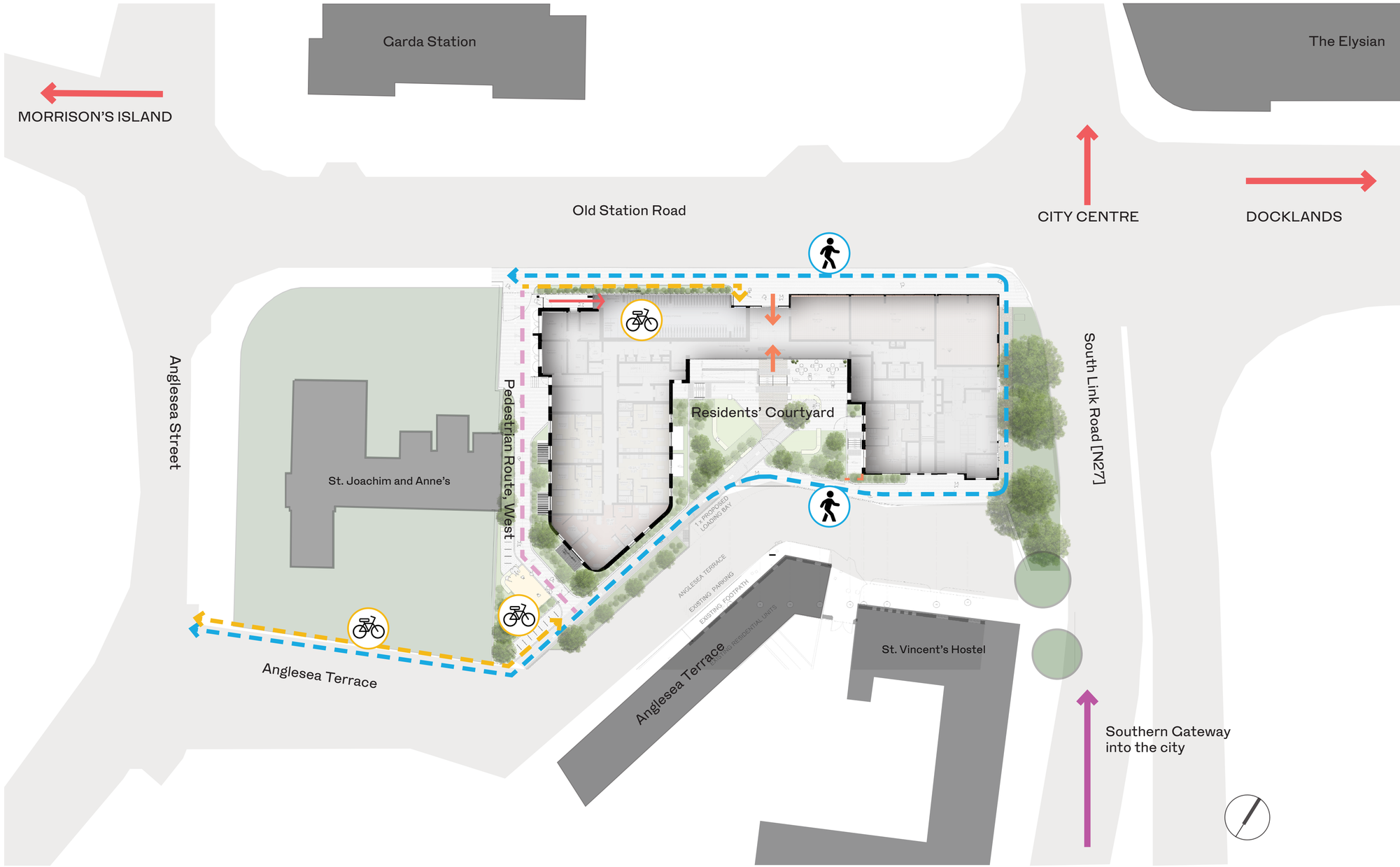
• The new facade line draws people into the central courtyard

3.4 Site Plan

The building footprint creates an active edge along the Northern and Eastern edges of the site. By demolishing the existing Eastern stone walls, pedestrian permeability is encouraged around the South-Eastern corner of the site. The increased footfall, paired with passive surveillance from the new building uses improves the security of the cul de sac and discourages anti-social behaviour.

The cycling infrastructure along Old Station road is currently poor. Cycling access is proposed from Anglesea Street, along Anglesea Terrace, via the Residents' Western Park route to the bike store whichis entered from the Northern sidewalk.

The residents' courtyard at the Southern heart of the development creates an attractive space for residents to enjoy. It forms a visual extension to Anglesea Terrace and offers some relief from the harder urban landscape of the surroundings.



Legend

- Pedestrian Route
- Cycling Route
- Bicycle Access [share with pedestrians]
- Pedestrian Sidewalk
- Resident's route [pedestrian + cycling]

HJL

3.5 Design Evolution

Multiple stages of design optioneering, visual testing and stakeholder engagement allowed the overall building mass and form to be refined. Below are some key massing iterations that reflect a form that promotes tower slenderness and a more contextually responsive building volume.



1. 10 storey tower annex provides 8 units/core
2. Building facade at Anglesea Terraces is orthogonal
3. Overall tower height at 13 storeys

The design of the building started with a mid-rise tower with a larger unit floorplate in the tower to optimise efficiency. However, the Design team were encouraged to explore a more slender and striking tower form.



1. 10 storey tower annex removed to improve slenderness
2. Additional Units added to tower, height at 15 storeys
3. Balconies on towers integrated in facade design

In order to enhance the slender appearance of the tower, the 10 storey tower annex is removed. The shortfall in units is added to the top of the tower resulting in a 15 storey building. The balcony articulation is shown as integrated in tower facade.



1. Building facade shaped to Anglesea Terrace Delineation
2. Tower crown is stepped to improve urban form and crown articulation
3. Glide on balconies recessed in corners to enhance tower slenderness.

The tower slenderness is further enhanced by recessing glide-on balconies at the corners. The crown is stepped and an additional 3 units added to the Northern floorplate of the tower at level 15. These features enhance a slender tower profile.

3.6 Aerial View

Artist's Impression from the South Link Road



3.7 Summary of Proposed Scheme

147 units

132 units 90% Cost Rental

15 Social 10% Social

72 49% 1B2P

15 10% 2B3P

60 41% 2B4B

5.37 Plot Ratio

586 Units/Hectare

2,508 m² Site Area m²

13,459 m² Gross Internal Area



29.6 m² Outdoor Covered Amenity

592 m² Outdoor Amenity

521 m² Rooftop Space

55.1% Dual Aspect

147 Indoor Bike Parking

28 Outdoor Bike Parking

175 Total Bike Parking

4.0 Design Quality

4.1 Design Drivers

A series of design drivers informed the overall composition and form of the building.

01. Height & Massing
Height and form are complimented by facade articulation to create a distinct urban form.

02. Articulating the Tower
The tower - as prominent visual form in the design- is carefully articulated to meet Cork City Development Plan guidelines for tall buildings and to optimise visual slenderness.

03. Connectivity and Permeability
Pedestrian and Cycle connections for the new apartment development and adjacent neighbourhood is carefully integrated to encourage footfall across the site and surrounds.

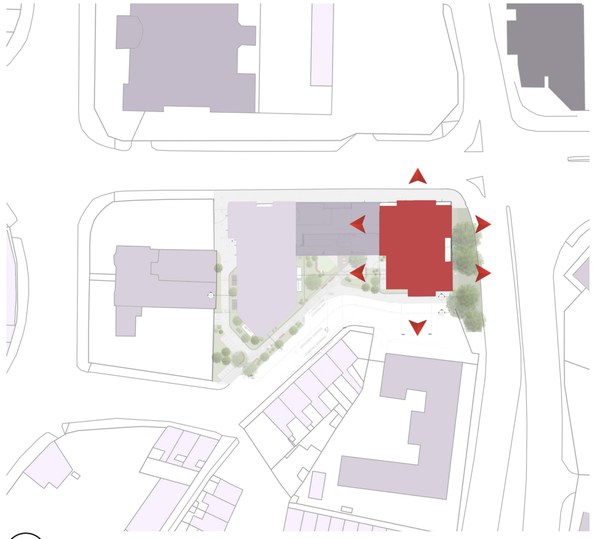
04. Active Ground Floor
Creating an engaging and active street frontage is a key design driver to animate a currently sterile environment.

05. Landscape Amenity
Residents' amenity and landscaped public edges introduce biodiversity to the brownfield site and offers places for shared community experience.

06. Orientation & Aspect
The largely Northern aspect of the site, combined with considerations of overshadowing of adjacent buildings led to the development of a U-shaped form and the introduction of alternative apartment typologies.



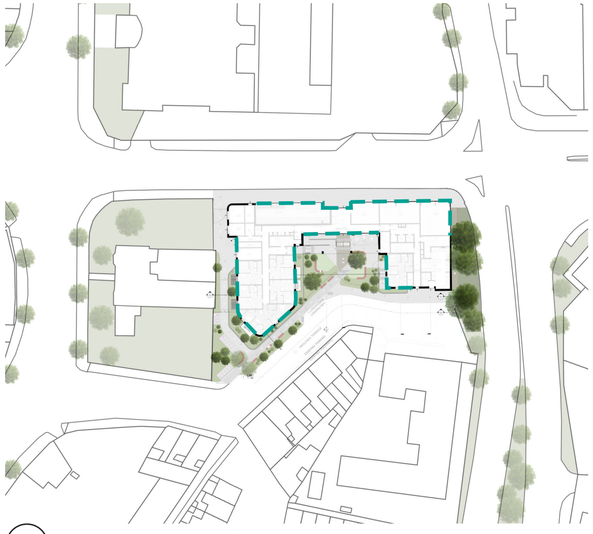
01 Height & Massing



02 Articulating the Tower



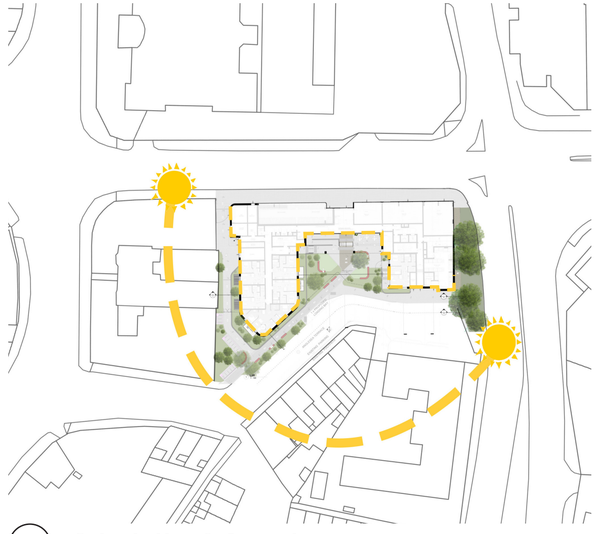
03 Connectivity & Permeability



04 Active Ground Floor



05 Landscape Amenity



06 Orientation & Aspect

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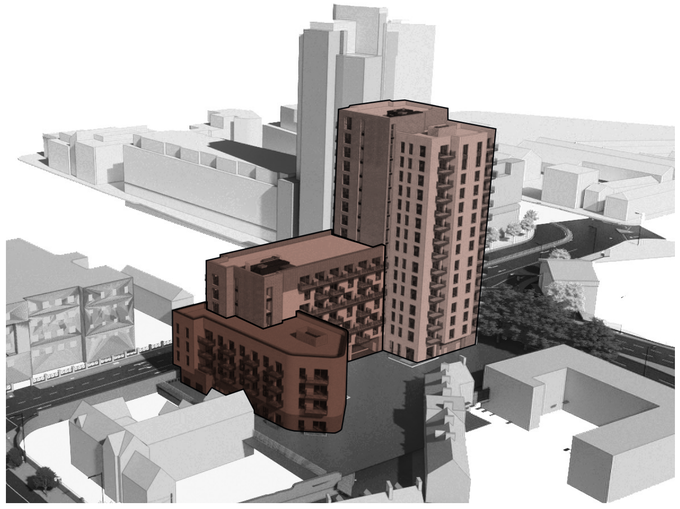
4.2 Height & Massing

In response to the urban design and tall building approach, the building massing was developed. The building heights are manipulated to scale to the surrounding context. Along the West the building is limited to 4 storeys to respond sensitively to SS Joachim & Anne's and the Anglesea Terraces. The middle of the building scales up to 7 storeys to create a distinct street edge along Old Station Rd in response to the Garda Station and the base of the Elysian. The tower is extended at the North-Eastern corner to create a distinct feature on the South Link Rd intersection opposite The Elysian.

The building is articulated as three distinct forms which are unified through materiality to create a cohesive composition on the site.



3D View from South-West



3D View from North-West



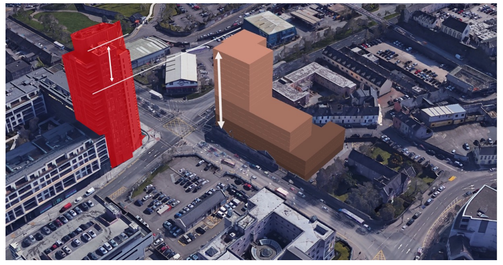
01 The Base

Provide a four storey base to the building towards the west and South on Anglesea Terrace, to respond to the height of adjoining listed building and the low-rise housing respectively.



02 The Street Edge

Step up the building to 6 / 7 storeys on Old Station Road and South City Link Road to responds to the contextual scale to the North / North east



03 The Tower

Locate the taller building element on the street corner with South Link Road, where it is furthest away from lower rise and sensitive development, and where it can help emphasise the street corner. The tall building should be subservient to the Elysian Tower, which is a recognised landmark of Cork.

Street View

Artist’s Impression from Copley Street



Street View - Artist’s Impression from Copley Street

HJL

4.3 Articulating the Tower

The design of the tower form and facade is structured to emphasise slenderness. The recessed corners of the tower are further differentiated in colour to create a prominent vertical profile. The facade articulation further emphasises a distinct base, middle and crown to the tower.



North Elevation of tower

Crown

The crown is emphasised through the use of textured brickwork and larger glazed openings. This creates interest and lightness at the top of the tower.

Middle

Verticality and visual definition is created through a lighter brick framing on the middle of the facade. This brick colouration adds better proportion to the overall facade.

Base

The base of the building is distinguished by an active street frontage. A horizontal canopy line undercuts the facade above to create column-free shelter and a human scale at sidewalk level.



3D schematics of facade



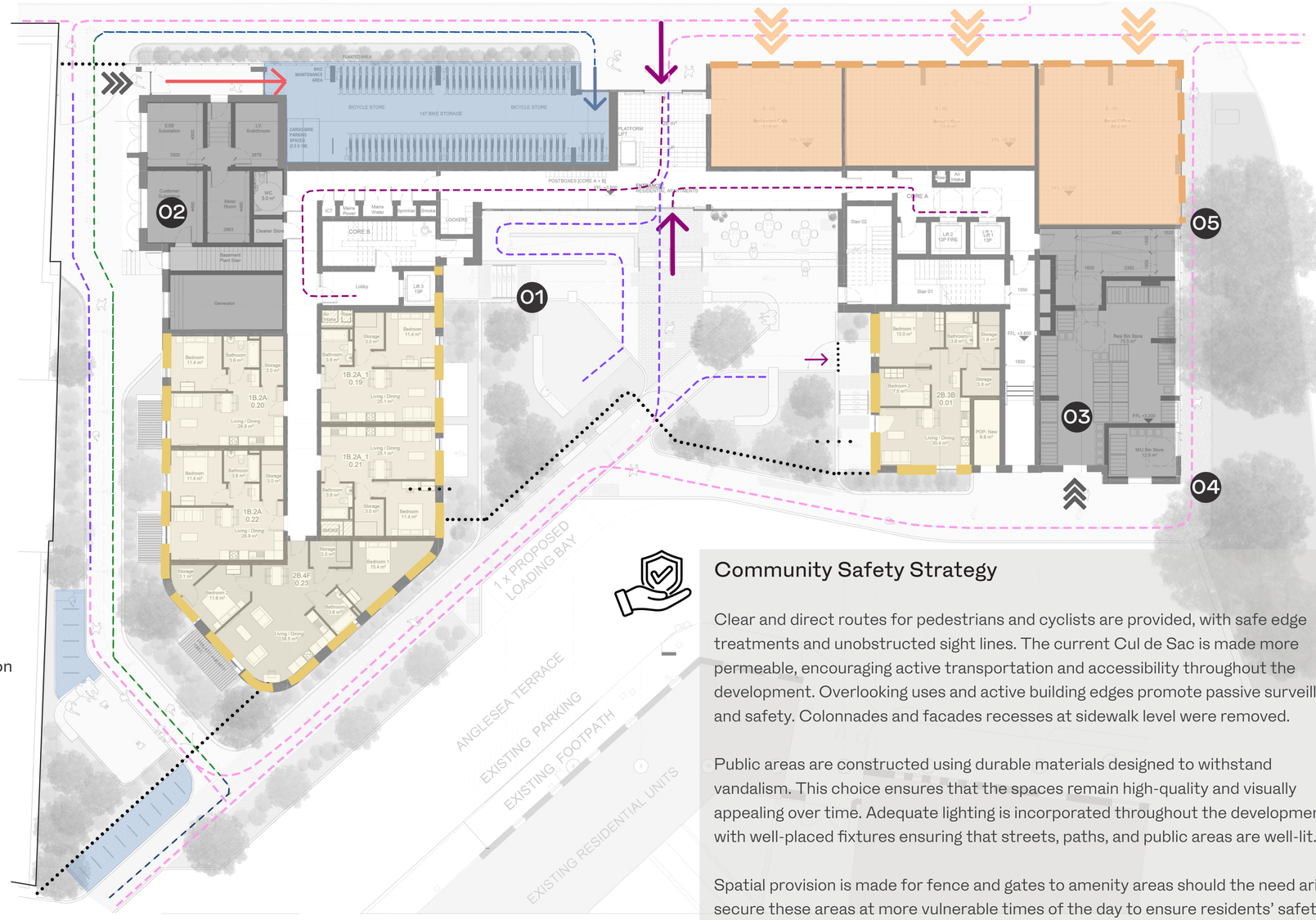
Street View [Artist's impression] down Eglinton Street

4.4 Connectivity & Permeability

An early urban design strategy was to encourage Eastern Permeability for the site and neighbourhood. The demolition of the existing stone walls along the Eastern boundary and Cul de Sac allows for a new pedestrian sidewalk to be introduced and introduces a higher level of visibility. This facilitates increased footfall along Anglesea terrace as a route to the City. A western pedestrian and cycle route is introduced for residents between SS Joachim and Annes boundary and the new building. This provides easy access to the bike store which is accessed off the Old Station Rd sidewalk. The building has residents entrances on the North and South of the building. Mixed use tenancies activate the Northern facade, whereas residential apartments activate the edges of the Residents Courtyard and Western Park route, providing passive surveillance. Necessary plant and service space is distributed to less prominent corners of the ground floor plate to avoid long stretches of inactive facade.

- Bike Store
- Services/ Bin store
- Active Facade/ Apartments
- Active Facade/ Restaurant/Cafe & Retail/Offices
- Resident's Entrance
- Pedestrian Route [Public]
- Pedestrian Route [Residents]
- Cycling Route [Public]
- Cycling Route [Residents]
- Fence Line

01 Resident's Courtyard
02 ESB and Electrical Plant
03 Bin Store
04 Eastern Sidewalk Connection
05 Existing Trees



Community Safety Strategy

Clear and direct routes for pedestrians and cyclists are provided, with safe edge treatments and unobstructed sight lines. The current Cul de Sac is made more permeable, encouraging active transportation and accessibility throughout the development. Overlooking uses and active building edges promote passive surveillance and safety. Colonnades and facades recesses at sidewalk level were removed.

Public areas are constructed using durable materials designed to withstand vandalism. This choice ensures that the spaces remain high-quality and visually appealing over time. Adequate lighting is incorporated throughout the development, with well-placed fixtures ensuring that streets, paths, and public areas are well-lit.

Spatial provision is made for fence and gates to amenity areas should the need arise secure these areas at more vulnerable times of the day to ensure residents' safety.

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4.5 Ground Floor Activation

The current hostile pedestrian sidewalk experience along Old station road is proposed to be significantly improved. The demolition of the existing stone walls allows for a new active glazed facade to be introduced along the mixed use tenancies. The shopfront is intentionally receded from the boundary to increase the width of the sidewalk along this edge. The facade above oversails the shopfront line, creating a canopied shelter and a human scale. Light materials and careful lighting design along this canopy line create an attractive and welcoming space night and day.





01 Restaurant/Cafe at Ground Floor
02 New Widened Sidewalk
03 Sidewalk enhanced at intersection
04 Residents' Courtyard [South]
05 Residents' Rooftop Amenity [Level 7]



Sectional Perspective through Old Station Road edge

Street View

Artist's Impression from Old Station Road Intersection



4.6 Amenity & Landscape

The existing brownfield site is largely built up and hardscaped, with very little soft landscaping relief. The edges are defined by solid vertical walls with very little visual engagement. The new landscape and amenity design is intended to increase soft landscaping and associated biodiversity on the site.

1. Residents' Courtyard

The U-shaped floor plate of the building opens up a green courtyard space which visually extends the perceived public realm along Anglesea Terrace. This key amenity space is activated by residents entering the building from the south and offers outdoor leisure space at ground floor level.

2. Western Park Route

The landscape buffer between SS Joachim & Annes and the 4-storey Western facade of the building offers residents a key North-South connection. Although gated for residents' safety, a pedestrian and cycle-friendly pathway is lined with planting. External bicycle storage is incorporated at the South-Western corner of the site. An entrance into the bike store is provided on the North-West corner of the site to encourage activation of this space. A residents leisure space included in the secure South-Western corner of the site.

3. Residents' Rooftop Amenity

The level 7 rooftop is accessed from the tower core. Planting, benches and leisure area make this an attractive leisure space for residents. The extra elevation affords residents' views to the North and South of the urban context. Glass balustrades at the edge offer wind protection, complimented by raised planting.

4. Green Roof

The level 4 rooftop is planted to create an attractive space for overlooking apartments. Although this roof is inaccessible to residents it adds to the visual landscape and greenscape of the site and softens the visual impact on the protected structure.

29.6 m²
Outdoor Covered Amenity

592 m²
Outdoor Amenity

521 m²
Rooftop Space



4.6 Amenity & Landscape

A Northern and Southern residents' entrance is created into the building. This activates the Southern Resident's courtyard. Soft planting compliments paved areas and benches that encourage residents to linger and enjoy public life. The rooftop amenity at level 7 offers views of the city to the North and South and further offers passive surveillance of the adjacent public realm. Planting at ground, level 4 and 7 softens the built form and adds biodiversity to the site.

01 Anglesea Terrace
02 Residents' Courtyard
03 Residents' Entrance [North + South]
04 Old Station Road
05 Residents' Rooftop Amenity [Level 7]
06 Green Roof [Level 4]
07 Residents' Western Park Route



Sectional Perspective through Anglesea Terrace Edge

4.6 Amenity & Landscape

Ground Level Landscape Network

Developed in response to the surrounding street network, to the environmental assets of the Eastern boundary, the heritage value of the Western boundary, and comfort of visitors of the space, the ground level open space network provides a rich mix of landscapes, routes, points of interest and feature trees. Spatial provision is made for gated access at key entrances: these tie seamlessly into a network of contemporary boundary railings that are masked from site by vegetation.

Courtyard Open Space

Central to the ground floor landscape architectural strategy is a semi-enclosed courtyard open space. This area will cater for many of the recreational and social needs of residents, while offering dense screens of vegetation for those who reside close to the open space. Bands of seating are provided that wrap around small pockets of recreational lawn, with large specimen trees adjacent. Routes along the Anglesea Terrace journey past swales of vegetation, and contribute to the site's Sustainable Drainage System (SUDS) capacities while offering soft screens of planting between vehicles and pedestrians.



Ground Floor Plan Schematic

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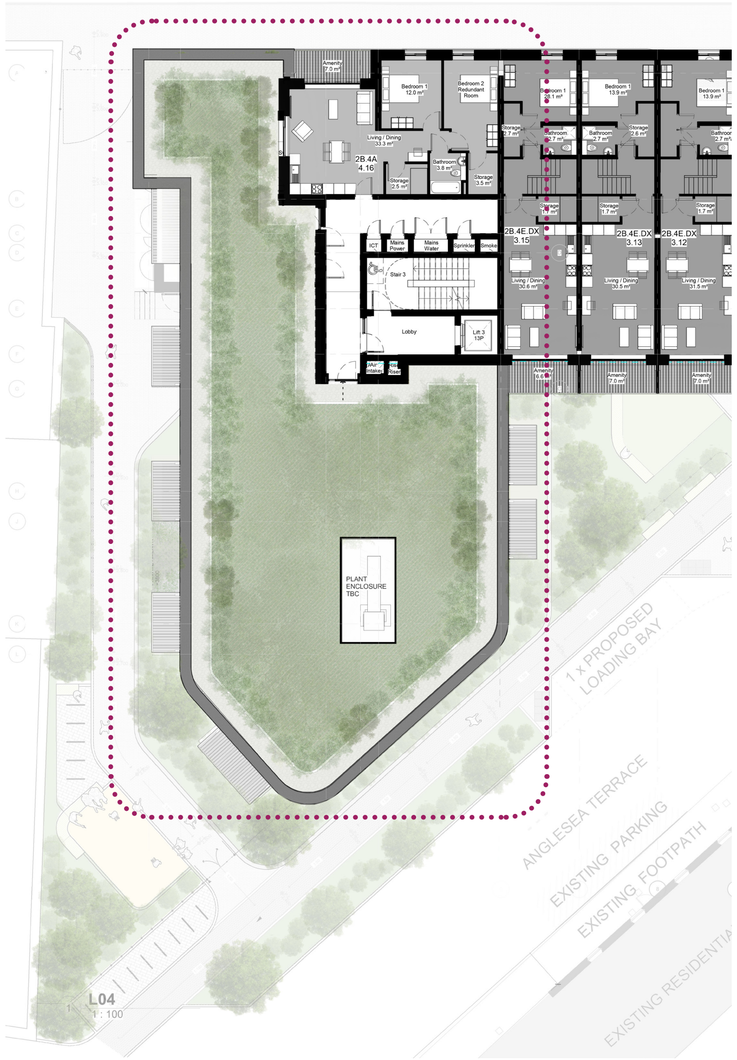
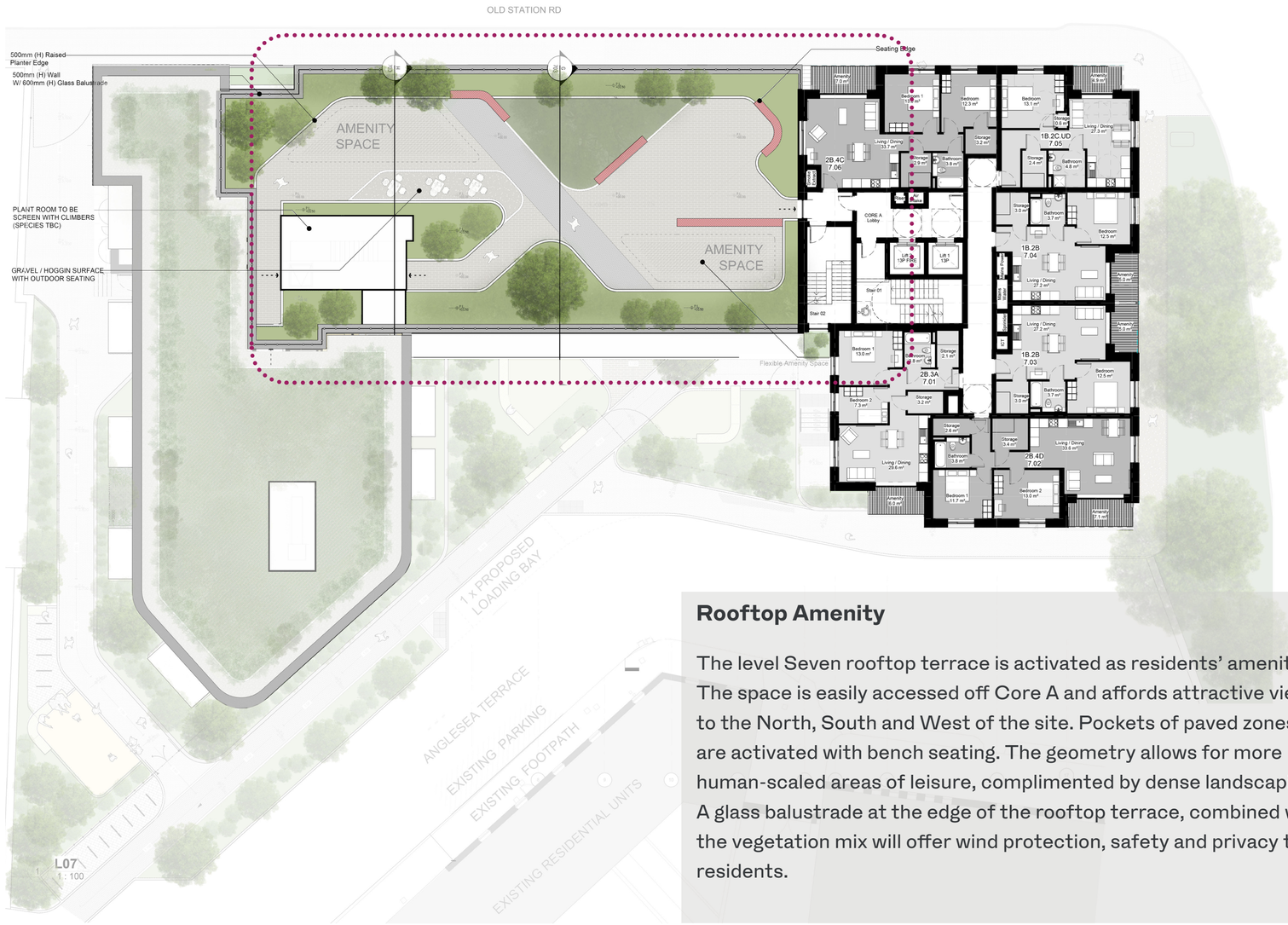
4.6 Amenity & Landscape



Level 4 Green Roof Plan Schematic



Level 7 Rooftop Residents' Amenity Plan Schematic

Rooftop Amenity

The level Seven rooftop terrace is activated as residents' amenity. The space is easily accessed off Core A and affords attractive views to the North, South and West of the site. Pockets of paved zones are activated with bench seating. The geometry allows for more human-scaled areas of leisure, complimented by dense landscaping. A glass balustrade at the edge of the rooftop terrace, combined with the vegetation mix will offer wind protection, safety and privacy to residents.

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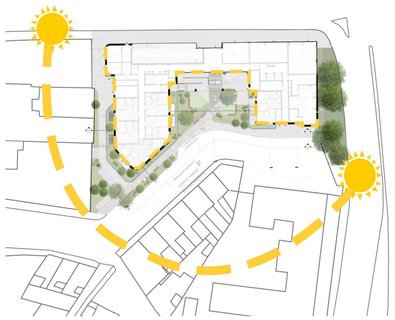
4.7 Orientation



The site has a long North-Facing boundary along Old Station Road. Despite this orientation, the aspect of all units has been considered throughout the development to minimise the number of North-facing single-aspect units and to maximise internal daylighting. Duplexes were introduced along the middle of the floorplate which have Northern- and Southern aspect. This also ensures engaging facades are created along Old Station Road and overlooking the residents' courtyard.

As well as orientation, other considerations to maximise daylight within the units is glazing and balcony depth. Glazing has been maximised with taller vertically proportioned windows to improve internal daylighting.



First - Third Floor Levels - Unit Orientation



Fourth - Sixth Floor Level - Unit Orientation



Seventh - Fourteenth Floor Level - Unit Orientation

- Dual Aspect
- Single Aspect
- North-Facing Single Aspect



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4.8 Aerial View

Artist's Impression from the North-West



5. Design Proposal

5.1 Floor Plans

Ground Floor Plan

- 1B2P Apartment
- 1B2P Apartment Universal Design
- 2B3P Apartment
- 2B4P Apartment
- 2B4P Duplex
- Restaurant/Cafe & Retail/Offices
- Bike Store

01 Resident's Courtyard
02 Resident's Western Park Route
03 Covered Walkway / Sidewalk
04 Large Existing Trees
05 Eastern Sidewalk Connection
06 Bin Store
07 M & E Plant
08 Residents Leisure Space



HJL

5.1 Floor Plans

First Floor Plan [Typical Level]

- 1B2P Apartment
- 1B2P Apartment Universal Design
- 2B3P Apartment
- 2B4P Apartment
- 2B4P Duplex

01 Resident's Courtyard Below
02 Resident's Western Park Route Below
03 Sidewalk Below
04 Large Existing Trees
05 Eastern Sidewalk Connection Below



HJL

5.1 Floor Plans

Fourth Floor Plan

- 1B2P Apartment
- 1B2P Apartment Universal Design
- 2B3P Apartment
- 2B4P Apartment
- 2B4P Duplex

01 Resident's Courtyard Below

02 Resident's Western Park Route Below

03 Sedum Roof [Maintenance Access]

04 Large Existing Trees



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5.1 Floor Plans

Seventh Floor Plan

- 1B2P Apartment
- 1B2P Apartment Universal Design
- 2B3P Apartment
- 2B4P Apartment
- 2B4P Duplex

01 Resident's Amenity

02 Sedum Roof Below

03 Recessed Escape Stair



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5.2 Facade Strategy

Material Palette

The material palette for the project originates in a study of contextual adjacent buildings and facades.

Limestone

The use of Limestone is prevalent on old stone walls throughout the City and site. This limestone offers a mixed palette of beige and grey in a richly textured surface. This palette informs the colour choice for the apartment facade which is represented in warm, yet neutral, beige tones. The existing facade colours on Anglesea Terrace are complimented by the new facade tones.

Facebrick

The use of red- and brown-toned facebrick are prevalent on the SS Joachim & Annes building and other historic buildings in the nearby vicinity. Quality facebrick is proposed to be applied extensively on the Anglesea Terrace Apartment facades. This offers a rhobust and textured facade treatment which should withstand the elements better than a rendered finish. The facebrick colour palette is inspired by the limestone tones.

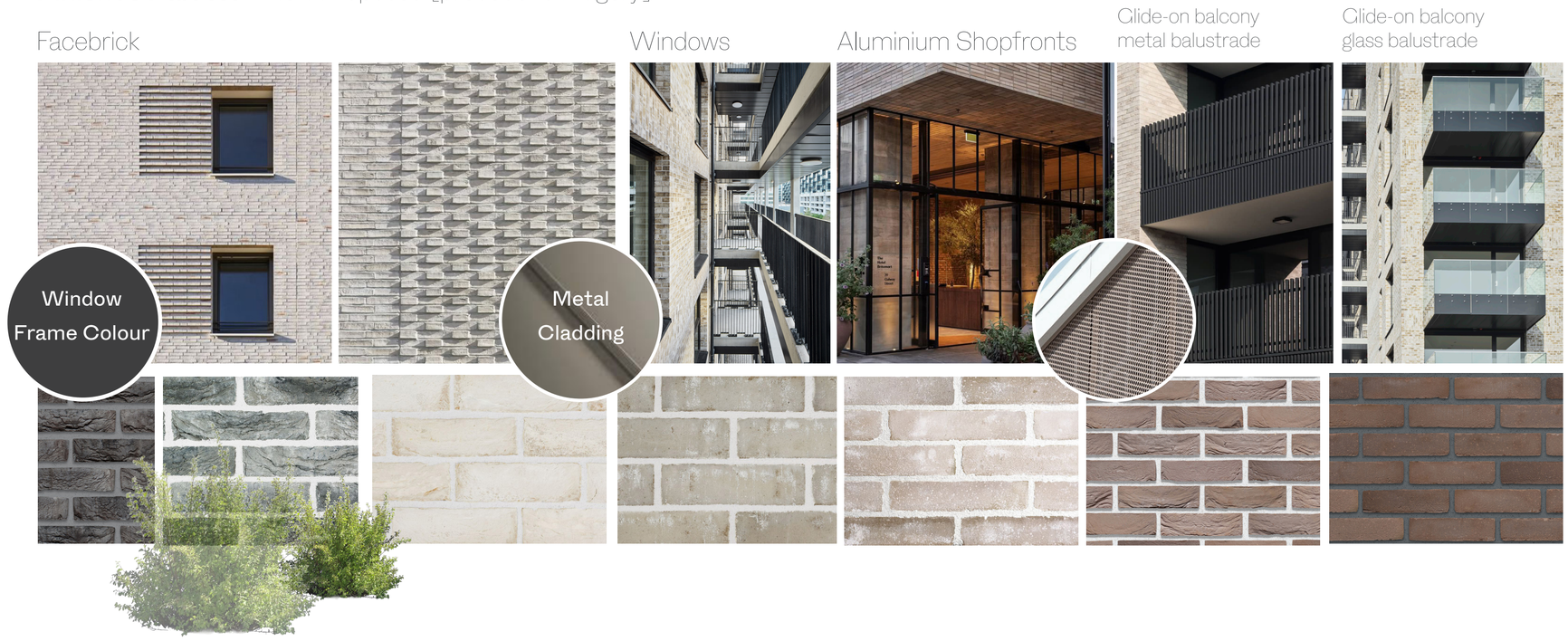
Facade Cladding

Metal cladding is proposed to portions of the Level 6 facade to emulate the terraced building roofs and reduce the perceived height of the 7-storey block. A bronze powder-coating is proposed which compliments the facebrick colour. This powder-coated finish is also proposed to be applied to perforated screens that surround the bike store and is repeated on the bin store.

Finishes Palette - Contextual Origin



Finishes Palette - New Proposed [precedent imagery]



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5.2 Facade Strategy

Material Application and Precedent Studies

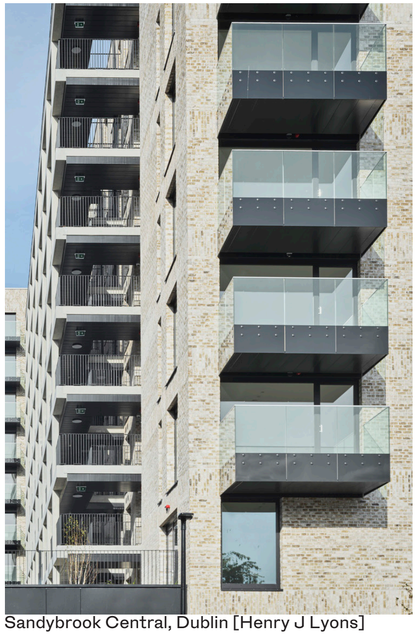
The architecture is intended to be timeless, creating a quality urban building which compliments yet brings calm to a complex urban setting. The facade design focuses on a strong and simplistic form, high quality materials and carefully-considered detailing.

The use of varied brick colours for the elements within the apartment blocks seeks to give a tonal quality to the facades, while also breaking down the massing to a more human scale, and giving a common link to all elements.

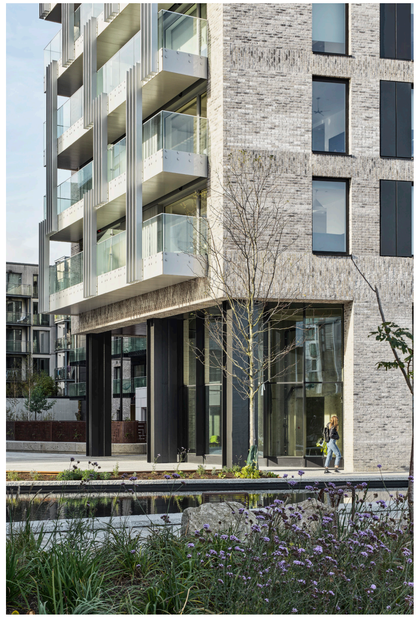
The dark and light brick palette is used to differentiate between different elements, and optimise the visual impact of the building in the urban context. On the tower, the light brick palette is applied to the primary facade elements. The secondary and recessed panels of brickwork are finished in the dark brick palette. The application of the two brick tones was carefully visually tested in the short-, medium- and long-distance views to ensure that building performs appropriately and compliments [rather than overwhelms] adjacent buildings.

Facade cladding, appropriately proportioned window openings, an active street level and planting on and around the building soften the brick form. The balcony articulation and detailing adds interest and facade engagement.









Sandybrook Central, Dublin [Henry J Lyons]

01



Primary [light] brick palette or similar

02



Secondary [dark] brick palette or similar

03



Metal cladding

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5.2 Facade Strategy

Brick Articulation and Detailing

The predominant use of brick on the facade is enhanced through carefully considered articulation and detailing. Brick details are introduced at key junctions to create better proportions and introduce subtle interest.

A. Framing

A lighter banding of flush brickwork is introduced to ‘frame’ larger portions of the facade. Soldier course brickwork or similar emphasises this feature.

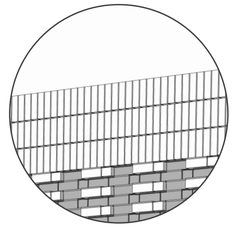
B. Window Articulation

The glazing percentage is optimized for internal daylighting, while avoiding overheating to the interiors. The window openings are enhanced by feature brickwork that compliments the recessed windows.

C. Crown Articulation

Textured brickwork is proposed in the crown of the tower to create interest and articulation that is visible in the medium and long-distance views.



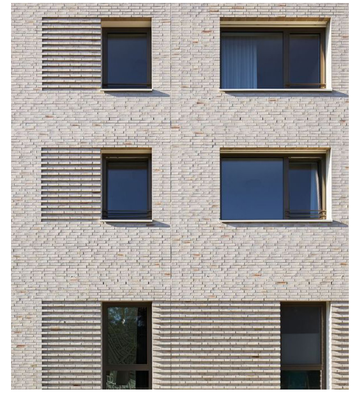


A. Framing: Brick Soldier Course



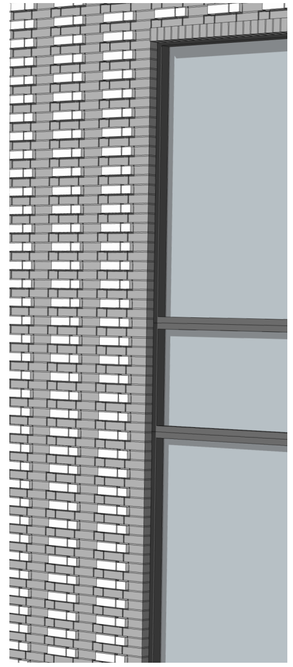


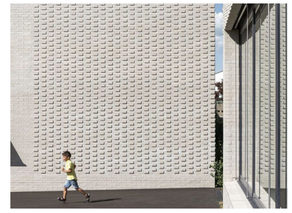
B. Window Articulation: Feature Brickwork





C. Crown Articulation:
Brick protrusion pattern





5.2 Facade Strategy

Balcony Types

Private amenity is provided per unit in the form of cantilevered balconies. The project incorporates two different balcony types. Wind and Noise analysis was done for the site and building design. Given the location along busy primary roads, residents' comfort was considered when designing private amenity.

On the tower, where private amenity faces onto noisy roads, a glass balustrade is provided. This offers some noise mitigation, and additional protection from the elements. This is intended to improve user comfort.

The remainder of the balconies on the project are provided with a vertical metal balustrade with a powder-coated finish, colour to match the windows. This adds to interest and layering of the facade.



Glass Balconies, recessed on Tower



Metal Balconies, on mid-block portion

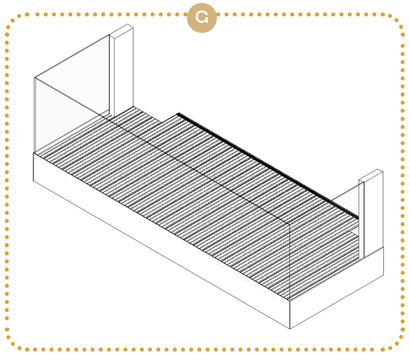


Metal Balconies, South-West

C TYPE C = Balcony with Glass Balustrade

M TYPE M = Balcony with Metal Balustrade

P TYPE P = Patio configuration

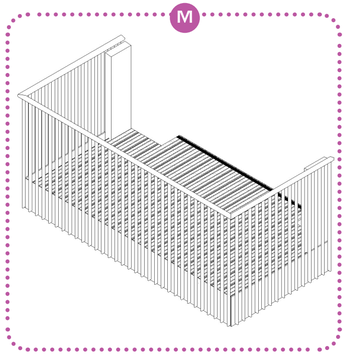


Type C = Glass Balustrade Balcony

Located in the tower to offer more wind and noise protection.

Type M = Metal Balustrade Balcony

Located in the Mid-block and Western portions of the building





Type P = Patio Amenity
Units at ground floor around the resident's courtyard to have patio solution rather than glide-on balcony solution



South Elevation



West Elevation



East Elevation



North Elevation

HJL

5.2 Facade Strategy

Western Elevation Study

Different design approaches were explored for the Western Elevation to balance visual rhythm, internal functionality, and the overall composition of the facade. Designs were explored testing variations in window alignment, proportion, and composition.

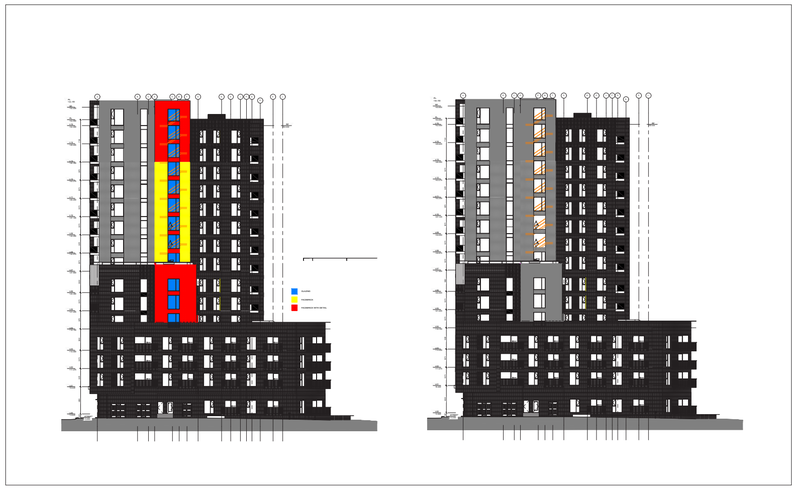
The Western Elevation of the building, was originally designed with two rows of windows on the left and a solid brick wall on the right with some brick articulation at the top of the building. The elevation was carefully studied through a series of four design options. These explored linear windows in different configurations.

Design options were analysed for visual impact, facade proportioning, and internal performance. Additional staicore fenestration would cause overheating in circulation spaces, increasing operational costs, while providing minimal benefit to residential units. Current glazing positioning optimises daylighting for livable spaces. The solid brickwork also provides visual relief from the ounched window facade used elsewhere. The design team recommends proceeding with the curent facade design without additional fenestration.





West Elevation Option 1 - Linear windows aligned with the adjacent windows for continuity & rhythm



West Elevation Option 2 - Linear windows aligned with internal stair and landing levels to maximise views rather than external alignment



West Elevation Option 3 - Two staggered rows of thinner linear windows at varying heights, with spandrel panels, creating a less formal and more interesting composition.



West Elevation Option 4 - Two linear rows of windows aligned with the adjacent facade for continuity.

5.2 Facade Strategy

Bike Store & Bin Store

Bike Store

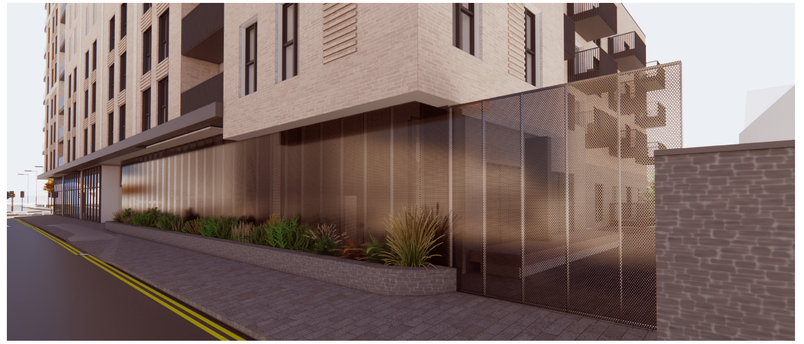
The entrance to the bike store runs along the front of the building, set within the facade. The perforated metal screen is extended across the ground floor of the Northern Elevation, continuing to the right to form an entrance gate for pedestrian and service vehicle access to the M&E plant. This perforated treatment, integrated with feature lighting, will create a bright and welcoming facade at night, mirroring the mixed-use retail units at the opposite end of this elevation. The bike store is intended to create at attractive and animated edge along the Old Station Road footpath.

The reconfigured bike store provides a full range of facilities including sheffield stands, two-tier racks, and dedicated cargo bike parking spaces.

In addition, the perforated metal facade in front of the bike store will have a printed graphic in a warm monochrome colour scheme referencing the historic ‘Haymarket’ identity of the site & surrounding area, embedding a subtle layer of local heritage into the architectural expression.

Bin Store

The bin store has been reconfigured with a bin store for the Restaurant/Cafe & Retail/Office units, and a bin store for the residential units. Each bin store has straighforward access points and efficient waste management. Externally, the bin stores are enclosed with a perforated metal facade that continues the material language established at the bike store, creating a unified architectural expression across the facades of the ground floor. The use of perforated metal enhances ventilation while maintaining cohesive elevations.



Bike Store - Schematic view of the front elevation showing perforated metal screen



Bike Store - Schematic Internal view



Bike Store - Indicative image of perforated metal screen with printed graphic (Image is indicative only)



Bin Store - Indicative image of perforated metal screen with printed graphic (Image is indicative only)



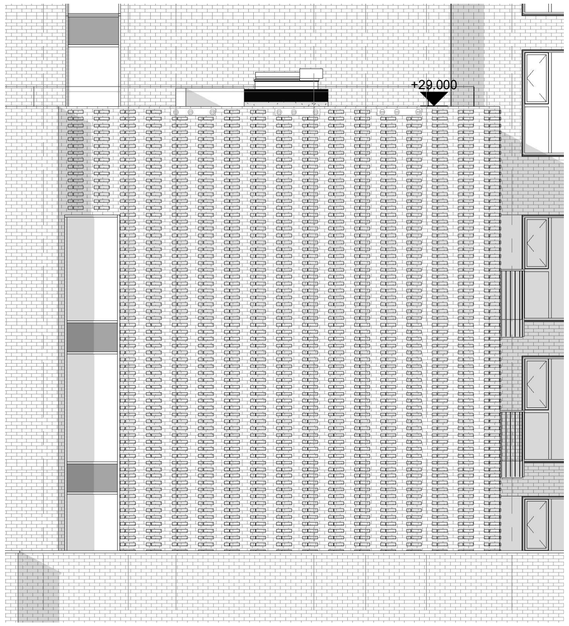
Indicative image of perforated metal screen with printed graphic at the bike store (Image is indicative only)

5.2 Facade Strategy

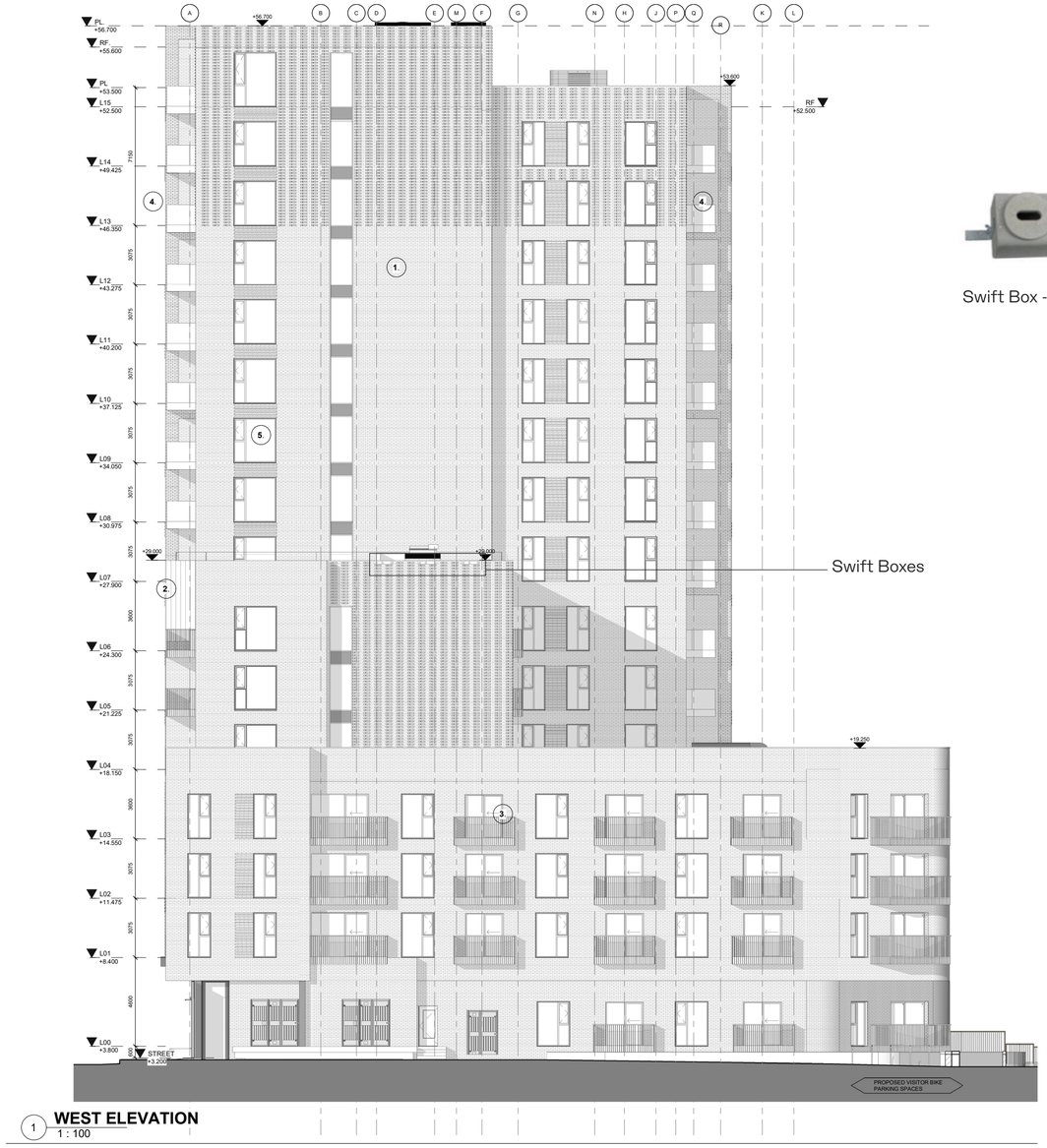
Swift Boxes - Western Elevation

Swift Boxes

On the Western Elevation, three Schwegler 17A swift boxes are proposed to be installed to support local biodiversity. The boxes will be positioned over the minimum height of 4-6 metres above ground level, just beneath the parapet line, ensuring optimal height for swift habitation. They will be arranged side by side in a staggered horizontal formation, with no obstructions directly below to allow clear flight access for the birds. This placement has been carefully considered to integate suitable nesting conditions discreetly into the building's architectural composition.



Close-up of Western Elevation showing swift boxes



Western Elevation



Swift Box - Schwegler 17A (used by Swift Conservation Ireland).



3D View of Western Elevation

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Visualisation

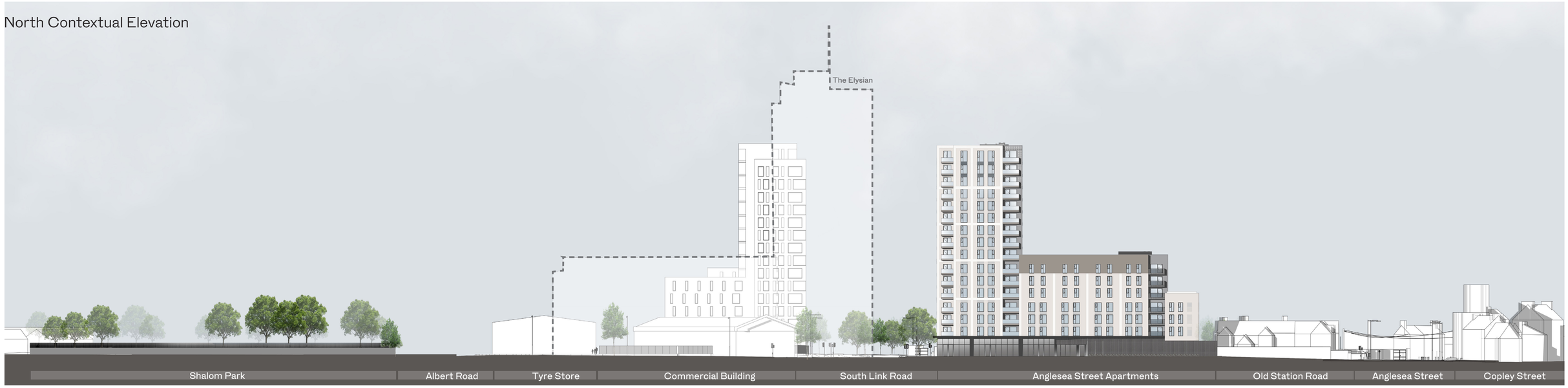
Artist's Impression From Anglesea Terrace



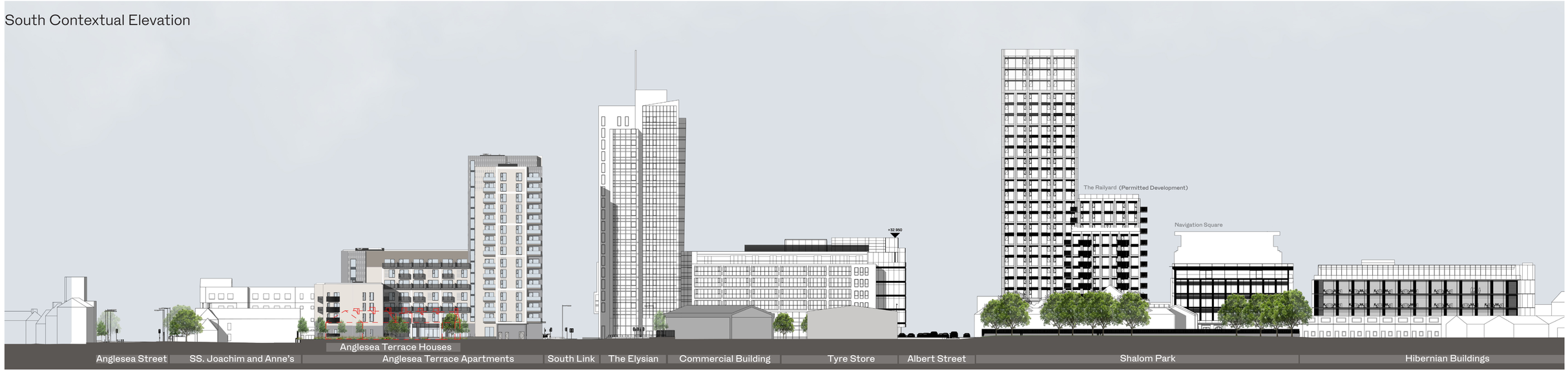
5.3 Elevations

Contextual Elevations

North Contextual Elevation



South Contextual Elevation



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5.3 Elevations

North Elevation



5.3 Elevations

West Elevation



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5.3 Elevations

South Elevation



5.3 Elevations

East Elevation



Visualisation

Artist's Impression of Western Park Route



6. Universal Design

6.1 Universal Design - Approach to Design & Compliance

The proposed development has been designed according to the Building Regulations Technical Guidance Document M 2022.

The design team is committed to achieving universal access throughout the proposed development within the built environment and the public realm.

Universal Design requires that all environments can be accessed, understood and used to the greatest extent possible by all people, regardless of their age, size, ability or disability.

The 7 principles of Universal Design, developed by the Center for Excellence in Universal Design in Ireland, are: Equitable Use, Flexibility in Use, Simple and Intuitive Use, Perceptible Information, Tolerance for Error, Low Physical Effort, and Size and Space for Approach and Use.

A Universal Design (UD) Home can adapt and change with us by factoring in at the outset key design features that benefit the quality of life of everyone in the home. The application of Universal Design thinking to homes recognises differences and accommodates them through the integration at the outset of the design and construction stages of:

— Flexibility and ease of adaptability to meet people's changing needs over time in a cost effective way;

— Sustainable design to improve comfort and energy efficiency; and

— Smart technologies to enable ease of living independently for longer.



First Floor Plan Showing the position of the Universal Design Apartment

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6.2 Universal Design - UD Apartment Layout

The Universal Design apartment unit is a 1 bed 2 person unit. There are 15 UD apartment units with one located on each floor between 1st floor and 15th floor. Each apartment complies with the Technical Guidance Document Part M 2022 the LDA Apartment Typology Booklet 2023.

Each room complies with the minimum areas, and 1.5m turning circles are provided where required in the kitchen, living space, bedroom, WC and balcony.



Universal Design 1B2P Apartment Floorplan Layout

GIA: 52.56 sq.m (10% Over)
NIA: 48.1 sq.m (10% Over)

5.1.1 One Bedroom Two Person (UD Home)

Type 2B

	Minimum	10% Over	UDH
Living, Kitchen, Dining	23m²		
Double Bedroom (Main)	13m²		13m²
Storage	3m²		
Apartment Area	**45m²**	**49.5m²**	
Balcony	5m²		5m²

Universal Design Guidelines Set out in the LDA Apartment Typology Booklet 2022

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6.3 Universal Design - The 7 Principles of Universal Design

The development is designed to provide comfortable access for ambulant and non-ambulant users in compliance with Part M.

Universal Design requires that all environments can be accessed, understood and used to the greatest extent possible by all people, regardless of their age, size, ability or disability.

The 7 principles of universal design have influenced the overall approach to the design of the scheme both externally and internally. All external access points to the building are shared by all users, with ramps and level access removing any need for a separation of access points based on a users need.

The internal configuration of units has also been considered, providing generous corridor widths, door widths and circulation space to ensure the apartments cater for all users. All apartments are provide with lift access and the corridors routes the apartments are provided with widened areas for wheelchair turning.

Principle 1: Equitable Use
The design is useful and marketable to people with diverse abilities.

1a. Provide the same means of use for all users: identical whenever possible; equivalent when not.
1b. Avoid segregating or stigmatizing any users.
1c. Provisions for privacy, security, and safety should be equally available to all users.
1d. Make the design appealing to all users.

How Principle 1 Compliance is Achieved:
Consistent means of access is provided to all units and each unit is designed to provide part M compliant level access entrances via the front door for visitors. There is lift access to each floor in the building. External amenity spaces are designed in accordance with Technical Guidance Document Part M 2022.

Principle 2: Flexibility in Use
The design accommodates a wide range of individual preferences and abilities.
2a. Provide choice in methods of use.
2b. Accommodate right- or left-handed access and use.
2c. Facilitate the user's accuracy and precision.
2d. Provide adaptability to the user's pace.

How Principle 2 Compliance is Achieved:
The proposed development provides for a variety of apartment types including 1 bed 2 person, 2 bed 3 person, and 2 bed 4 person apartments. The development has been designed to comply with the building regulations, in particular the Technical Guidance Document Part M 2022, providing an emphasis on and to facilitate access and use, and user mobility. A universal design apartment is provided which has the potential to be modified to support non-ambulant users.

Principle 3: Simple and Intuitive Use
Use of the design is easy to understand, regardless of the user's experience, knowledge, language skills, or current concentration level.

3a. Eliminate unnecessary complexity.
3b. Be consistent with user expectations and intuition.
3c. Accommodate a wide range of literacy and language skills.
3d. Arrange information consistent with its importance.
3e. Provide effective prompting and feedback during and after task completion.

How Principle 3 Compliance is Achieved:
All units have been designed in a simple and effective way, minimising complexity. Spatial organisation follows a logical and consistent layout, enabling residents and visitors to easily identify and access key areas such as entrances, circulation routes, elevators, and communal facilities. Essential services including bin stores and bike stores are positioned in accessible, easily recognisable locations, supporting effortless and independent use.

Principle 4: Perceptible Information
The design communicates necessary information effectively to the user, regardless of ambient conditions or the user's sensory abilities.

4a. Use different modes (pictorial, verbal, tactile) for redundant presentation of essential information.
4b. Provide adequate contrast between essential information and its surroundings.
4c. Maximize "legibility" of essential information.
4d. Differentiate elements in ways that can be described (i.e., make it easy to give instructions or directions).
4e. Provide compatibility with a variety of techniques or devices used by people with sensory limitations.

How Principle 4 Compliance is Achieved:
A carefully selected palette of materials and finishes have been utilised in order to make elements easily recognisable and perceptible. Entrances are all provided with visual and tactile variations in order to identify any potential hazards and prevent injury. Clear signage will assist in way finding and be provided in compliance with the Technical Guidance Document Part M 2022.

Principle 5: Tolerance for Error
The design minimizes hazards and the adverse consequences of accidental or unintended actions.

5a. Arrange elements to minimize hazards and errors: most used elements, most accessible; hazardous elements eliminated, isolated, or shielded.
5b. Provide warnings of hazards and errors.
5c. Provide fail safe features.
5d. Discourage unconscious action in tasks that require vigilance.

How Principle 5 Compliance is Achieved:
Circulation areas are free from obstructions. Safety features such as non-slip flooring, handrails and well-marked steps, help prevent falls and support safe navigation. Building systems including access controls and fire alarms, are designed with safeguards to prevent misuse or accidental activation.

Principle 6: Low Physical Effort
The design can be used efficiently and comfortably and with a minimum of fatigue.

6a. Allow user to maintain a neutral body position.
6b. Use reasonable operating forces.
6c. Minimize repetitive actions.
6d. Minimize sustained physical effort.

How Principle 6 Compliance is Achieved:
The apartment block is provided with passenger lifts for ease of vertical transportation. All entrance doors to apartments are provided with a level landing in accordance with Technical Guidance Document M. Entrances and internal doors are equipped with automatic or level-style handles that require minimal force to operate.

Principle 7: Size and Space for Approach and Use
Appropriate size and space is provided for approach, reach, manipulation, and use regardless of user's body size, posture, or mobility.

7a. Provide a clear line of sight to important elements for any seated or standing user.
7b. Make reach to all components comfortable for any seated or standing user.
7c. Accommodate variations in hand and grip size.
7d. Provide adequate space for the use of assistive devices or personal assistance.

How Principle 7 Compliance is Achieved:
All entrances are level or ramped with appropriate gradients, and circulation routes such as corridors and lobbies are designed with sufficient width to accommodate wheelchair users and individuals with mobility aids. Doorways throughout the building provide clear opening widths that meet or exceed the minimum dimensions specified in TGD M, facilitating ease of access for all users. Essential controls and facilities, including mailboxes and light switches are installed within accessible reach ranges, ensuring usability from both seated and standing positions.

6.4 Universal Design - UD Home Design

The proposed UD homes will be providing with the following items to achieve UD Home status. The elements of the design referred to below have been taken from the "Home Performance Index (HPI) Technical Manual v3.0 Appendix C – Universal Design ". Appendix C is a Universal Design Checklist identifying the design elements for the awarding of "UD Home". The guidelines in the LDA Apartment Typology Booklet - Section 5.1 Universal Design Apartment Layouts, have also been followed.

Site & Entrance

The proposed design shall incorporate the following guidance as applicable to the UD dwellings and apartment buildings containing UD apartments as set out in HPI Technical Manual v3.0 Appendix C Universal Design to achieve UD Home:
-Drop down kerbs & tactile paving shall be provided along access routes at all junctions at each side of the road.
-The edge of the pedestrian access routes & roadway shall visually contrast.
-Pedestrian access routes serving apartment buildings containing UD units shall maintain a clear width of 2000mm.
-Artificial lighting to achieve the following lux levels:
- -Entrances 100 lux
- -Pedestrian access routes and walkways 50 lux
- -Steps, ramps and landings 100 lux
- -Signage 30 lux

-Gates shall achieve a clear width of 900mm and easily opened & closed. They shall be wired to accommodate future installation of automated operating mechanisms.
-Surface finish of the access route serving the entrances to be firm, non-slip & non-reflective.
-Canopy/shelter to be provided at front entrance doors to provide weather protection at the entrance.
-Each UD unit shall be distinctive through individualiised design features such as door colours, wall painting (where accessed from within apartment block) or planting.
-Apartment building entrances containing UD dwellings shall be provided with a level landing achieving 1800mm x 1800mm clear of door swings.
-Corridors serving UD apartments shall achieve a minimum clear width of 1500mm with 1800mm passing spaces.
-Different corridors serving UD apartments shall be distinguished by way of colour, lighting or other means.

Entering & Circulating UD Units

-Main entrance door serving apartment buildings containing UD apartments to achieve a clear width of 900mm.
-The entrance door to apartment buildings containing UD apartments to be provided with a visual and audio intercom no higher than 1200mm above the external ground located on the handle side of the entrance door.
-The entrance door to visually contrast with adjacent walls/screens.
-Entrance door to UD dwellings to achieve a minimum clear width of 800mm – 850mm.
-Entrance doors shall be provided with level access. Thresholds of main entrance doors of apartment buildings containing UD apartments & UD dwellings shall be provided with a compressible level threshold which reduces to a maximum upstand of 10mm, or a level threshold of 5–10mm with chamfered, ramped or pencil-rounded edges.
-300mm leading edge to be provided to UD apartments entrance door on pull side of the door
-Entrance hallways, if any, shall be provided with storage space for outdoor wear, coats, shoes & bags.
-Entrance hallways, if any, shall be provided with a power point.
-Corridors within UD dwellings shall achieve a minimum clear width of 1050mm – 1200mm.
-Doors within UD dwellings shall achieve a minimum clear width of 800mm when approached straight on or at a right angle along a corridor achieving a clear width of 1100mm. Internal doors at a right angles to corridors less than 11000mm wide shall achieve a clear width of 850mm.

Spaces within UD dwellings:

Living Room

-Living room shall be located at the same level as the entrance door.
-Bedroom(s) shall be located at the same level as the entrance door.
-The min width of living rooms shall be as follows:
1 bed – 3300mm min
2 bed – 3600mm min
3 bed – 3800mm min
-Livings shall be provided with a 1500mm -1800mm clear turning circle.
-Livings shall be set out to accommodate a min 750mm clear route between items, in front of windows and routes between doors.

Dining Room

-Dining area shall be provided in the same room as the kitchen.
-1200mm circulation route shall be provided around two consecutive sides of the dining table.

Kitchen

The main thoroughfare shall not be through the kitchen.
-Split height counters shall be provided subject to the end user requirements at heights of 760mm & 900mm from floor level. Where no split level is provided, counter heights shall be 900mm from floor level.
-Minimum space between kitchen work surfaces shall be between 1200mm – 1500mm.
-Doors serving kitchens shall not be located in the main workspace.
-Kitchen handles, switches & sockets shall visually contrast with the background. Switches & sockets shall be clearly visible and reachable.



Universal Design 1B2P Apartment Floorplan Layout

HJL

6.4 Universal Design - UD Home Design

Bedrooms

-Bedrooms shall be provided with hard spots in ceilings to accommodate a hoist track supported by the ceiling construction.
-The internal dimensions of the toilets shall achieve 1500mm x 1800mm min.
-The min size of bedrooms rooms shall be as follows:
    -Double & twin bedrooms – 13m2 min
    -Single bedrooms – 8m2 min
-Bedrooms rooms shall be provided with a minimum clear space of 800mm around both sides and at the end of the beds.
-Double bedrooms shall be provided with a 1500mm clear turning circle.

Bathrooms/Shower Room

-Bathroom walls shall be suitable to accommodate fittings and rails.
-To accommodate future adaption from a bathroom to a shower room, a capped outlet shall be provided for future installation of a floor drain.
-1500mm clear turning circle shall be provided with a max overlap of the wash basin of 200mm.
-The internal dimensions of the toilets shall achieve 2100mm x 2400mm min.
-Bathrooms to be provided with an outward opening door. Door to open against a wall.
-Centre of the WC to be 400mm-500mm from the return wall.
-Where a bath is provided, 1100mm x 7000mm activity space shall be provided beside the bath.
-Where a bath is provided, 400mm-500mm transfer space shall be provided at the end of the bath.
-1100mm x 7000mm activity space shall be provided in front of the wash basin.
-1100mm x 7000mm activity space shall be provided in front of the WC.
-Bathrooms shall be provided with hard spots in ceilings to accommodate a hoist track supported by the ceiling construction.

Storage

-A mixture of shallow cupboards/deep cupboards and storage rooms shall be provided.
-Depth of storage shall be 300mm - 600mm.
-Where 3 bedrooms or more are provided, a separate utility space shall be provided.
-A 1200mm clear area shall be provided in front of laundry units.

Study/Workspace

-Natural light shall be provided to study/workspace.
-Study/workspace shall achieve a length of 1800mm with a depth of 1500mm including chair space.

External Spaces

-Level threshold to be provided from UD dwelling to all external spaces connected to the home.
-Doors to external spaces to achieve a min clear width of 800mm – 850mm.
-Min depth of private balcony/terrace to achieve 1500mm.
-The min size of private open space shall be as follows:
    1 bed – 5m2 min
    2 bed – 7m2 min
    3 bed – 9m2 min

Elements & systems within UD dwellings:

-All outlets, switches and sockets shall be installed at a consistent height between 450mm to 1200mm from the floor and at least 500mm away from any internal room corner.
-Window sills in habitable rooms shall be max 850mm form floor level.
-Two way switches shall be provided at the bedroom door & on both sides of the double bed in the main bedroom.
-Doors shall be fitted with pull & lever handles as opposed to knobs.
-Power supply shall be provided to internal doors, above and beside window heads and at skirting level to provide for future automatic devices, such as assisted door openers, ceiling hoists and automatic curtain/blind opening.

Henry J Lyons

Thank You

