# FORTFIELD ROAD, D6W

## ARCHITECTURAL DESIGN STATEMENT

09.12.2024

URBAN - AGENCY

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# 01

# INTRODUCTION

## 01. INTRODUCTION

The Architectural Design Statement has been prepared by Urban Agency Architects Ltd. on behalf of 1 Celbridge West Land Ltd. in respect of lands at Fortfield Road, Terenure, Dublin 6W.

The development will comprise a Large-Scale Residential Development (LRD) on a site at Fortfield Road, Terenure of 284 no. units delivering 19 no. houses and 265 no. apartments made up of studios; 1 beds; 2 beds; 3 beds; and 4 beds. The development will also provide community, cultural and arts space and a creche. Communal internal space for residents will also be delivered. Provision of car, cycle and motorbike parking will be provided throughout the development, including at basement and surface level. Vehicular/pedestrian/cyclist access from Fortfield Road. Proposed upgrade works to the surrounding road network is also included. All associated site development works, open space, services provision, ESB substations, plant areas, waste management areas, landscaping (both public and communal) and boundary treatments.

**SUMMARY**

| APARTMENT BLOCKS + ROW HOUSES | | |
|---|---|---|
| **UNITS TYPOLOGIES** | | **PERCENTAGE** |
| STUDIO | 10 | 4% |
| 1B/2P | 117 | 41% |
| 2B/4P | 129 | 45% |
| 3B/5P | 9 | 3% |
| 4B/7P | 19 | 7% |
| **TOTAL** | **284** | **100%** |
| **DUAL ASPECT** | **179** | **63%** |
| **+10% UNITS** | **159** | **56%** |

# 02

## LRD OPINION - RESPONSE

# 02. LRD OPINION

NOTE:
This document is for discussion purpose only. All figures shown are an approximate estimation and are subject to further design development, accurate site survey and services (drainages, ESB, gas, etc.) and potential existing site restrictions (flooding, trees preservation, traffic, fire etc.). Please note also that any proposed concept layout in this document is subject to full planning permission being granted.

## 02.01 LRD OPINION ISSUES

The applicant is advised that these issues or areas must be addressed in any documents submitted in a future planning application, in order to constitute a reasonable basis on which to make an application.

**1.** The description of development should set out in full the details of the proposed development, including the overall floor area, including the number of residential units per block, with a breakdown of unit types, and the number of storeys in each block, the number of car and cycle parking spaces proposed, and such other information as would be required in the public notices.

**2.** Further details should be submitted in relation to how the proposal would comply with Policy CUO25 of the current Dublin City Development Plan, which requires a minimum of 5% of the total floor area to comprise community, arts and culture spaces, to include exhibition, performance, and artist workspaces predominantly internal floorspace. The details should include details of consultation with Dublin City Council's Arts Officer.

**3.** The following should be clarified:
**a)** The Housing Quality Assessment should include details of how the proposal complies with the requirement for the majority of units to have floor areas of more than 10% of the minimum requirement in accordance with Section 3.8 of the Sustainable Urban Housing: Design Standards for New Apartments (Department of Housing, Local Government and Heritage, 2023).
**b)** It is stated that the proposal provides for no more than twelve residential units per core per floor; however, this does not appear to be the case on examination of the drawings. The applicant should clarify how it is proposed to meet this requirement.

**4.** The proposed application should submit details of how it is proposed to delineate the areas of communal open space from the public open space, while allowing each block to have one publicly accessible frontage to ensure that access can be provided to residents and visitors without compromising the quality of the private spaces. The applicant should also consider the provision of privacy screening to the ground floor apartments on the western side of Block A.

**5.** The proposed application should include full details in relation to the future management and maintenance of the public open spaces on the site, including the area adjoining the lake which is within the site boundary.

**6.** Dublin City Council's Conservation Officer recommends that the following items are addressed prior to lodgement of the application:
**a)** Justification for the extensive removal of the historic demesne wall as proposed.
b) Consideration should be given to omitting the removal of the historic demesne wall as proposed and allowing for more of the historic wall to be retained in situ, submitting revised plans, sections and elevations showing the retention of the majority of the historic demesne wall, with new gateways or limited openings to provide access and egress from the site.
**c)** The applicant should submit conservation methodologies for the repair of the historic demesne wall and making good of the limited new opening to best conservation practice.
**d)** Additional verified views should be provided, including
- Verified views from the playing pitches to the south east, within the grounds of Terenure College with the 18th, 19th and 20th century college in the left foreground and the proposed development in the background to the right to clarify the potential visual impact on the special architectural character and setting of the College.
- Additional verified views from Fortfield Road looking towards the proposed site and Terenure College to clarify the potential visual impact of the proposed residential development on the special architectural character of the buildings of Terenure College when viewed from the west.
- Verified views of the proposal from the park (Fortfield Green) at the corner of Fortfield Road and College Drive to clarify the visual impact of the proposed development on the setting of the houses on Greenlea Road.

**7.** Dublin City Council's City Archaeologist recommends that the following items are addressed prior to lodgement of the application:
**a)** An archaeological assessment will be required to be prepared as defined in Section 3.6 of the Framework and Principles for the protection of the Archaeological Heritage(1999), including test excavation, as described in Section 3.6.5 (see https://www.archaeology.ie/sites/default/files/media/publications/framework-and-principles-for-protection-of-archaeological-heritage.pdf). A report providing the results of the test excavation containing a detailed construction impact statement should be submitted to the planning authority to inform the archaeological site strategy.

**8.** Dublin City Council's Transportation Planning Division recommends that the following items are addressed prior to lodgement of the application:
**a)** The applicant is required to consult with the NTA and Dublin Bus regarding the capacity of the urban bus services serving the application site. Relevant information regarding service capacity, including existing and planned bus priority measures along the relevant bus routes within the network, should be included in the planning application to inform the applicant's justification for the scale and density of development.
**b)** The applicant is required to consult with Dublin City Council's Environment and Transportation Department and the NTA regarding the design of the 4-arm signalised junction, the proposed relocation and design of the bus stop on Fortfield Road and the increased footpath provision along the eastern side of Fortfield Road, a continuous minimum width of at least 2 m should be achieved.
**c)** A Road Safety Audit should be carried out, and made available to Dublin City Council's Environment and Transportation Department as part of the review of works proposed within the public road.
**d)** A Letter of Consent is required from Environment and Transportation Department for works within the public road.
**e)** With regard to the proposed works to the west side of the Fortfield Road / College Drive junction, on lands within South Dublin County Council, evidence of agreement for these works or confirmation of the planning application strategy for the works should be provided.
**f)** Pedestrian connection to Lakelands Park should be reconsidered as this would improve the wider connectivity of the area.
The following points should also be addressed within the final application documentation:
**g)** A robust rationale should be provided for the proposed locational designation of the application site in accordance with Table 3.8 and SPPR 3 of the 'Sustainable Residential Development and Compact Settlements' guidelines (2024).
**h)** A taking-in-charge drawing addressing the proposed junction and footpath widening on Fortfield Road is required.
**i)** All pedestrian and cycle paths should demonstrate compliance with the relevant design standards of DMURS. All internal pedestrian access routes to Blocks should achieve a continuous minimum width of at least 2m. Where shared cycle and pedestrian access routes are proposed, it should be demonstrated that the proposed width can safely and comfortably accommodate shared use.
**j)** The following is required to further clarify and improve cycle parking proposals:
i. It should be demonstrated that access corridors, aisles and doors providing access to resident cycle parking achieve adequate widths, in compliance with the relevant design guidance of the NTA's 'Cycle Design Manual, 2023'.
ii. The design of the visitor cycle parking provided at surface level and the quantity provided in each bank of standard should be specified.
iii. The quantity of cycle parking spaces capable of accommodating non-standard cycle equipment (e.g. cargo bikes) should be increased. NTA's 'Cycle Design Manual, 2023' recommends 5%. The additional spaces should serve both residents and visitors and should be dispersed throughout the site.
iv. Provision for e-bike charging facilities should be demonstrated.
v. Staff cycle parking in a secure facility is required for the culture/arts space, in accordance with the relevant standards of Table 1 of Appendix 5 of the City Development Plan. This facility and the residential cycle parking facilities should be accessed separately.
**k)** Discrepancies in the submitted drawings and documentation are noted, in particular in respect of the quantitative figures for car parking provision. The final application submission should be consistent.
**l)** The following is required to further clarify and improve car parking proposals:
i. It should be demonstrated that sufficient clear space is provided to accommodate one in-curtilage car parking space per house only, with suitable design measures (e.g. landscaping) provided to prevent additional parking encroachment.
ii. Review access to car share and consider relocating some spaces to surface level to benefit the dwelling units and public access.
iii. Visitor allocation appears excessive and should be reviewed. Information on the management of visitor spaces are required.
**m)** Proposed phasing of works within the public road is required due to proposals to use the new access point as the main site access during construction.

**9.** Dublin City Council's Drainage Division recommends that the following items are addressed prior to lodgement of the application:
Flood Risk
- Clarity needed around model; evidence that modelling carried out correctly. Pluvial risk has been identified and proposal aims to address risk from 1%AEP pluvial via storage pond – how was this sized/the volume derived for this event?
- Protection to basement level – confirm and provide detail.
- Provide map of development indicating pre- and post- development extents for 1%AEP and 0.1%AEP, including depths. Need to demonstrate that FFLs and access points are suitably protected. DCC need to be satisfied that pluvial risk has been sufficiently addressed.
Engineering Services Report
- Clarity needed regarding design approach and calculations; inconsistencies within Report and some further detail/explanation is necessary.
- Query Taking in Charge proposals – confirm exact boundary between private and

# 02. LRD OPINION - RESPONSE

public. New infrastructure proposed to manage public road run-off however this would be draining to privately-maintained infrastructure (storage pond)? DCC would not generally accept such an arrangement. Further discussion and detail is necessary on this aspect. The use of SuDS should be explored for any carriageway junction works.
Basement Impact Assessment (BIA)
- A preliminary check suggests revisions are required, e.g. text missing/incorrect, no assessment has been carried out under the Land Stability and Ground Movement section – contains the construction plan from a later section.
Consultation with Drainage Planning is highly recommended to ensure all surface water management matters are addressed prior to lodgement of any planning application

**10.** The applicant should note that an updated Natura Impact Statement should be submitted for the proposed development.

**11.** In order for the proposed development on Z15 lands to be considered, the applicant should submit a letter from the Department of Education confirming that the site is no longer required for educational purposes. The applicant should also submit a letter from the owners of the site stating that they no longer require the site for educational purposes

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# 02. LRD OPINION - UA RESPONSE

NOTE:
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## 02.02 LRD OPINION - UA RESPONSE

**2. Further details should be submitted in relation to how the proposal would comply with Policy CUO25 of the current Dublin City Development Plan, which requires a minimum of 5% of the total floor area to comprise community, arts and culture spaces, to include exhibition, performance, and artist workspaces predominantly internal floorspace. The details should include details of consultation with Dublin City Council's Arts Officer.**

**2. RESPONSE**
As required from the Policy CUO25 of the current Dublin City Development Plan, the 5% of the total floor area comprises arts and culture spaces. In particular, the 86% of this area (1214.6 sqm) is internal and it includes artist's studio (373.1 sqm), a makerspace (615.1 sqm) and a multi-purpose community gallery (226.4 sqm). The remaining external area (199 sqm) consists in a sunken elliptical amphitheatre designed as a multifunctional flexible space. More details about this space are described in NMP and Turley reports.

**3. The following should be clarified:**
**a) The Housing Quality Assessment should include details of how the proposal complies with the requirement for the majority of units to have floor areas of more than 10% of the minimum requirement in accordance with Section 3.8 of the Sustainable Urban Housing: Design Standards for New Apartments (Department of Housing, Local Government and Heritage, 2023).**
**b) It is stated that the proposal provides for no more than twelve residential units per core per floor; however, this does not appear to be the case on examination of the drawings. The applicant should clarify how it is proposed to meet this requirement.**

**3. RESPONSE**
**a)** As stated in the Housing Quality Assessment the majority of units have floor areas of more than 10% of the minimum requirement. This is shown in the green column in the table. In particular, 140 No apartments are 10% bigger than the standard (53%). This percentage raises to 56% if the houses are included in the calculation. More details about these units are shown in the Section 06.15 of this Design Statement.
**b)** Please refer to Section 06.11 for details regarding compliance with requirement SPPR6 of the "2023 Guidelines on Design Standards for New Apartments".
For clarity:
BLOCK A Core 1: 12 units - Core 2: 9 units
BLOCK B Core 1: 8 units - Core 2: 9 units
BLOCK C Core 1: 8 units - Core 2: 9 units
BLOCK D Core 1: 12 units

**8. Dublin City Council's Transportation Planning Division recommends that the following items are addressed prior to lodgement of the application:**
**[...]**
**h) A taking-in-charge drawing addressing the proposed junction and footpath widening on Fortfield Road is required.**
**j) The following is required to further clarify and improve cycle parking proposals:**
**i. It should be demonstrated that access corridors, aisles and doors providing access to resident cycle parking achieve adequate widths, in compliance with the relevant design guidance of the NTA's 'Cycle Design Manual, 2023'.**
**ii. The design of the visitor cycle parking provided at surface level and the quantity provided in each bank of standard should be specified.**
**iii. The quantity of cycle parking spaces capable of accommodating non-standard cycle equipment (e.g. cargo bikes) should be increased. NTA's 'Cycle Design Manual, 2023' recommends 5%. The additional spaces should serve both residents and visitors and should be dispersed throughout the site.**
**iv. Provision for e-bike charging facilities should be demonstrated.**
**v. Staff cycle parking in a secure facility is required for the culture/arts space, in accordance with the relevant standards of Table 1 of Appendix 5 of the City Development Plan. This facility and the residential cycle parking facilities should be accessed separately.**
**k) Discrepancies in the submitted drawings and documentation are noted, in particular in respect of the quantitative figures for car parking provision. The final application submission should be consistent.**
**l) The following is required to further clarify and improve car parking proposals:**
**i. It should be demonstrated that sufficient clear space is provided to accommodate one in-curtilage car parking space per house only, with suitable design measures (e.g. landscaping) provided to prevent additional parking encroachment.**
**ii. Review access to car share and consider relocating some spaces to surface level to benefit the dwelling units and public access.**
**iii. Visitor allocation appears excessive and should be reviewed. Information on the management of visitor spaces are required.**
**m) Proposed phasing of works within the public road is required due to proposals to use the new access point as the main site access during construction.**

**8. RESPONSE**
**h)** Please see drawing PP-800 which indicates the areas to be Taken in Charge.
**j)** The design and the quantity of cycle parking spaces at surface level and at basement are adequate and meet the relevalt design guidances. Non-standard cycle equipment has been increased and its amount represents the 5% of the total Standard cycle parking spaces. All the details regarding car and cycle parking are described in the "Car & Cycle Parking Management Plan" prepared from Punch Engineers.
**k)** The discrepancies shown in the previous submitted documentation have been checked and fixed. The figures are now consistents between UA and Punch drawings/reports and they are the following:
Car Parking: 165 spaces in total (including 3 drop-off)
Cycle Parking: 611 spaces in total
Please refer to the "Car & Cycle Parking Management Plan" prepared from Punch Engineers for details about the spaces types and distribution.
**l)** Please refer to the landscape drawings for details regarding the in-curtilage car parking space for the houses. The amount of the visitor spaces and the car sharing are shown in the Engineers report.
**m)** Please see drawing PP-700 for the proposed phasing of works.

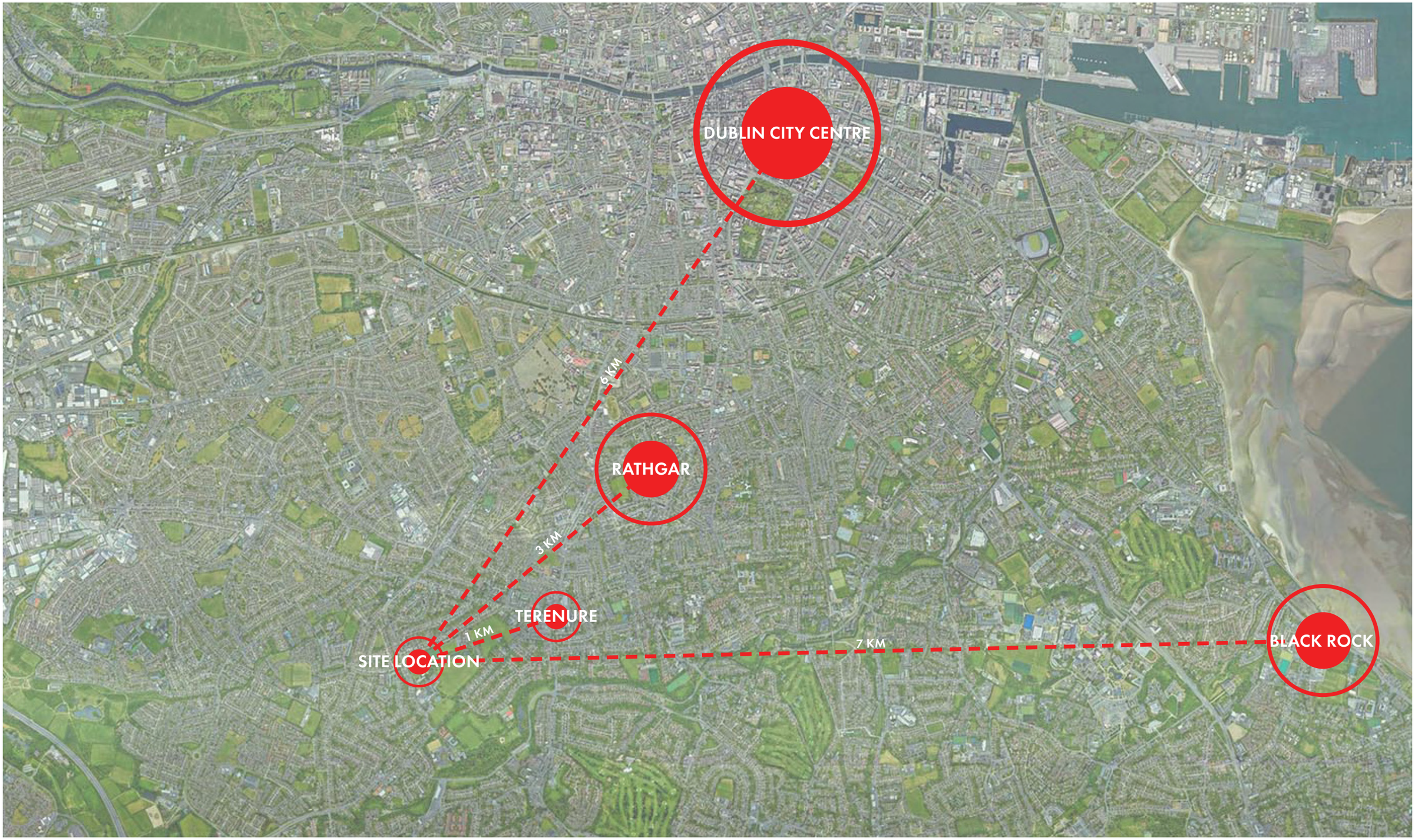
The other issues are addressed in the documents of the other members of the Team.

# 03

# SITE INFORMATION

# 03. SITE INFORMATION

## 03.1 SITE LOCATION



# 03. SITE INFORMATION

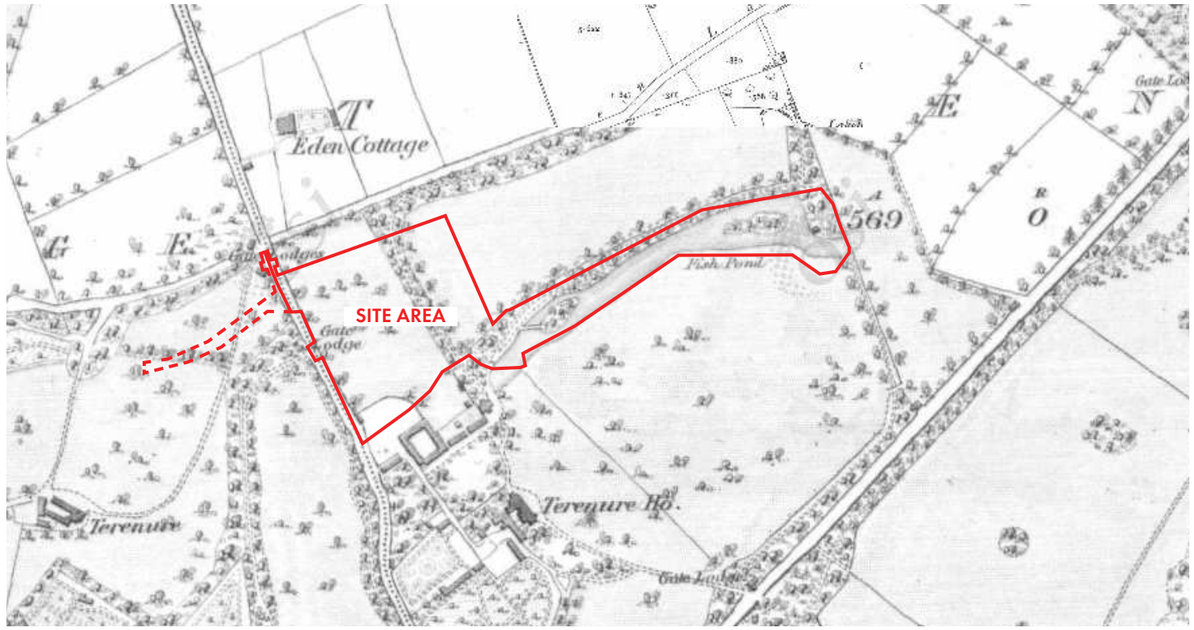
## 03.2 HISTORICAL CONTEXT

Originally built by the Deane family, Terenure House later passed to the family of George Bernard Shaw, and finally to the Bourne family. Nearby was a second house, also owned by the Shaws, which is now home to Our Lady's School.

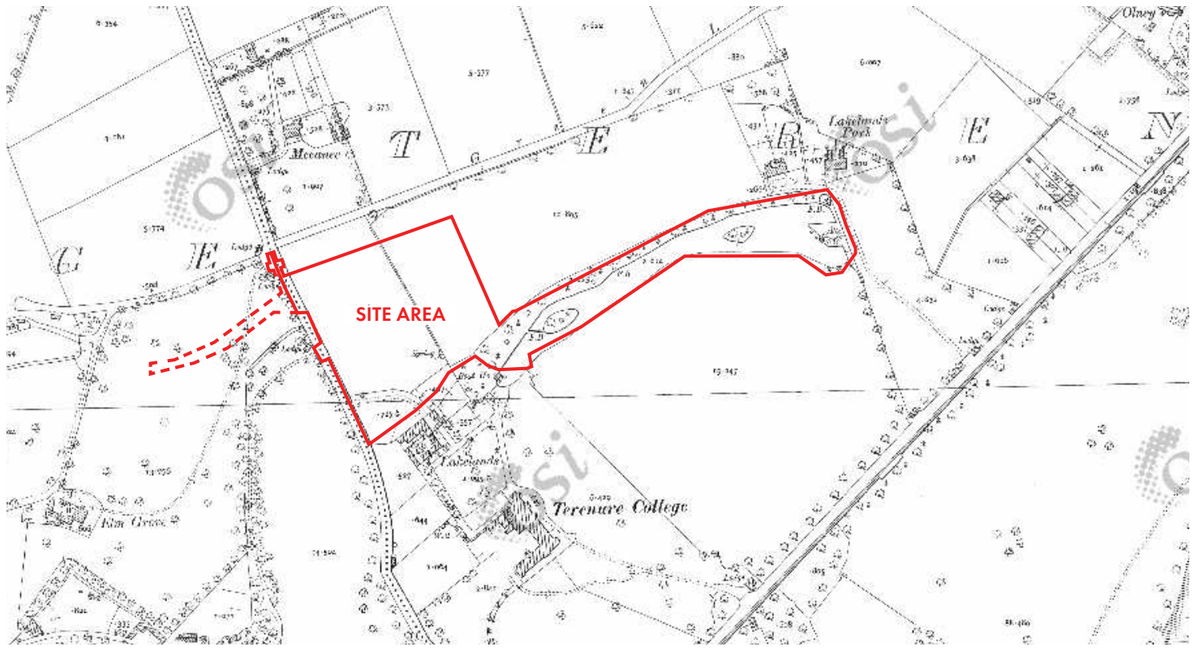
In 1860, Terenure House opened as a college with twenty-one pupils on its roll. Between 1870 and 1890 the school was extended to the current main block which house the fifth and sixth year classrooms, and which also include an original stone staircase of the era, but the original clocktower has since been removed due to safety concerns.

The estate contains a lake, and is connected to three rivers. There is an artificial branch watercourse from the River Poddle to the western end of the lake, a culverted outflow, the Olney Stream, to the Swan River system, and a tunnel carries the Lakelands Overflow from the lake to pass under a housing estate, and into Bushy Park, before falling into the River Dodder.

**1837-1842**




**1888-1913**




NOTE: The area included in dashed line is subject of the SDCC application.

# 03. SITE INFORMATION

## 03.3 SITE DESCRIPTION

The proposed site spans approx. 4.64 hectares (4.77 ha considering also the area under SDCC ownership).

The site include Z11 land, Z15 land and a small part of Z1 land. It also includes areas beyond the boundary where highway works are required to facilitate the proposed development and is situated on the grounds of Terenure College Senior School, a Voluntary Catholic School under the Trusteeship of the Carmelite Provence Order.

These lands comprise the school grounds and adjoining Lakelands Park amenity area which includes a lake, surrounded by a wooded area, and a number of playing pitches. The open space to the north of the school grounds, previously in use as playing pitches, are no longer required by the school, and it is proposed that this area be developed to provide the proposed residential development.

For clarity please refer to the figures below:
Entire Site Area (including area under SDCC ownership): 4.77 ha
Area under DCC ownership only: 4.64 ha
Development Area only: 2.64 ha

**VIEW FROM SOUTH/WEST**


**VIEW FROM SOUTH/EAST**


**VIEW FROM NORTH/WEST**


NOTE: The area included in dashed line is subject of the SDCC application.

# 03. SITE INFORMATION

## 03.4 ROAD NETWORK

The subject site benefits from excellent connectivity to the wider strategic road network.

The site will be accessed via Fortfield Road which forms the western site boundary. It is a single carriageway with one traffic lane in each direction and pedestrian footpaths on both sides of the road. Fortfield Road has a direct connection with the R137 (Templeogue Road) which provides access to Terenure and Rathgar to the east and Tallaght to the west. The R137 also provides access to the M50 at Junction 11, approximately 3 km southwest of the subject site.

Fortfield Road also has a direct connection with the R817 (Kimmage Road Lower) which provides access to Harold's Cross and subsequently the City Centre to the north.

A row of 2 storey houses that front onto Greenlea Road forms the northern boundary of the site and contains a single carriageway with one traffic lane in each direction and pedestrian footpaths on both sides. This provides a link between the R818 (Terenure Road West) to the northeast and Fortfield Road to the southwest. The R818 provides access to Terenure and Rathgar to the east and Ashleaf Shopping Centre, Walkinstown and Ballymount to the west.

It is proposed that vehicular access to the development will be located at the north-west corner of the site.

For further information on road network and traffic, please refer to Punch Consulting Engineers reports and drawings.


▶ PROPOSED ACCESS TO THE SUBJECT SITE

# 03. SITE INFORMATION

## 03.5 CYCLE NETWORK

There are dedicated existing bicycle lanes running along Templeogue Road to the south of the development, and a network of urban cycle routes surrounding the development, facilitating the use of this sustainable form of transport. These cycle lanes are separated from the main vehicular lanes.

In addition to the provision of resident and visitor bike facilities, the developer has registered interest in integrating BleeperBike into the Travel Plan for the proposed development at Fortfield Road.

For further details, refer to the Travel Plan prepared by Punch Consulting Engineers.


NOTE: The area included in dashed line is subject of the SDCC application.

# 03. SITE INFORMATION

## 03.6 PUBLIC TRANSPORT

The subject site is ideally located to avail of a range of existing bus services.

Dublin Bus Route 54A travels along Fortfield Road with bus stops located on this road approximately 40m from the site. Dublin Bus Routes 15, 49, 65 and 65B travel along Templeogue Road with bus stops located on this road approximately 650m from the site. Dublin Bus Route 15A as well as Go-Ahead Routes 17 and 17D travel along Terenure Road West with bus stops located on this road approximately 498m from the site. Dublin Bus Route 9 travels along Kimmage Road West with bus stops located on this road approximately 800m from the site. Dublin Bus Route 16 and 49 travel along Terenure Road North with bus stops located on this road approximately 950m from the site.

The details and frequency of the bus routes are illustrated below:

**Dublin Bus Route 9**: Serving Charleston to Limekiln Avenue via Glasnevin, Grangegorman, the City Centre and Kimmage with a frequency of 12-15 minutes.
**Dublin Bus Route 15**: Serving Clongriffin to Ballycullen Road via Templeogue, Rathmines and the City Centre with a frequency of 10 minutes.
**Dublin Bus Route 15A**: Serving Ringsend Road to Limekiln Avenue via Rathmines and Terenure with a frequency of 15-20 minutes.
**Dublin Bus Route 16**: Serving Dublin Airport to Ballinteer via the City Centre and Terenure with a frequency of 10-12 minutes.
**Dublin Bus Route 49**: Serving Pearse Street to Tallaght (The Square) via Firhouse, Templeogue, and Harold's Cross with a frequency of 20-30 minutes.
**Dublin Bus Route 54A**: Serving Pearse Street to Kiltipper Way via Harold's Cross, Spawell and Tallaght with a frequency of 30 minutes.
**Dublin Bus Route 65**: Serving Poolbeg Street to Blessington via Tallaght (The Square), Templeogue and Rathmines with a frequency of 60 minutes.
**Dublin Bus Route 65B**: Serving Poolbeg Street to Citywest via Templeogue and Rathmines with a frequency of 60 minutes.
**Go-Ahead Route 17**: Serving Blackrock to Rialto via UCD with a frequency of 20 minutes.
**Go-Ahead Route 17D**: Serving Blackrock to Rialto via Rathfarnham and Terenure with a frequency of 20 minutes.

# 03. SITE INFORMATION

## 03.7 CONTEXT PHOTOGRAPHY




1. Fortfield Road / 2 Storey semi-detached houses
2. The Crescent / 4 Storey apartment block
3. St Pius X-Roman Catholic Church
4. College Square / 3 storey detached & semi-detached houses
5. Greenlea Road/ 2 storey semi-detached houses & local retail
6. Bushy Park House/ 3 storey semi-detached & terrace houses
7. Bushy Park House / 4 to 7 storey apartment block










E&OE

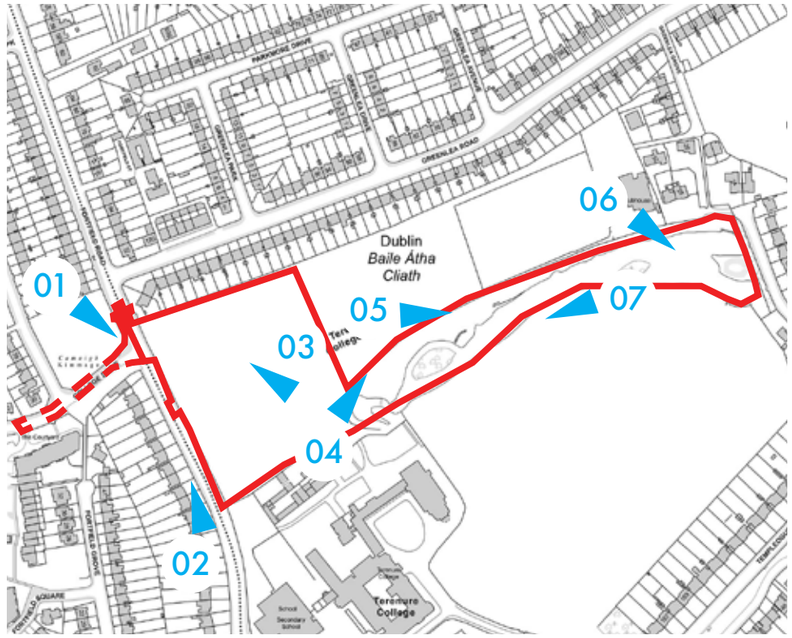
# 03. SITE INFORMATION

## 03.8 SITE PHOTOGRAPHY





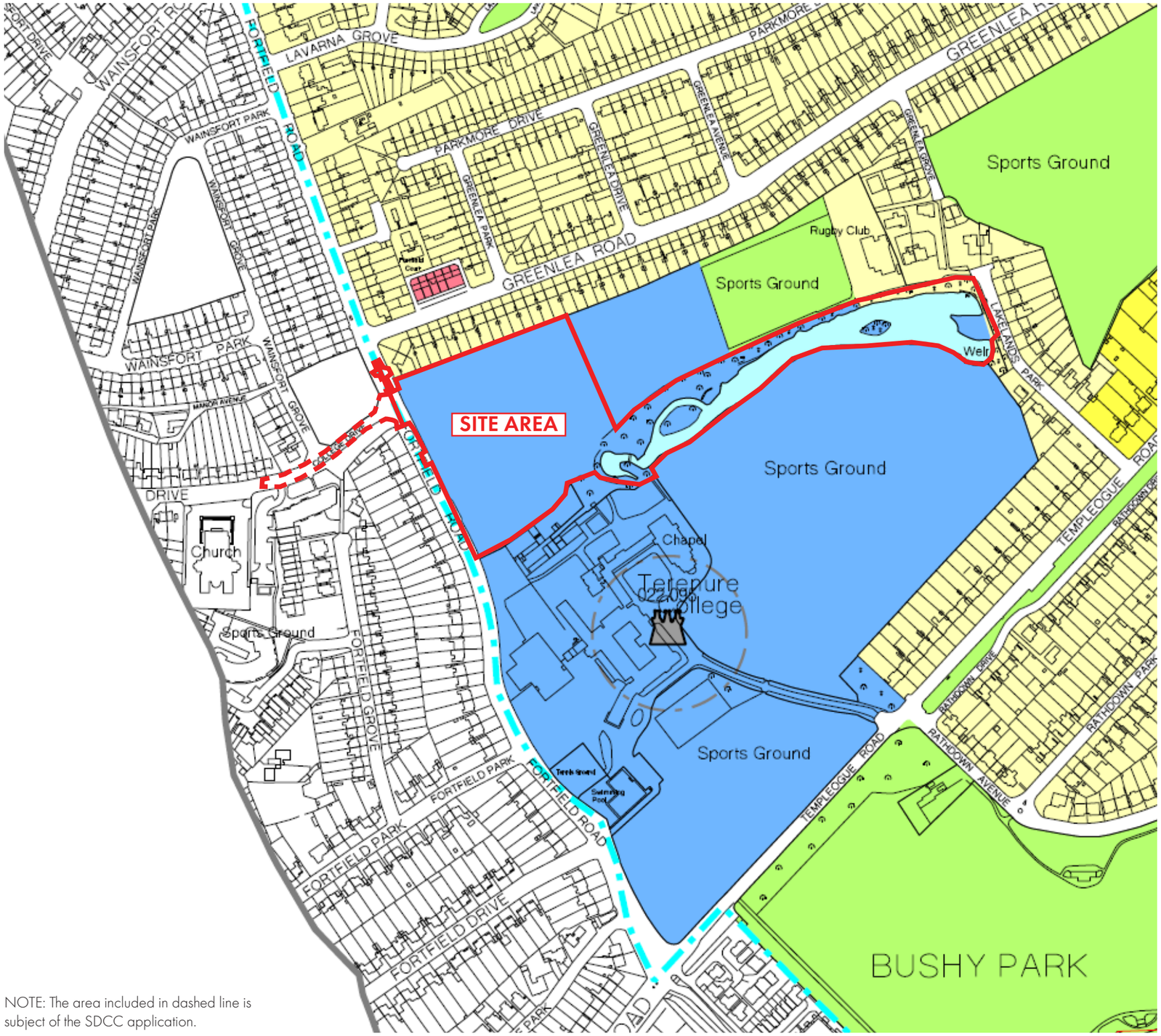





1. Fortfield Road / North West boundary wall
2. Fortfield Road / South West boundary wall
3. Site / View looking North West
4. Terenure College park / Lichen Station
5. Terenure College park / Home Oak Home
6. Terenure College park / Tree Station - Wild plant Area
7. Terenure College park / Amphibian Zone

# 03. SITE INFORMATION

## 03.9 ZONING MAP




NOTE: The area included in dashed line is subject of the SDCC application.

### USE ZONING OBJECTIVES

| | |
|---|---|
| Zone Z1 | To protect, provide and Improve residential amenities |
| Zone Z2 | To protect and/or improve the amenities of residential conservation areas |
| Zone Z3 | To provide for and Improve neighbourhood facilities |
| Zone Z4 | To provide for and improve mixed–services facilities |
| 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 |
| Zone Z6 | To provide for the creation and protection of enterprise and facilitate opportunities for employment creation |
| Zone Z7 | To provide for the protection and creation of Industrial uses and facilitate opportunities for employment creation |
| Zone Z8 | To protect the existing architectural and civic design character, and to allow only for limited expansion consistent with the conservation objective |
| Zone Z9 | To preserve, provide and improve recreational amenity and open space and green networks |
| 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 |
| Zone Z11 | To protect and Improve canal, coastal and river amenities |
| Zone Z12 | To ensure that existing environmental amenities are protected In the predominantly residential future use of these lands |
| 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 |
| Zone Z15 | To protect and provide for institutional and community uses |

### SPECIFIC OBJECTIVES

- Conservation Areas
- Architectural Conservation Areas
- Protected Structures, [RPS takes precedence] ***
- Sites of Archaeological Interest
- Zones of Archaeological Interest
- Key District Centres — K.D.C. 1
- SEVESO II establishments
- Strategic Development & Regeneration Areas — S.D.R.A. 1
- LAP (Local Area Plan) & SDZ (Special Development Zone)
- Dublin Airport Outer Public Safety Zone

ROADS
- Road Schemes and Bridges

# 04

## CAMPUS MASTERPLAN

# 04. CAMPUS MASTERPLAN

## 04.1 URBAN CONTEXT

The subject site faces onto Fortfield Road and is within close proximity to Terenure College. It is actually part of the same lands. The campus buildings are relatively large in scale and footprint and currently don't have a clear urban composition.

1. Chapel
2. Classroom
3. Gymnasium




# 04. CAMPUS MASTERPLAN

## 04.2 CAMPUS SITE DESCRIPTION

The lands are located in the south Dublin suburb of Terenure, approximately 1km south-west of Terenure Village, to the eastern side of Fortfield Road and are surrounded by the established residential areas of Fortfield Road, Greenlea Road, Templeogue Road and Lakelands Park, comprising of mainly semi-detached and terraced houses.

Local building heights are generally two storeys in the case of the Fortfield Road and Greenlea Road, with three/four storeys in the case of Terenure College buildings.

The lands are well served by public transport with a number of bus routes available within walking distance.

As such, the site represents an opportunity for a sustainable infill development.

The proposed site backs onto a row of houses fronting on to Greenlea Road to the north and has an extensive frontage along Fortfield Road to the west. To the east and south, the site shares a boundary with the playing fields, woodlands, lake and Terenure College buildings.




01. SCHOOL BUILDINGS
02. CHAPEL
03. SCHOOL YARD
04. CRECHE
05. GYM BUILDINGS
06. CONCERT HALL
07. SWIMMING POOL
08. ASTRO TURF PITCHES
09. TENNIS COURTS
10. PITCHES
11. 4G PITCH
12. SCHOOL ENTRANCE
13. TERENURE RUGBY CLUB
14. COMMUNITY HOUSE

# 04. CAMPUS MASTERPLAN

## 04.3 CAMPUS HISTORICAL EVOLUTION

The application site is surplus to the requirements of Terenure College. Historically, the land was used to grow vegetables when Terenure College previously operated as a boarding school.

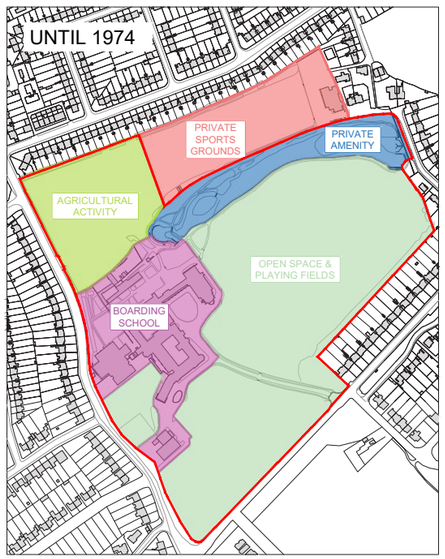
The Boarding school closed in 1974, after which the land was used as a rugby pitch until 2016 when the land came back into the full-time use of Terenure College in 2016 by agreement of the rugby club that a brand new 4G rugby pitch was to be created at Lakelands.

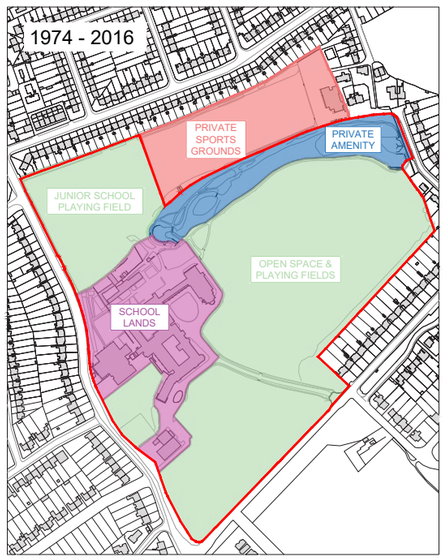
After 2016, the land was used as a playing pitch associated with the former Junior School. The Junior School closed in 2018 and there is no realistic prospect of it reopening.

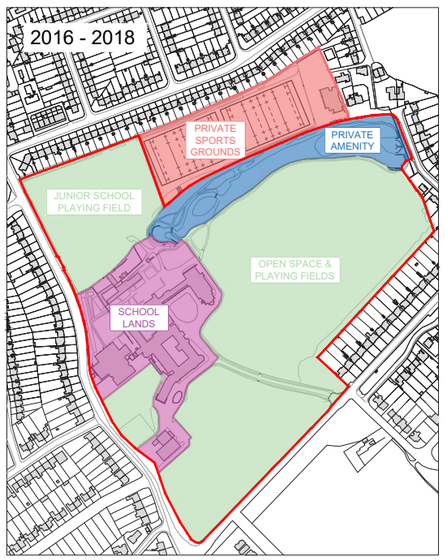
The land ceased to be used in 2018 and has been surplus to the requirements of the Institution since that time.

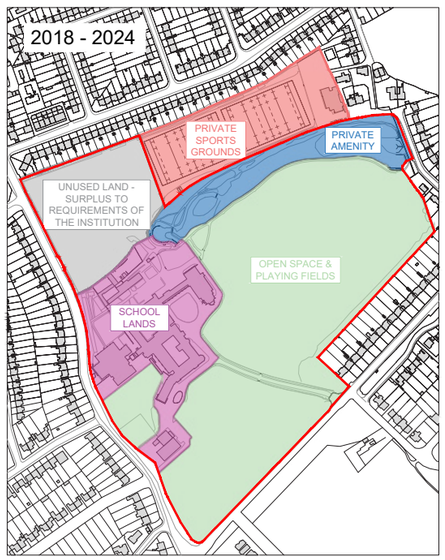
The application site has always been in private use. The subject lands have not been in institutional use since 2018 when the use of the lands in connection with the Terenure Junior School ceased permanently. The public have never enjoyed any right of access to these privately owned lands.

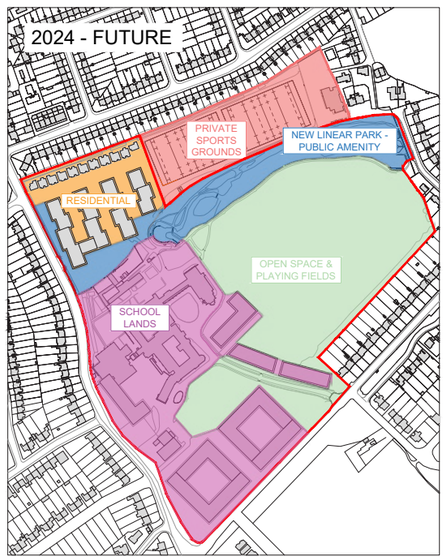
For further details, please refer to McGill Planning & Development Consultants reports.



# 04. CAMPUS MASTERPLAN

## 04.4 A 100 YEAR PLAN

This indicative masterplan provides a potential framework to maintain and build upon Terenure Campus as a modern progressive school, with the best possible facilities, adding to the architectural heritage and history of the campus which stretches back 300 years. Thecampus encloses approximately 19.6 hectares and has a number of disparate building complexes and various outhouses and sports facilities.

The proposed masterplan demonstrates the potential for the development capacity of Terenure Campus site to almost triple in size while consolidating, redefining, strengthening and articulating the existing architectural make up, currently comprising buildings clustered at the southern west end of the lands.

The masterplan also demonstrates a clearer urban reading along Fortfield Road as well as within the immediate and wider urban context while creating an attractive and friendly active frontage along Fortfield Road, currently flanked with a lengthy and austere blind wall.

Furthermore, the proposed masterplan provides a great permeability throughout the lands and offers generous public access into a unique mature woodland and lake which has been landlocked to date.

Finally, the proposed masterplan demonstrates that the potential future development of the college, while allowing for growth over the next 100 years, would by far exceed the minimum 25% open space requirement for institutional land.


Existing Buildings
**APPROX. 21000 sqm**

3 storeys Buildings
**APPROX. 12000 sqm**
4 storeys Buildings
**APPROX. 25000 sqm**

INDICATIVE AREA FOR POTENTIAL FUTURE DEVELOPMENT
**APPROX. 37000 sqm**

Proposed Residential Development

Terenure Campus Boundary
Project Site Boundary

# 04. CAMPUS MASTERPLAN

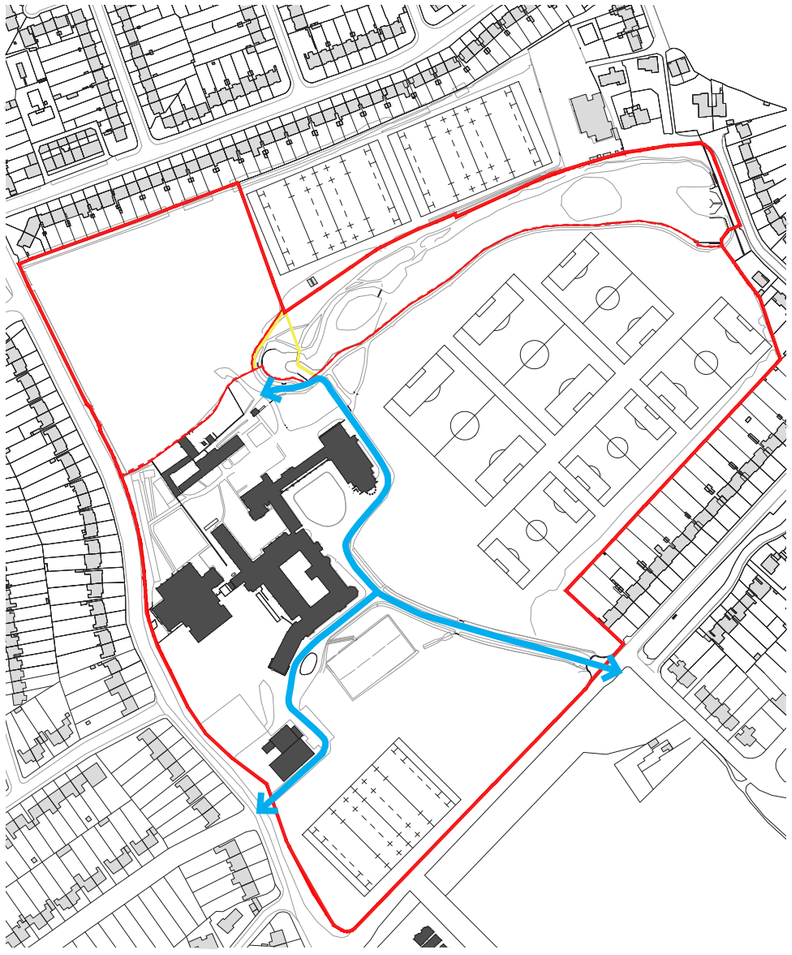
## 04.5 DESIGN STRATEGY

**Street hierarchy:**
The masterplan design strategy establishes a clear circulation hierarchy with a central "Grand Street" as the primary route for circulation, access and movement, linking the existing buildings and the two main entrances of the college. A secondary circulation network would, in the form of local streets, serve the clusters of buildings, open spaces and facilities.

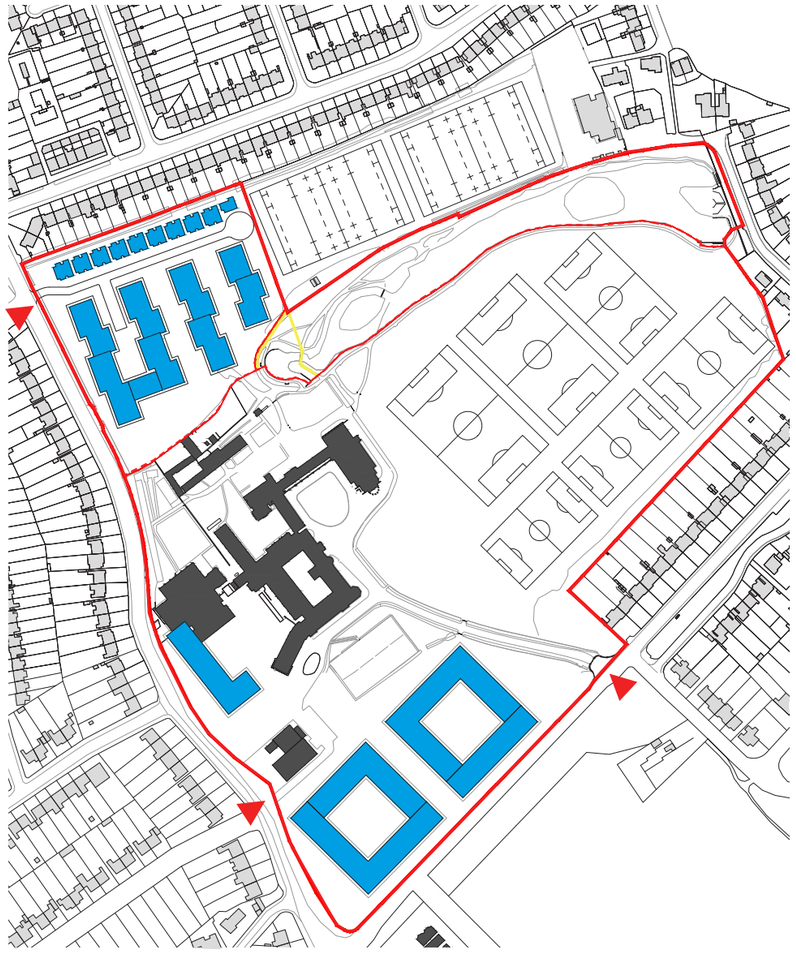
**Urban edge:**
Its is suggested that a first phase of the development would consist of new buildings placed at the southern corner of the college site to establish a clear and strong urban edge at the junction of Fortfield Road and Templeogue Road while making an active contiguous street elevation along Fortfield road which is today blind for more than 550m.

**Open Space frame:**
A second phase of the development would consist of new buildings placed at the southern end of the sport fields and along the northern part of the main entrance street to clearly define it and complete the overall building form and setting. This, would also generate and frame a series of outdoor open spaces which would articulate and strengthen the relationship between all the buildings and at the same time offer a string of courtyards and gardens for social gathering, exchange, and interaction.

### STREET HIERARCHY



### PHASE 01 - 50 YEARS



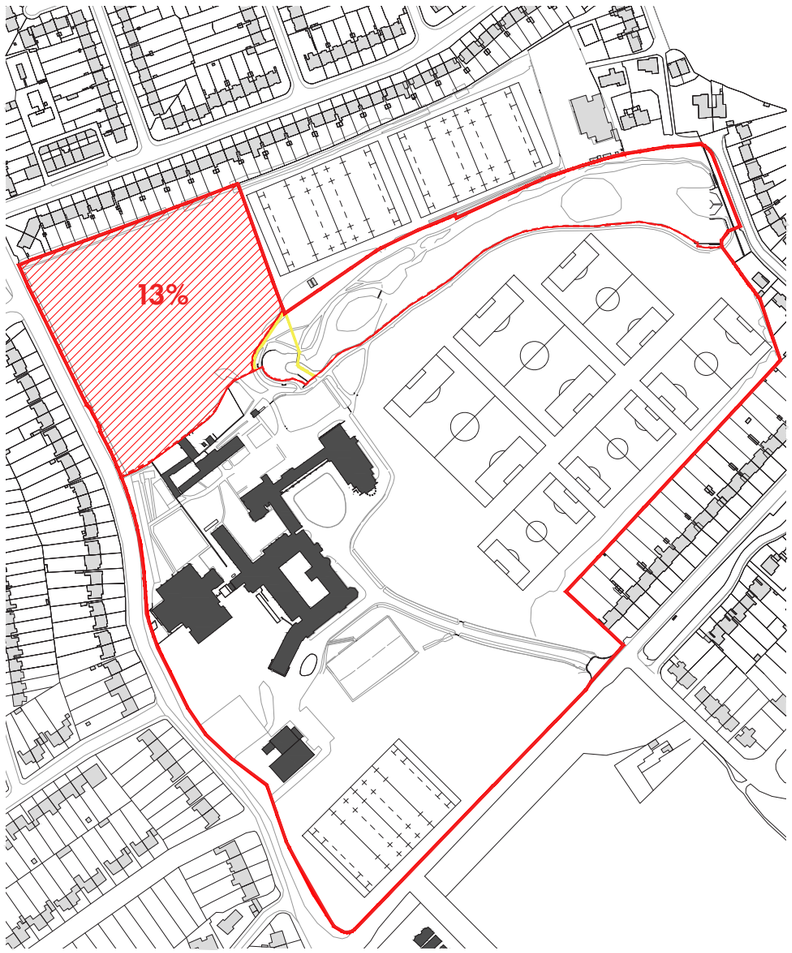
### PHASE 02 - 100 YEARS

# 04. CAMPUS MASTERPLAN

## 04.6 CAMPUS OPEN SPACE

The overall campus open space, including the subject site equates to 82% of the overall area, which is more than 3 times the 25% minimum required for institutions. So, even if the campus buildings were to triple in size, the open space will be approximately 65%, far more than the minimum required.

**DEVELOPMENT AREA: 2.64 ha - 13% of the total Site Area**




**SITE AREA:** 196000 sqm
**OPEN SPACE:** 161500 sqm

**RATIO:** **82 %**

**SITE AREA:** 196000 sqm
**OPEN SPACE:** 128000 sqm

**RATIO:** **65 %**

# 04. CAMPUS MASTERPLAN

## 04.7 URBAN GRAIN

The proposed development blends with and completes the urban grain of the existing campus while addressing Fortfield Road and establishing a clear and strong urban edge at the junction of Fortfield Road and Templeogue Road.


Terenure Campus Boundary

Project Site Boundary

Existing Buildings + Proposed Buildings &
Potential Future Deevelopment

# 05

## CONCEPT & INSPIRATION

# 05. CONCEPT & INSPIRATION

## ECOLOGICAL RESTORATION

**Can urban development and ecological restoration go hand in hand?**

**A new human habitat**

# 05. CONCEPT & INSPIRATION

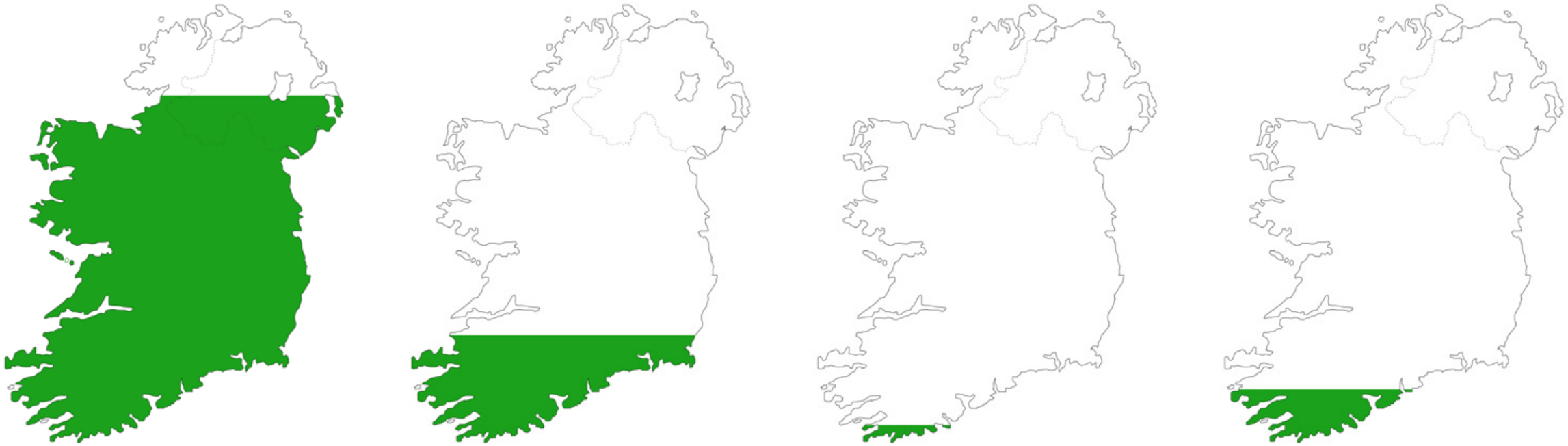
## ECOLOGICAL RESTORATION

**4000 BC**
80% forest

**1600**
20% forest

**1900**
1% forest

**2020**
11% forest



### IRELAND'S FOREST - 4000 BC TO 2020

After the Ice Age, the island of Ireland was almost entirely coved by forest. By the 19th century, only 1% remained. Since the creation of the New State, tree replantation has been encouraged to create jobs and ensure Ireland's self sufficiency in wood. Today forest covers 11% of the island. However the decline of forest planting poses an enormous obstacle to Ireland achieving its target of net zero carbon by 2050.

# 05. CONCEPT & INSPIRATION

## ECOLOGICAL RESTORATION

## SUBURBAN VIRUS

*" Despite the best efforts to define Dublin city's image as medieval or Georgian, it's really just a sprawl of vast expanses of suburbs."* -John Gibney

In stark contrast to the centralising focus of the city square, suburban sprawl is perhaps the antithesis of 'placemaking', often hindering the creation of a sense of place. Dublin is notorious for this approach to urban planning, taking the shape of low-density individual or semi- detached units with large, yet underutilised front and back gardens. This type of housing was largely built between the 1960s and 1990s at a time when traffic was lighter and cars could be hidden in the garage or kept in the driveway. However, as Dublin has grown, congestion has increased, commute times have spiralled and suburban estates are no longer pedestrian- or child-friendly. These changes suggest that this model for housing is simply unsustainable and must be replaced with a higher-density solution.

# 05. CONCEPT & INSPIRATION

## ECOLOGICAL RESTORATION

Current site lawn

Natural meadow

## ENDANGERED ECOSYSTEMS

With urban sprawl also comes the obsession of the manicured lawn, consisting of sterile short green grass where biodiversity struggles to thrive. Today, more than 40% of insect species are declining and a third are endangered. The total mass of insects is falling by a precipitous 2.5% a year, according to the best data available, suggesting they could vanish within a century. The world's insects are hurtling down the path to extinction, threatening a "catastrophic collapse of nature's ecosystems", according to the first global scientific review. Raising awareness about the need to provide more pollen and provide more nectar sources for our struggling pollinator population, combined with some austerity measures and nostalgia for wildflowers, have recently contributed to the growth of the urban meadow – everywhere from the tiniest window box to the acres of flowers in cities. Jane Memmott, a professor at Bristol University, is leading the Urban Pollinators Project, which aims to find out how bees and many other insects fare in town and cities and she states that: "Urban areas have the potential to support large numbers of insect pollinators. However, many cultivated plants do not provide suitable forage for them. Sowing meadows with nectar-rich and pollen-rich plant species increases provision of foraging resources for bees and other pollinating insects in urban areas"

# 05. CONCEPT & INSPIRATION

## ECOLOGICAL RESTORATION

## EXISTING TREES

The site includes whitin its boundary a green park traversed by a lake. The park is characterized by a large number of trees. Both elements strongly influenced and inspired the design concept and principles of the development.

Currently, a blank boundary wall along Fortfield Road forms an unstimulating, monotonous and inactive frontage that prevents public visual and physical access to the site.

# 05. CONCEPT & INSPIRATION

## ECOLOGICAL RESTORATION

## REFORESTATING

New trees are densily planted throughout the site to further enrich its existing character and create new ecosystem, programmed with diverse activities and open to the public. It is proposed that the existing boundary wall along Fortfield Road is lowered and opened where necessary in order to create an attractive, lively and user-friendly active frontage with permeability and public access.

# 05. CONCEPT & INSPIRATION

## ECOLOGICAL RESTORATION

## RE-WILDING

The site is covered by wild vegetations and wildflowers in order to provide more pollen and more nectar sources for our struggling pollinator population while creating a more natural landscape for the public to wander into, enjoy and reflect upon.

# 05. CONCEPT & INSPIRATION

## ECOLOGICAL RESTORATION

## A NEW HABITAT

The proposed development is situated in this ecosystem and offers a unique living experience for the residents while also opening up this unique amenity to the wider community.

# 05. CONCEPT & INSPIRATION

## ECOLOGICAL RESTORATION

## GREEN ROOF & GARDENS

The green roof terraces are designed as a growing organism, 'inhabited' by plants to form an integral part of the ecosystem. Each roof garden will have a unique programme such as play, seating and small areas for exercise, BBQ's and small gatherings. The spaces will be well planted with hardy shrubs in raised planters. In addition to this, some allotment glass houses can be provided, to be managed by the community. The provision of roof gardens is a benefit to the residents of the blocks and contributes in part to meeting the communal open space requirement.

# 05. CONCEPT & INSPIRATION

## ECOLOGICAL RESTORATION

The proposed development proposes to create a new natural wild landscape and ecosystem to promote biodiversity as an extension to the existing wild life found in Terenure College Park.



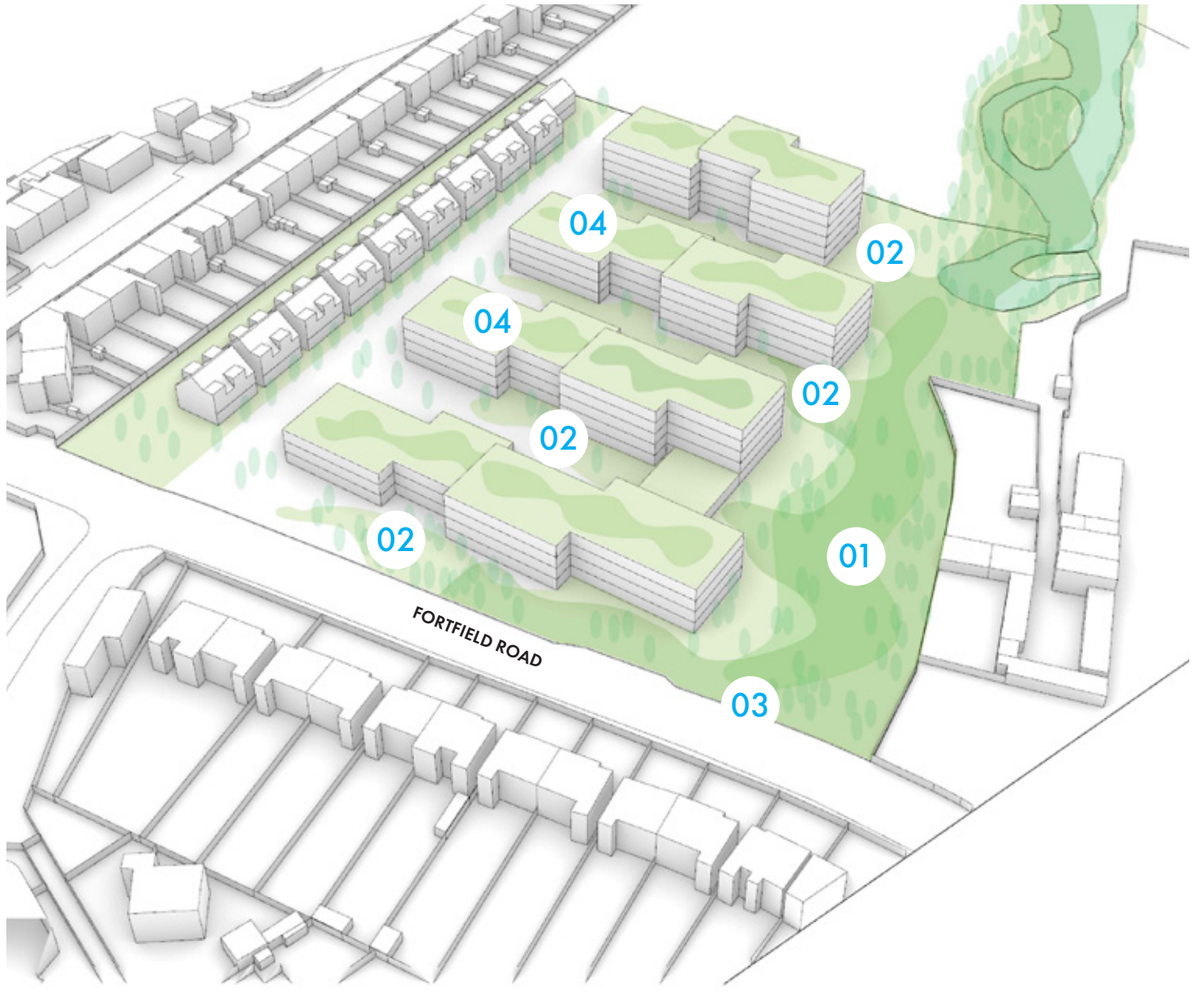
**01.** Extension of the existing park to Fortfield Road through a new wetland park extension.

**02.** Creation of urban meadows in the new park extension and between buildings.

**03.** Opening up of the new park extension and the existing park from Fortfield Road for the public

**04.** Creation of rootop gardens for residents programme with areas for play, seating, exercise, BBQ's and small gatherings.

**05.** Integration of bee nest bricks and bird boxes throughout the development






# 06

# DESIGN PROPOSAL

# 06. DESIGN PROPOSAL

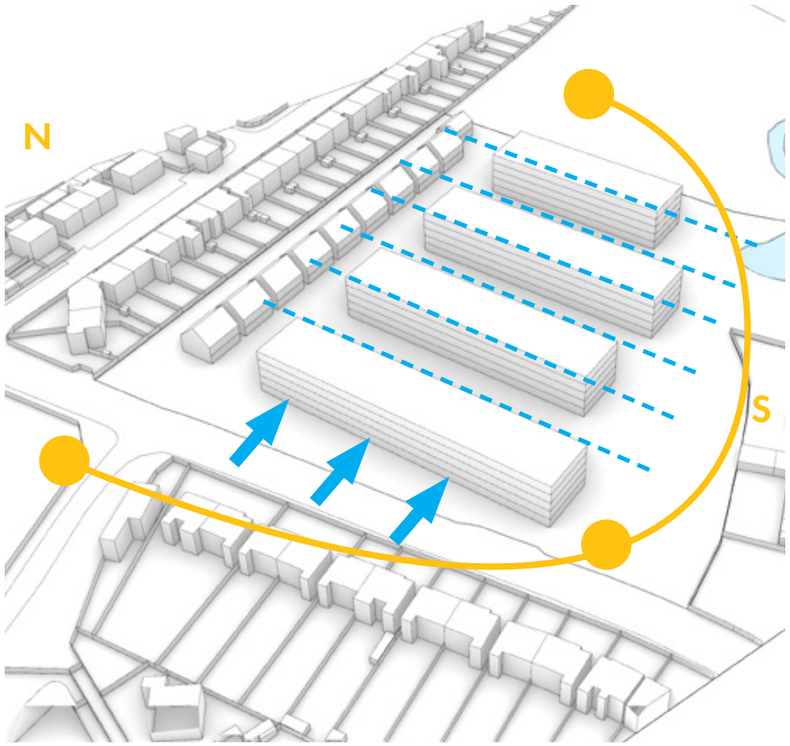
## 06.1 SITE STRATEGY

The site strategy, massing and scale of the development are each a direct response to the site constraints and opportunities. This takes into account ideal orientation, sunlight, privacy, scale, the site form, landscaping and surrounding context.

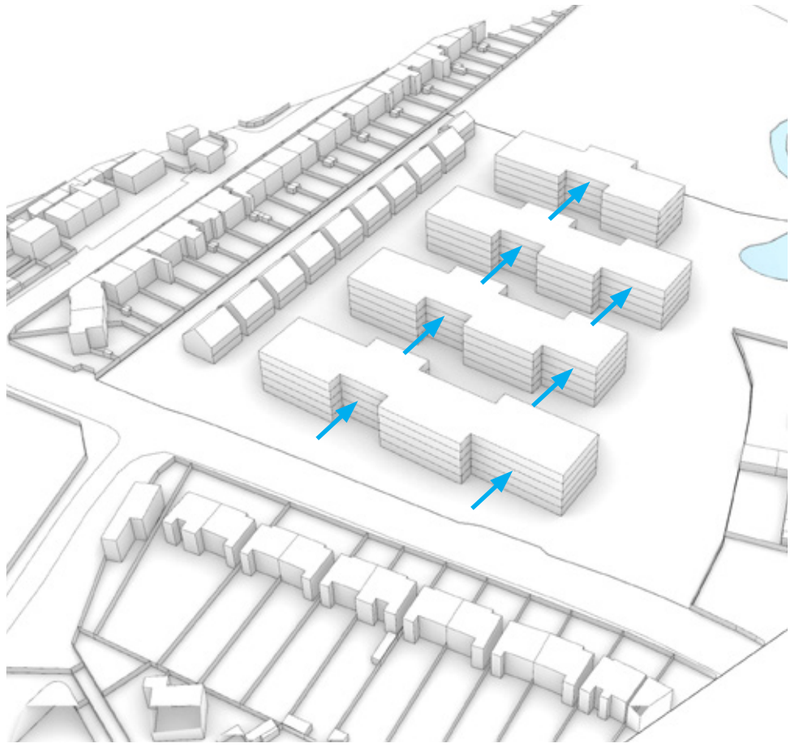
The buildings' heights are designed to create a transition in scale which reflects the transition from domestic to institutional typologies; varying from 2 to 6 storeys and ascending from the west to the east.

A 11m to 18m set back to the site boundary is maintained on Fortfield Road to offer an appealing landscaped public open space while creating a green buffer area between the buildings and the road

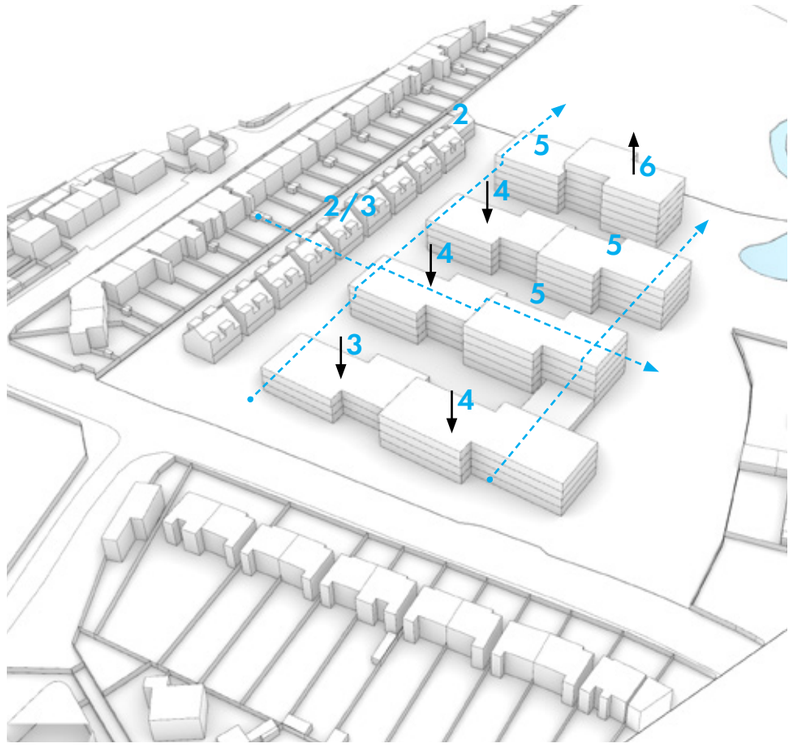
### 01 - BEST ORIENTATION + FORTFIELD RD. SETBACK




### 02 - MAXIMIZING DUAL ASPECTS



### 03 - SCALE TRANSITION

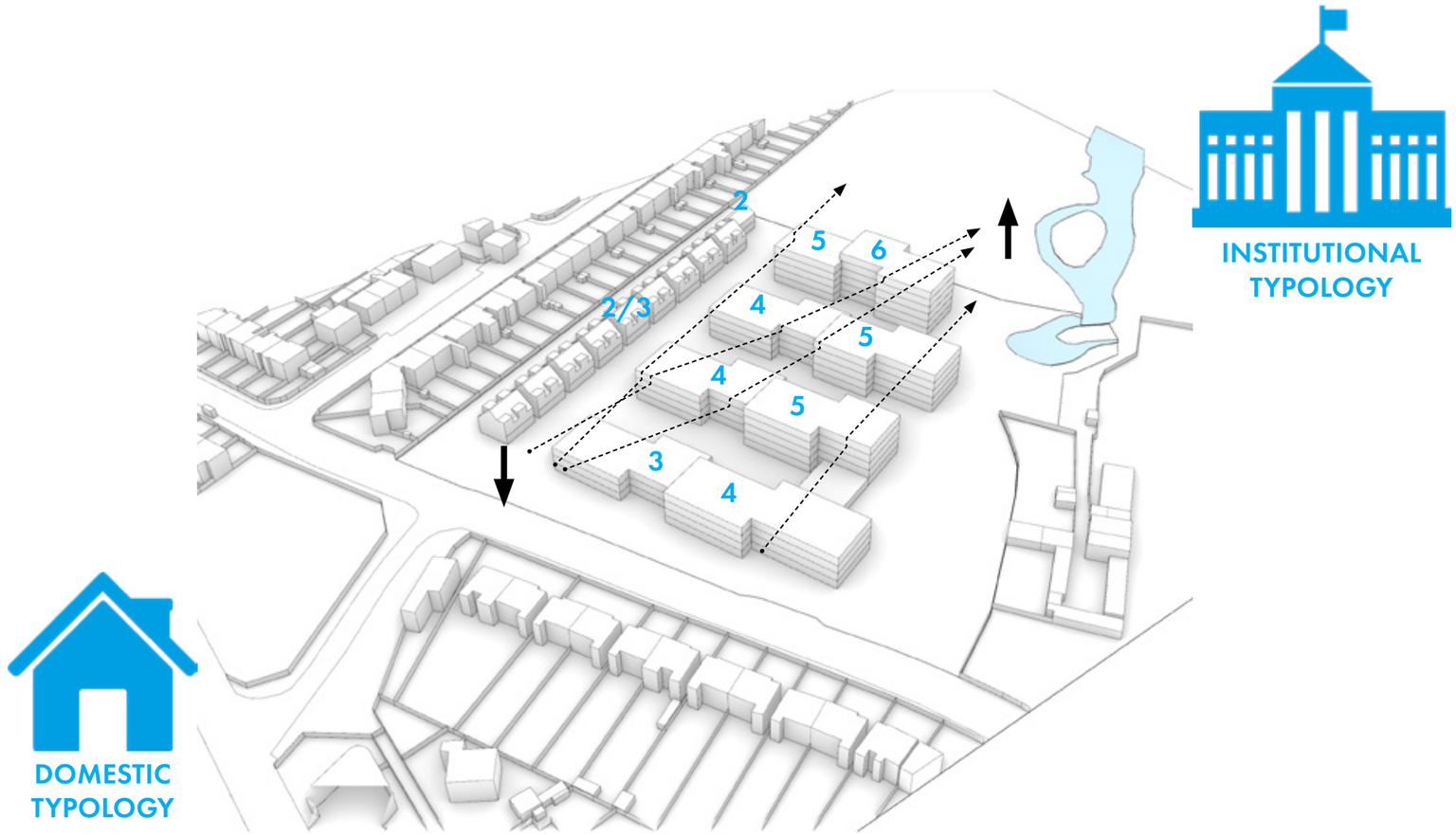


# 06. DESIGN PROPOSAL

## 06.2 MASSING AND SCALE

The buildings' heights are designed to create a transition in scale with the immediate context and reflects the transition from a domestic to an institutional typology; varying from 3 to 6 storeys and ascending from the west to the east. The proposed 2 to 3 storey houses to the northern end of the site act as a buffer between the row of houses fronting Greenlea Road and the proposed apartments.

The height and scale are both in keeping with the existing context described in the site information chapter and context photography above. For instance, Bushy Park House apartment development, located at the southern end of Terenure College, varies in height from 3 to 6 storeys and sits comfortably within the ground of the institution land of Our Lady's School.




Bushy Park House Apartments : 4 to 7 storey over Basement.

# 06. DESIGN PROPOSAL

## 06.3 OPEN SPACE

In the proposed development particular attention has been paid to the open space.

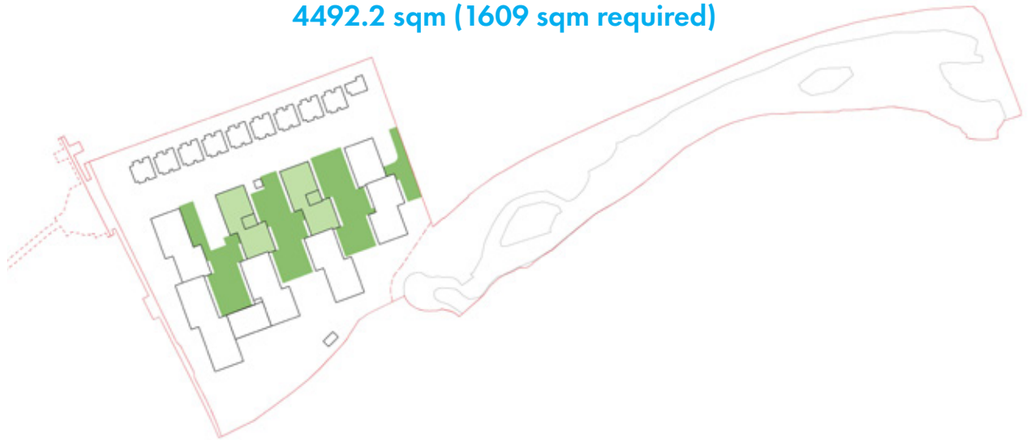
All the area around the lake and to the south is intended to be completely public and well designed, offering a green open space to the community.

The residential communal open space for each block requirements meet and exceed the current standards in terms of quantum and day light quality.

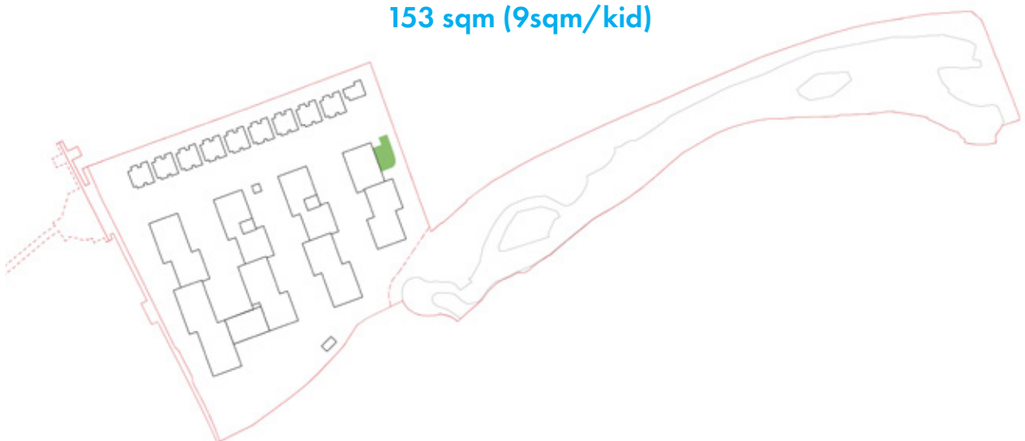
Furthermore, an external covered area will be used as culture/art space and it will be direct linked with the indoor space.

**PUBLIC OPEN SPACE**
**6989.35 sqm (>25% site area)**

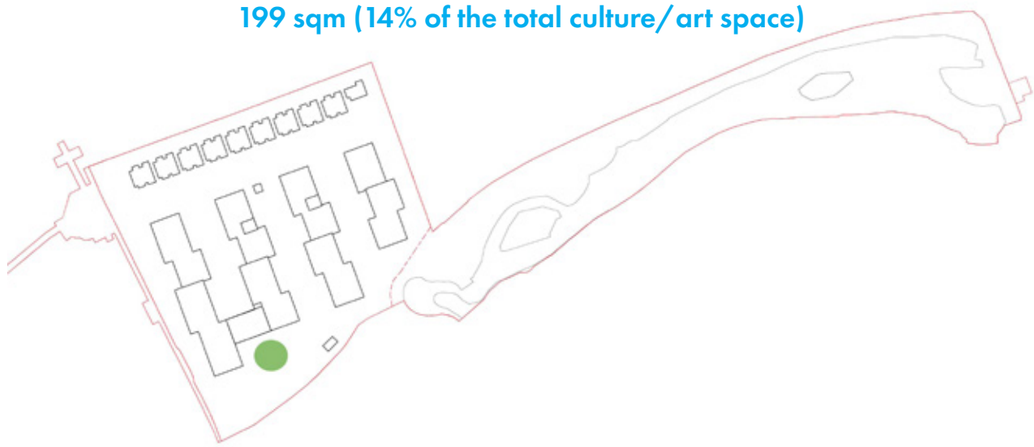
**COMMUNAL OPEN SPACE**
**4492.2 sqm (1609 sqm required)**



**CRECHE EXTERNAL AREA**
**153 sqm (9sqm/kid)**



**CULTURE/ART SPACE EXTERNAL AREA**
**199 sqm (14% of the total culture/art space)**



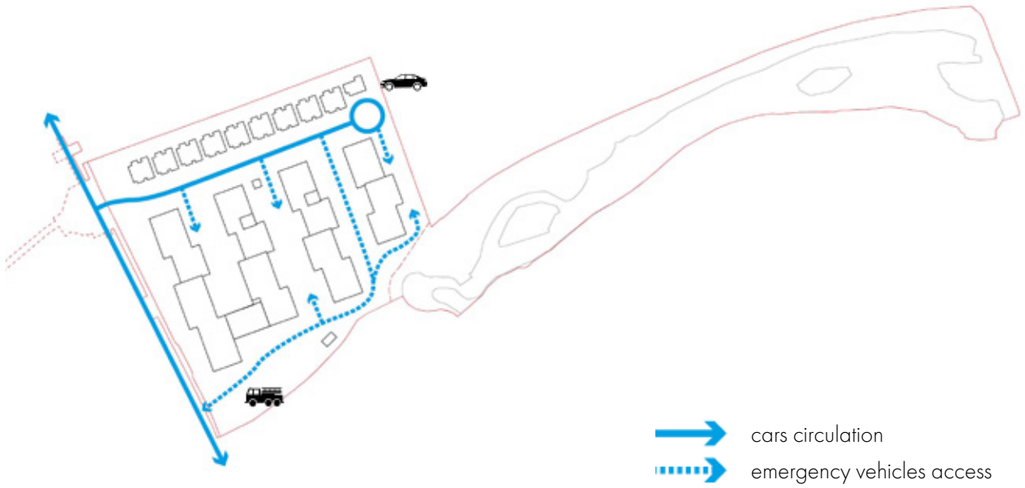
# 06. DESIGN PROPOSAL

## 06.4 ACCESS STRATEGY

Careful consideration has been taken to ensure that service & emergency vehicles and carpark access have been maintained but designed to minimize their visual presence. All forms of movement have been facilitated, with positive discrimination in favour of walking, cycling and public transport.

For details regarding access and circulation please refer to the Landscape Architect's drawings.

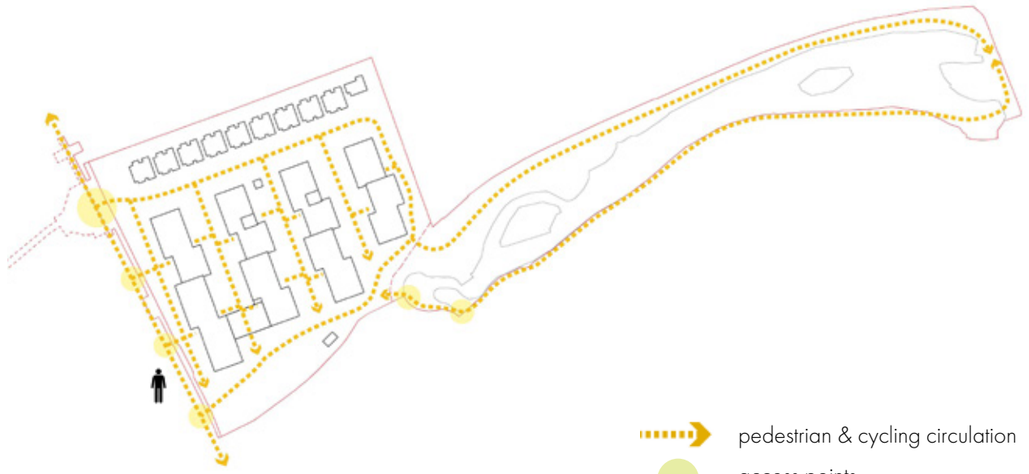
### VEHICULAR CIRCULATION



cars circulation

emergency vehicles access

### PEDESTRIAN & CYCLING CIRCULATION



pedestrian & cycling circulation

access points

# 06. DESIGN PROPOSAL

## 06.5 PERMEABILITY & ACTIVE FRONTAGE

Currently, the public space along Fortfield Road is of very poor quality, with dead frontage largely due to a solid 180 metre wall running along the site. It is proposed to lower the entire wall to only 400 mm (+ 900 mm railing) and to open it where necessary. This maximises the permeability of the site and the active frontage, while maintaining the footprint of the existing wall. A new 'ecological park' accessible to the public from Fortfield Road will be created.




# 06. DESIGN PROPOSAL

## 06.6 SITE PLAN - LANDSCAPE