



# ARCHITECTURAL DESIGN STATEMENT

Student Accommodation, Groody Road, Castletroy, Limerick

January 2025

LRD Application

Job No.: 23020

**FEWER HARRINGTON**  
& PARTNERS MULTIDISCIPLINARY  
ARCHITECTURE



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INTRODUCTION & VISION



# INTRODUCTION

This architectural design statement is presented by Fewer Harrington & Partners (FHP) for the development of a Student Village at the Newcastle, Co. Limerick.

This document first proceeds with a background into the planning of the site, the context and identifies the development standards adhered to. This document will then illustrate how the proposal adheres to good Urban Design

Principles to create a better urban environment.

This proposal addresses the significant shortage of off-campus purpose built, high quality student accommodation in the city and proposes the creation of new student housing for 1,400 residents. The new student accommodation will form the central development of the proposed masterplan of the area and will create a strong architectural edge with

high quality architecture and landscape areas.

In addition to tackling the pressing shortage of student accommodation, FHP, as a leading Architecture practice in Ireland, places a strong emphasis on the harmonious integration of the buildings with the surrounding environment. We aim to create a balanced ecosystem that fosters a sense of tranquility and connection with nature. Moreover, our vision extends beyond the confines of the development itself, as we actively consider the future development of the local area. Through strategic partnerships and community engagement, we seek to contribute positively to the growth and vitality of the neighborhood, transforming it into a thriving hub for learning, living, and leisure.

FHP have developed a team of experienced architects and additional consultants that have successfully delivered a variety of projects in order to assist with this planning application. Our team of Architects, Urban Designers, Planners, Engineers, Landscape architects, Ecologists, and surveyors provide our clients with an all-inclusive service required to meet all current statutory regulations with the development.

FHP is committed to the core values of excellence, integrity, innovation, creativity, enjoyment and diversity. We achieve our goals through our dedication to retaining and developing talented and creative staff. This is the cornerstone of our success. At the core of FHP is a global network of experts delivering the highest quality projects for our clients.





## DESIGN TEAM

The project involved an exceptionally experienced design team who have worked closely together on numerous projects. It was of key importance to have a suitability qualified design team appointed for this project to ensure all areas of disciplines were addressed for the proper planning and sustainable development.

ARCHITECT  
FHP ARCHITECTS

**FEWER HARRINGTON**  
& PARTNERS MULTIDISCIPLINARY  
ARCHITECTURE

DEVELOPER  
WHITEBOX



CIVIL & STRUCTURAL ENGINEER  
GARLAND CONSULTING ENGINEERS



MECHANICAL & ELECTRICAL  
CSD ENGINEERING



ENVIRONMENTAL CONSULTANT  
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TRAFFIC CONSULTANT  
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LANDSCAPE ARCHITECT  
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PLANNING CONSULTANT  
HRA PLANNING



FIRE CONSULTANT  
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3D DESIGN BUREAU





## VISION



Our vision is to create a transformative student accommodation area that transcends conventional living spaces, becoming a catalyst for personal and academic growth. Rooted in the belief that the environment profoundly impacts student experiences, we aspire to build a nurturing community that inspires curiosity, fosters collaboration, and empowers young minds to thrive.

Our design weaves together architectural excellence, sustainable practices, and a seamless integration with the environment. Harmoniously blending green spaces and modern infrastructure, students will find a refreshing respite, cultivating an eco-conscious lifestyle and a deeper appreciation for nature.

Social engagement, intellectual exploration, and holistic well-being will flourish in communal areas that encourage diverse interactions and form lifelong connections. Shared amenities and innovative spaces will foster a culture of continuous learning and personal development, nurturing a community that thrives on collective growth.

As a beacon of sustainability, our design showcases mindful construction coexisting harmoniously with the ecosystem. Students will immerse in a living laboratory featuring cutting-edge technologies, energy efficiency, and sustainable practices, empowering them as responsible global citizens.

Moreover, our vision extends beyond the student accommodation area to contribute to the regional development. Aligned with the **Regional Spatial & Economic Strategy (RSES)** population targets for Limerick city to increase by 50% till 2040, we consider the further development of the adjacent area while prioritising site safety concerns.

Ultimately, our vision is to create an empowering and transformative environment that nurtures the intellect, enriches lives, and lays the foundation for future leaders and change-makers. Through thoughtful design, sustainability, and commitment to community, we aspire to inspire the minds of tomorrow and leave an enduring legacy that resonates for generations to come.

Limerick-Shannon  
Metropolitan Area  
Strategic Plan



Tionscadal Éireann  
Project Ireland  
2040

*Limerick City is the largest urban centre in Ireland's Mid-West and the country's third largest city. The NPF supports ambitious growth targets to enable Limerick City to grow by at least 50% to 2040 and to achieve its potential to become a city of scale.*

*Limerick-Shannon Metropolitan Area Strategic Plan page 5*

Description of Higher Education Institute in Limerick-Shannon MASP:

*25,000+ students with 6,300 graduates per annum. Strong synergies with extended region and local businesses. UL is recognised for the employability of its students. CONFIRM, based at UL, is a new research centre that develops future smart manufacturing technologies. LIT has strong industry connections and is internationally recognised for its industry focused "Active Learning" courses.*

*Limerick-Shannon Metropolitan Area Strategic Plan page 28*

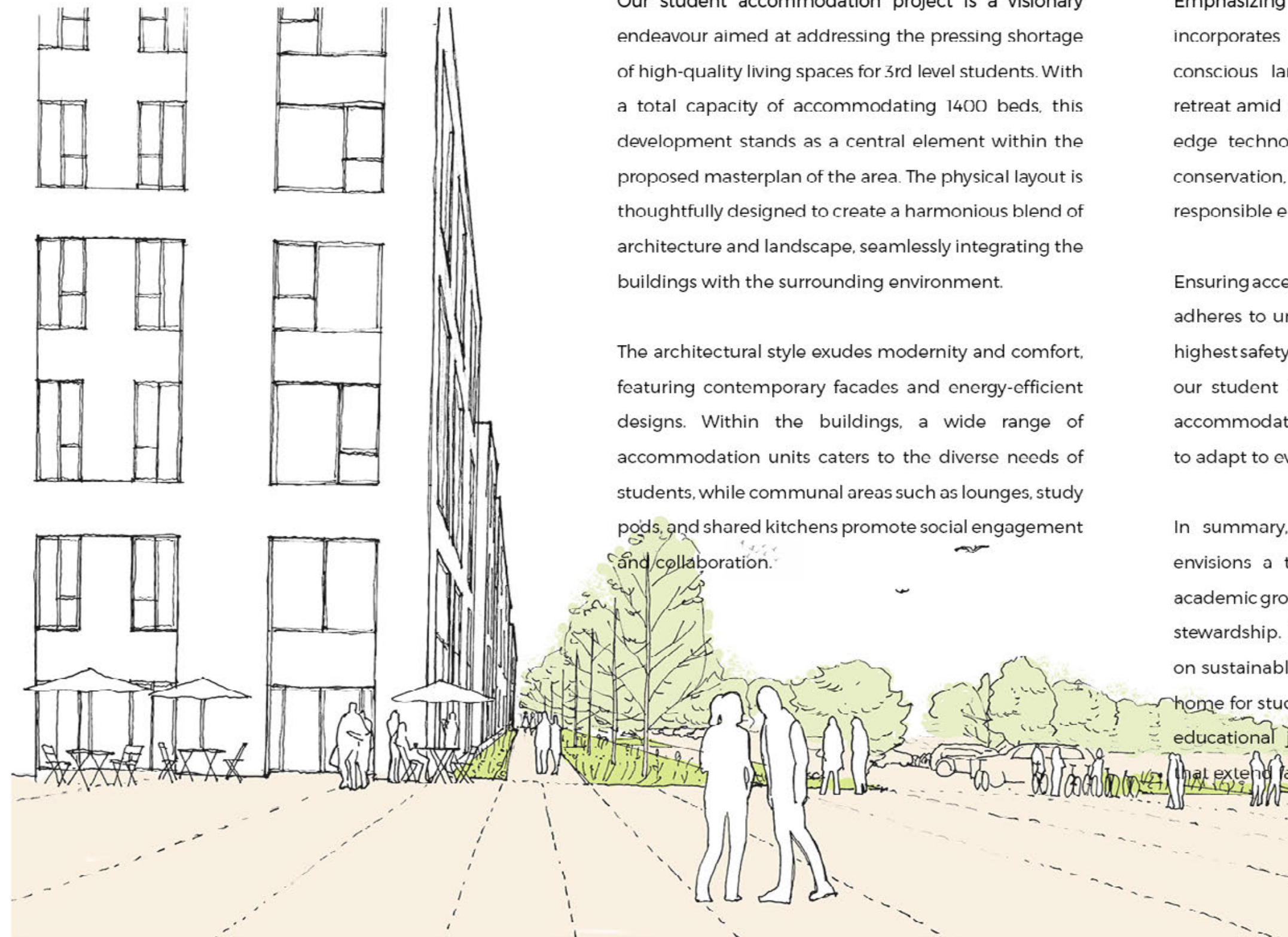
Description of UL further plan:

*UL plans to open a City Centre campus which will support the enhancement of the City Centre. This will bring up to 2000 students and over 100 staff into the heart of the City. This will support the objective of the MASP to strengthen the consolidation and regeneration of Limerick City Centre. The MASP supports the ambition of UL to develop an international identity, to expand and integrate with the City Centre and to develop the proposed South Clare Economic SDZ.*

*Limerick-Shannon Metropolitan Area Strategic Plan page 36*



## DEVELOPMENT DESCRIPTION



Our student accommodation project is a visionary endeavour aimed at addressing the pressing shortage of high-quality living spaces for 3rd level students. With a total capacity of accommodating 1400 beds, this development stands as a central element within the proposed masterplan of the area. The physical layout is thoughtfully designed to create a harmonious blend of architecture and landscape, seamlessly integrating the buildings with the surrounding environment.

The architectural style exudes modernity and comfort, featuring contemporary facades and energy-efficient designs. Within the buildings, a wide range of accommodation units caters to the diverse needs of students, while communal areas such as lounges, study pods, and shared kitchens promote social engagement and collaboration.

Emphasizing sustainability, the development incorporates green spaces and environmentally conscious landscaping, offering students a serene retreat amid urban life. The project embraces cutting-edge technologies for energy efficiency and water conservation, aligning with our commitment to responsible environmental practices.

Ensuring accessibility and safety for all, the development adheres to universal design principles and meets the highest safety standards. With an eye towards the future, our student accommodation project is designed to accommodate potential expansion, offering flexibility to adapt to evolving needs.

In summary, our student accommodation project envisions a transformative living space that fosters academic growth, community spirit, and environmental stewardship. Through thoughtful design and a focus on sustainable living, we aspire to provide a nurturing home for students, empowering them to excel in their educational journey and make lasting connections that extend far beyond their time on campus.



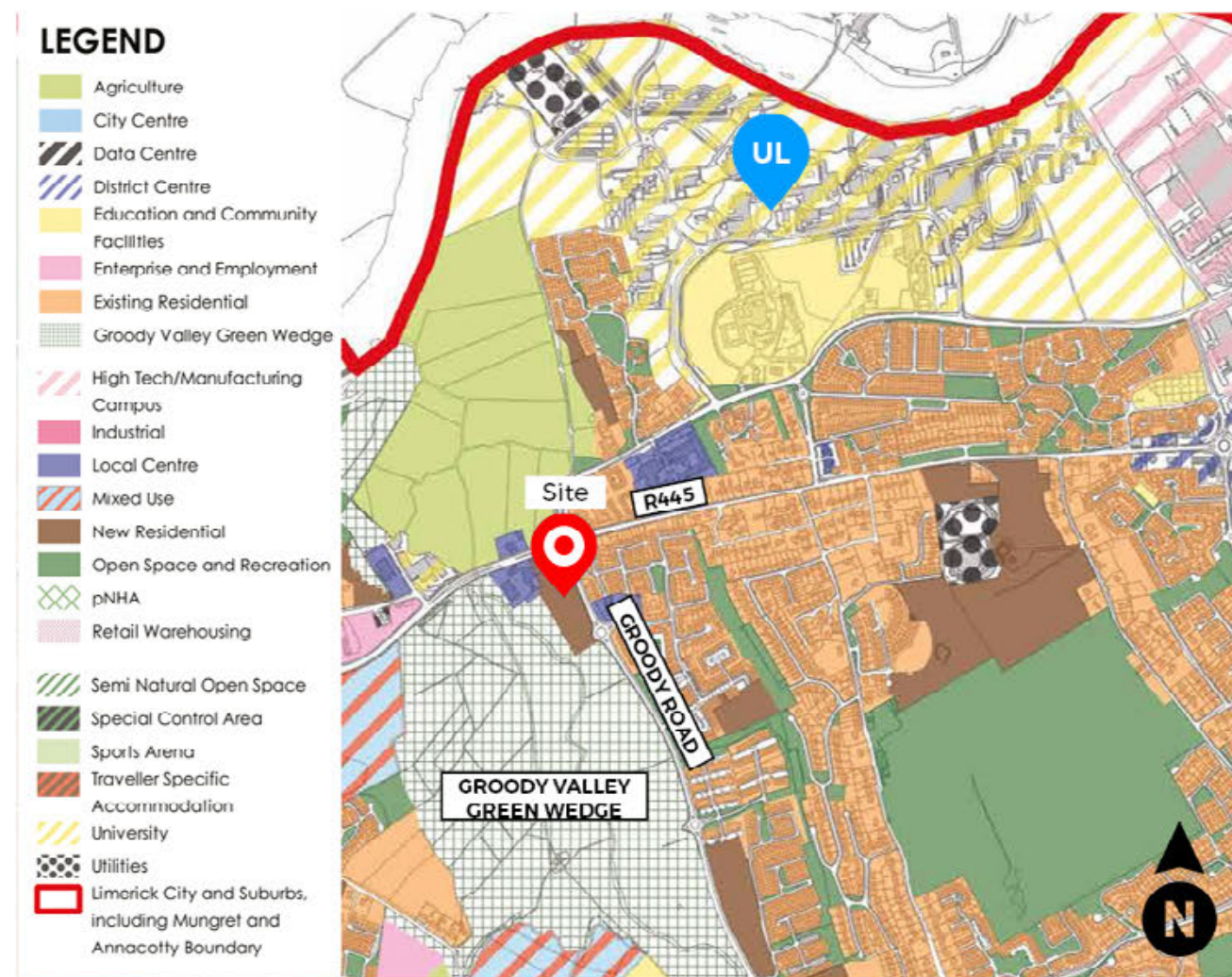
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SITE ANALYSIS



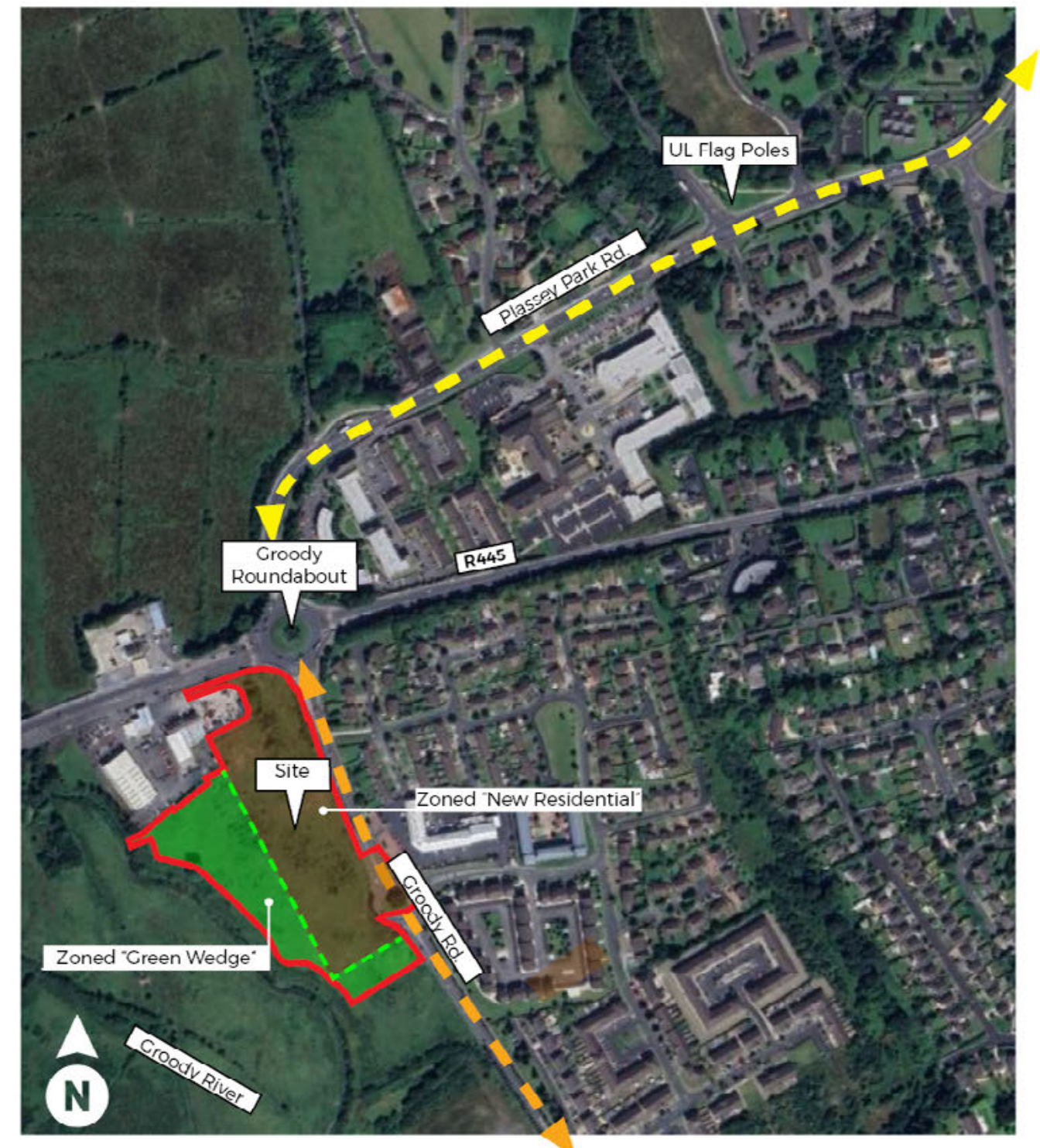
## SITE LOCATION

The site, covering an area of 3.41 hectares, is located in Newcastle, Limerick (Figure 1). It is approximately 2.5 kilometers east of Limerick city centre and 1 kilometer southwest of the University of Limerick (UL). The area is bounded to the north by Dublin Road (R445), to the east by Groody Road. The site includes 2.1 hectares zoned for "New Residential" and 1.29 hectares zoned as "Green Wedge", as shown in Figure 2.



**Figure 1.** Limerick City & Suburbs Zoning Map

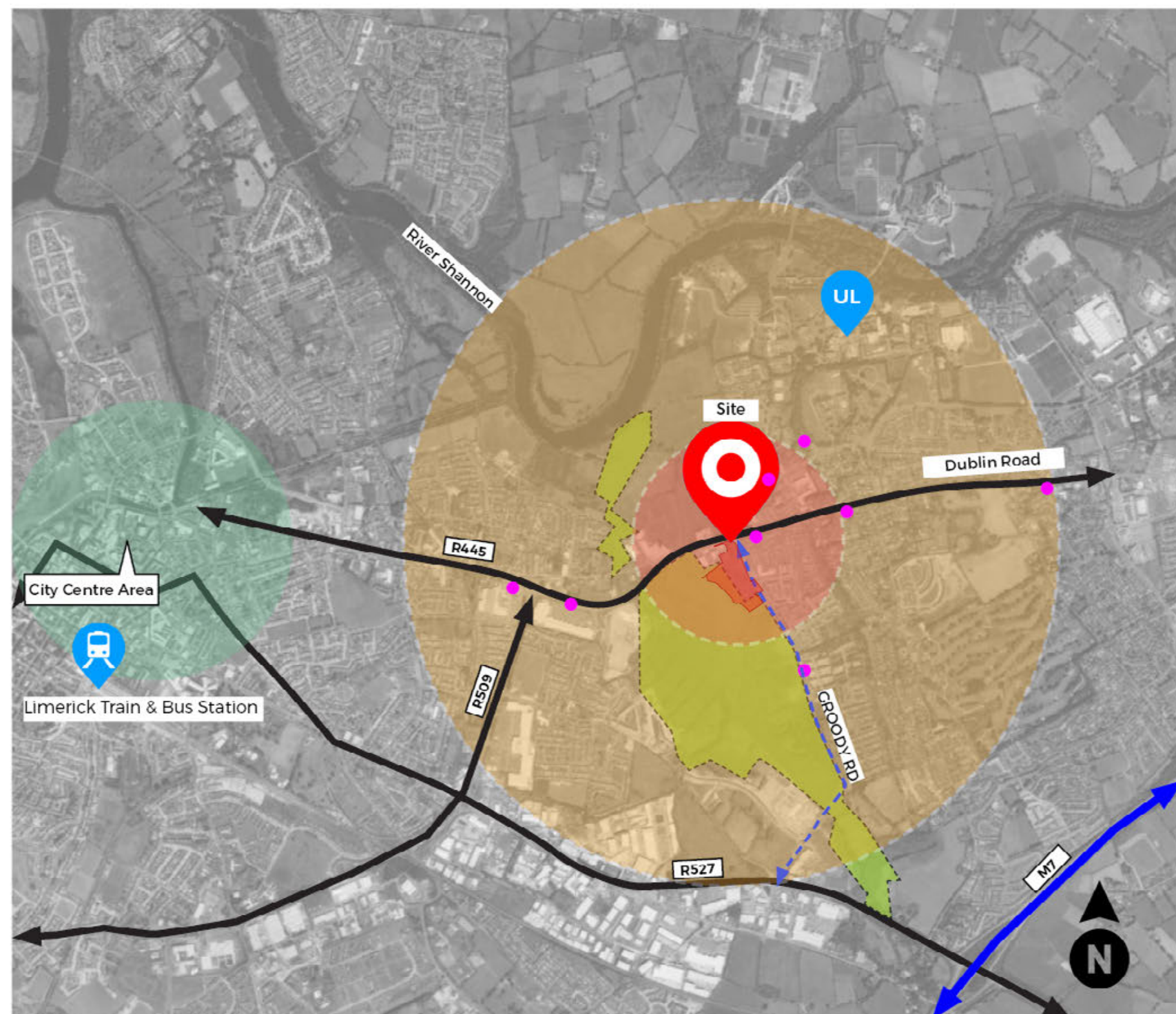
Source: Limerick Development Plan 2022 - 2028, Volume 2 - Settlements and Zoning Maps, Map 3.






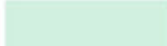


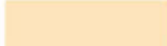

**Figure 2.** Indicative site location marked up on Google map.



## MACRO SITE CONTEXT

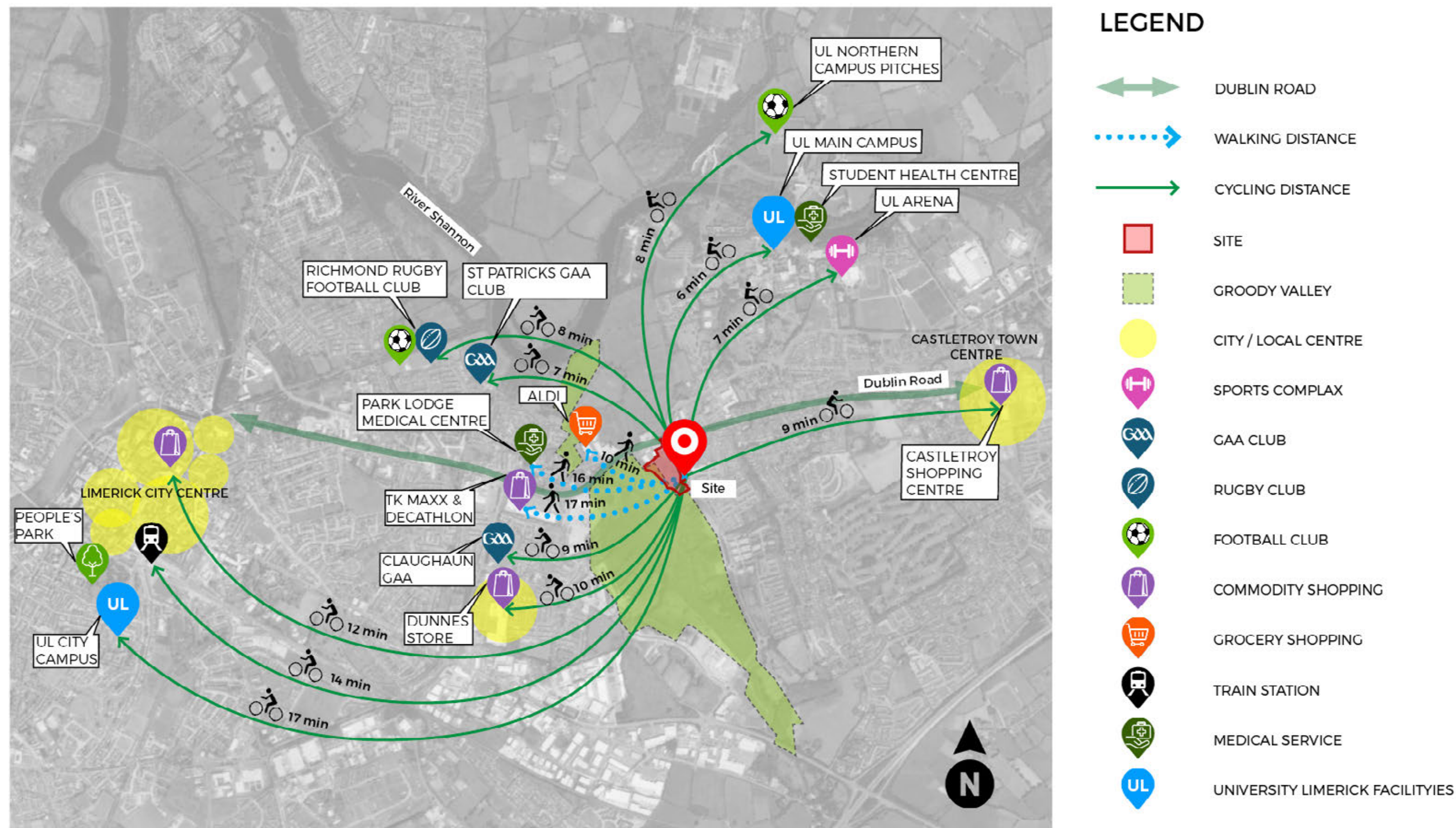


### LEGEND

-  REGIONAL ROAD ( SPEED LIMIT 80 km/h )
-  MOTORWAY ( SPEED LIMIT 120KM/H )
-  GROODY ROAD
-  LIMERICK CITY CENTRE
-  GROODY VALLEY
-  ESTIMATE 15 MIN WALKING CIRCLE
-  ESTIMATE 10 MIN CYCLING CIRCLE
-  NEARBY BUS STOPS



## MICRO SITE CONTEXT





## SITE ANALYSIS & CONSTRAINTS



1 The eastern expanse of the site is earmarked for the future widening of Groody Road. This delineation plays a pivotal role in establishing the building block's boundary, ensuring a comfortable separation of 4 meters from the outside edge of the footpath.

2 The primary expanse of the site runs along Groody Road, indicating that the eastern section of the site is the most suited for the establishment of the main entrance.

3 The forthcoming greenlink, alongside its associated green infrastructure, must be integrated into the development.

4 The masterplan must account for the duration of natural light hours to optimise both energy efficiency and the overall well-being of occupants.

5 The masterplan must comprehensively address all zoning objectives within the site, ensuring the creation of an attractive residential area with strong permeability to the Groody Valley. It should also foster an interactive relationship between the dwellings and the natural environment, seamlessly integrating the green wedge.

6 The connectivity for pedestrians and cyclists to the Groody Valley is clearly requested in zoning objective GV01, which means the masterplan need to consider the permeability between the the road boundaries to Groody Valley.

Area	Urban Structure / Character	Specific Objectives
UCA 03 Castletroy/ Plassey/ Anacott	<p>This area is located to the east of the City Centre and covers the urban areas of Castletroy, Annacott, Monaleen and Plassey as well as the University of Limerick. This area is substantially residential, served by a range of uses including the Castletroy Shopping Centre, Castletroy Park Hotel, recreational facilities such as the Castletroy Golf Club, educational institutions and business parks.</p> <p>A substantial character area is the University of Limerick campus. The campus is expansive at over 130 hectares and located both north and south of the River Shannon in Counties Limerick and Clare. The campus is largely self-contained and is substantially enclosed. Its presence has attracted technology companies to the area, with the National Technology Park located to the east.</p>	<p>a) Infill and brownfield development patterns to be favoured.</p> <p>b) River Groody Green Wedge to be retained.</p> <p>c) Building Height Strategy to inform design of higher buildings, in particular:</p> <ul style="list-style-type: none"> <li>- Any proposed buildings of height must be balanced with the need to maintain the status of the University rather than the creation of a high building cluster;</li> <li>- A modest increase in building height at important intersections/nodes and street corners may be required to enhance legibility and sense of place.</li> </ul>



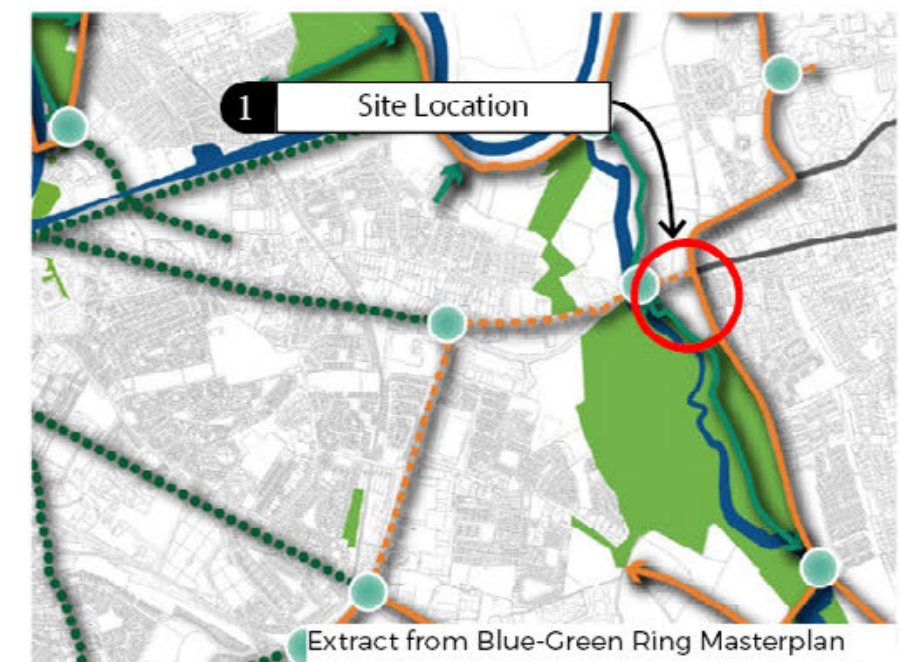
## BLUE-GREEN RING MASTERPLAN



The Blue-Green Ring Masterplan is part of the Blue-Green Infrastructure plan that aims to make use of Limerick's wealth of environmental assets. The Student accommodation site finds itself on the Blue-green ring and a number of objectives have been set out for this particular area. Objectives listed below

- Addressing gaps in greenspace by the provision of increased open space
- Enhancement to existing recreational and amenity areas
- Enhancement of existing habitats
- Creation of new habitats and natural landscapes for people to enjoy
- Improving access to greenspace
- Mitigation of noise hot-spots
- Legibility, accessibility and safety of waterside access
- Overcoming physical barriers to movement (rail and road corridors)
- Connectivity to the Blue Green Ring

- Green infrastructure
- Blue infrastructure
- Cycle routes
- Footpath routes
- 'Spokes' (onward connections to City Centre)
- BusConnects route (outside the City Centre)
- Blue Green Ring Gateways





3

DESIGN PROPOSALS



# MASTERPLAN





## DESIGN EVOLUTION



### INITIAL DESIGN

The initial design proposed 3 apartment blocks facing Groody road, with each creating a courtyard in its centre, and a pedestrian link to the valley river walk.

#### PROS

1. Dense scheme.
2. Large amount of green space.
3. Green link to groody Valley.

#### CONS

1. Too many large facades facing groody road meant more windows impacted by traffic noise.
2. Car parking negatively impacted on the groody valley.
3. Rigid and not very organic looking.



### 1<sup>st</sup> ITERATION

This scheme sought to create 2 student courtyards with a green pedestrian link between groody road and the groody valley and to break up the blocks more..

#### PROS

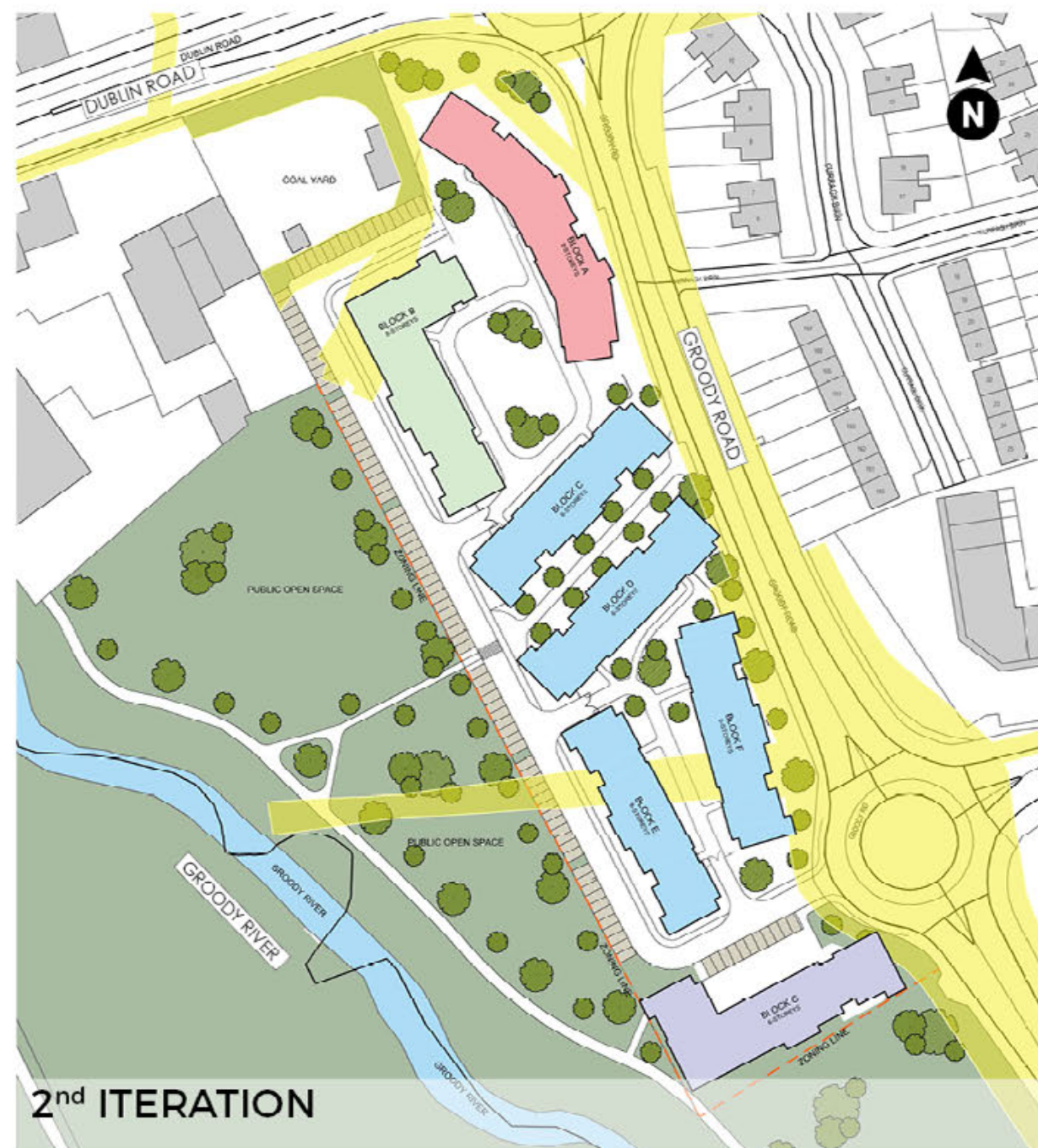
1. Allowed for large amount of public open space.
2. Created a pleasant green link to the groody valley for pedestrians.
3. The layout demonstrated a more organic esthetic.

#### CONS

1. Too many large facades facing groody road meant more noise to be attenuated.
2. Too many small blocks meant density was impacted.
3. Car parking negatively impacted on the experience of the groody valley.



## DESIGN EVOLUTION



### 2<sup>nd</sup> ITERATION

This scheme used larger blocks to address the density issues. The blocks were also oriented perpendicular to the groody roads to lessen the amount of windows that may be impacted by road traffic noise.

#### PROS

1. Dense scheme.
2. Less windows impacted by road traffic noise.

#### CONS

1. Buildings were not provided with enough separation distance.
2. Car parking negatively impacted on the experience of the groody valley.
3. Less permeability.
4. The relationship between blocks still looks rigid and lacks a organic feeling.



### 3<sup>rd</sup> ITERATION

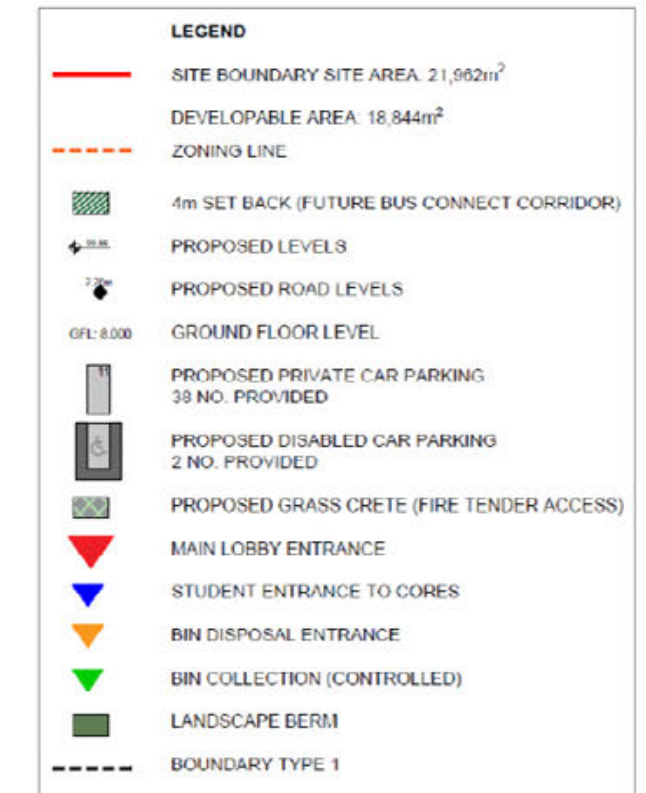
This scheme used larger, more articulated apartment blocks to achieve the desired density while minimizing windows facing Groody Road. Where possible, larger facades were set back, and where not, a 2.5m earthen berm was added to reduce road noise. Ground floors near the road are designated for non-residential uses, such as communal, plant, ancillary, and student facilities..

#### PROS

1. Very few windows impacted by road traffic noise.
2. Car parking has been moved away from Groody Valley.
3. Dense scheme.
4. Good permeability through the scheme.
5. Create a overall organic layout which merge into Groody Valley.

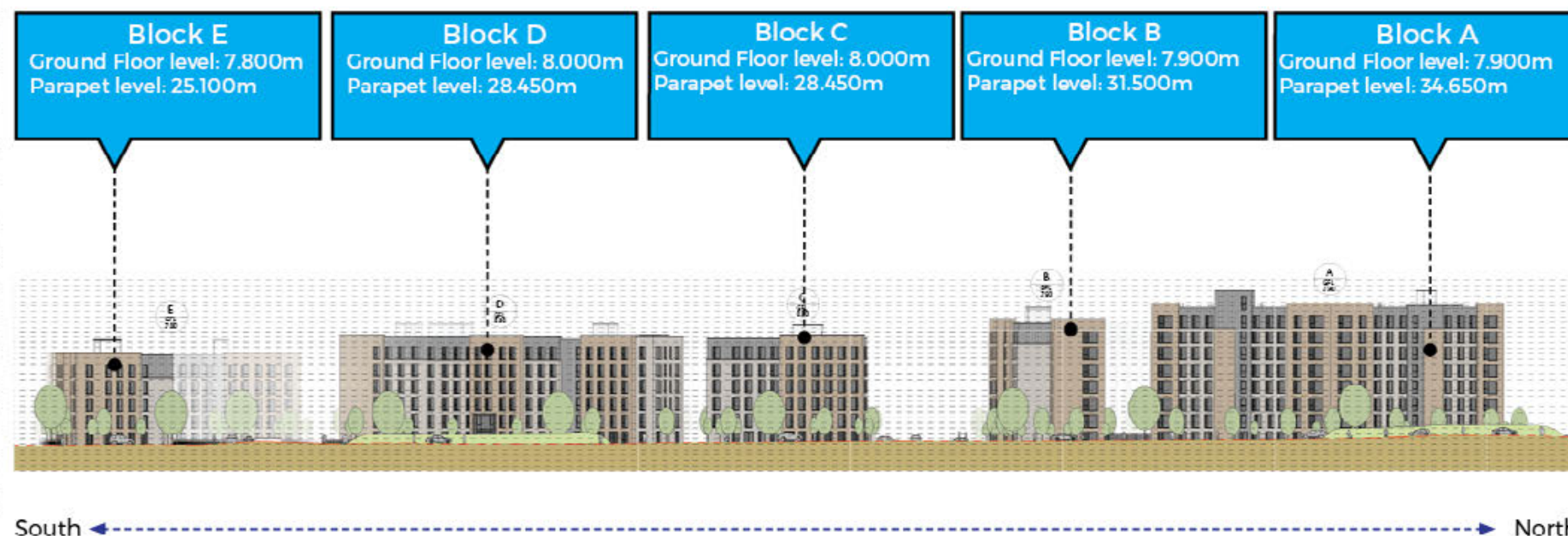


# SITE PLAN

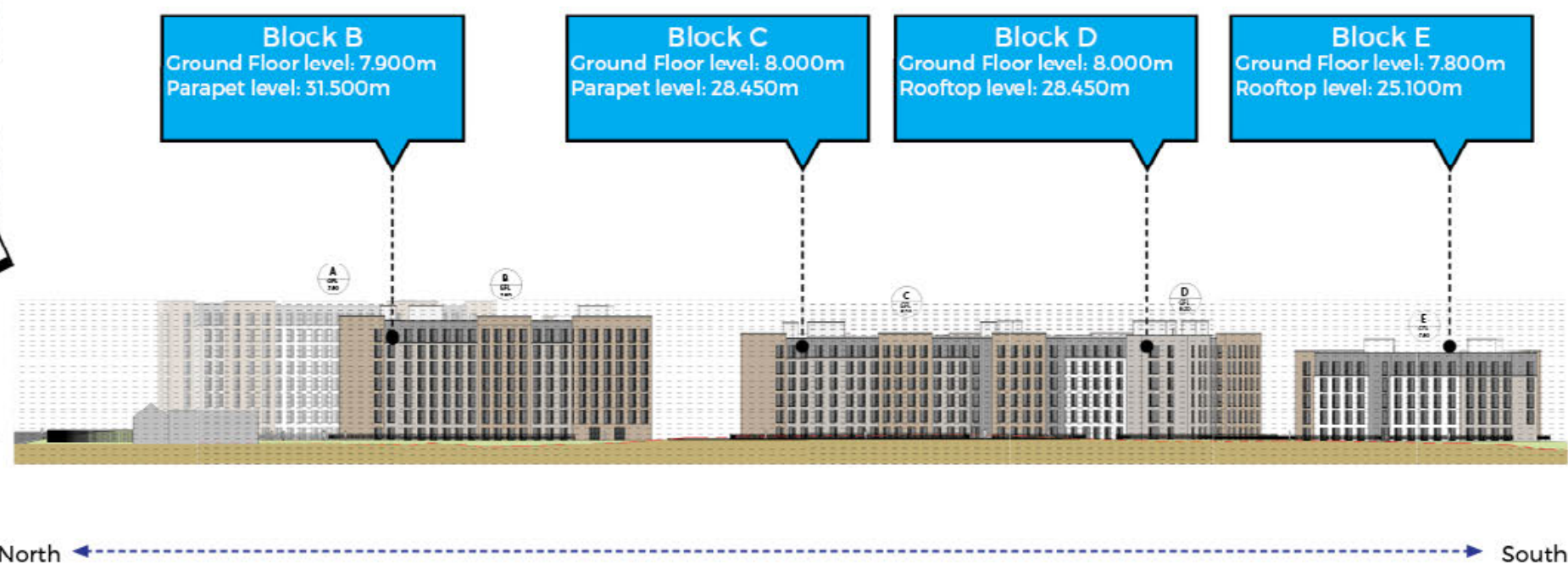




# BUILDING HEIGHTS



## A-A SECTION



## B-B SECTION



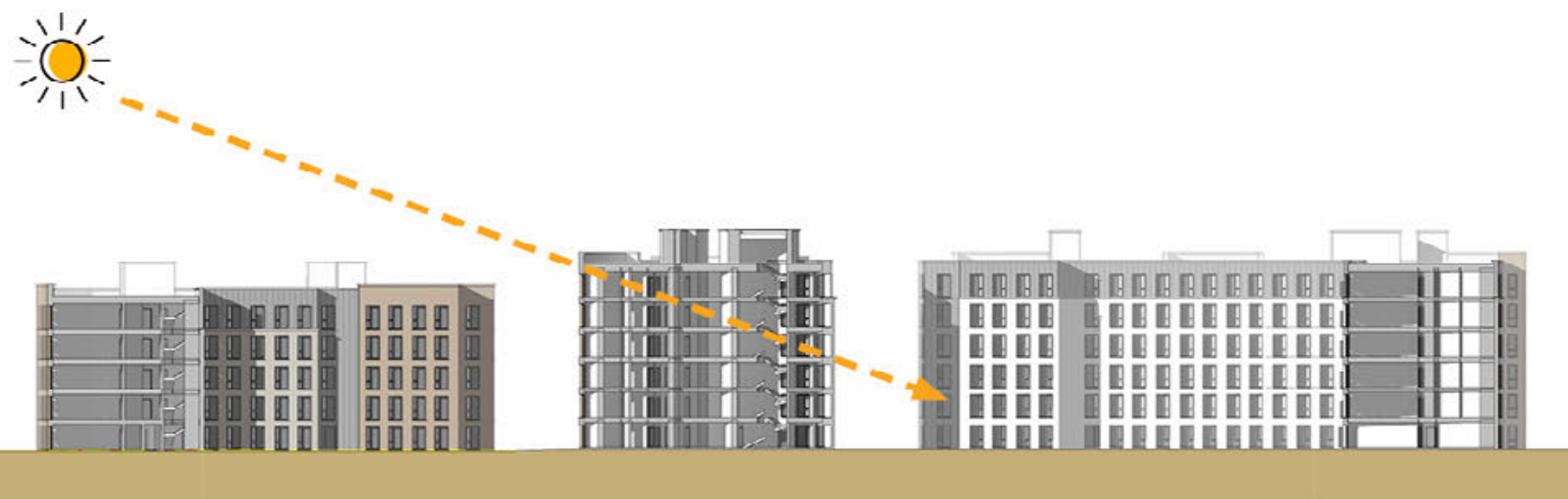
## ORIENTATION



South ← ————— → North

### C-C SECTION

The complex features a north-facing highest side and a south-facing lowest side, optimising natural light into the central courtyard, as shown in C-C section, which simulates the real sun path in September 10th at 9:00am on block B.



East ← ————— → West

### D-D SECTION

By minimising north-facing surfaces, the design achieves eco-efficiency, creating a well-lit and environmentally friendly space.



## GROODY VALLEY GREEN WEDGE



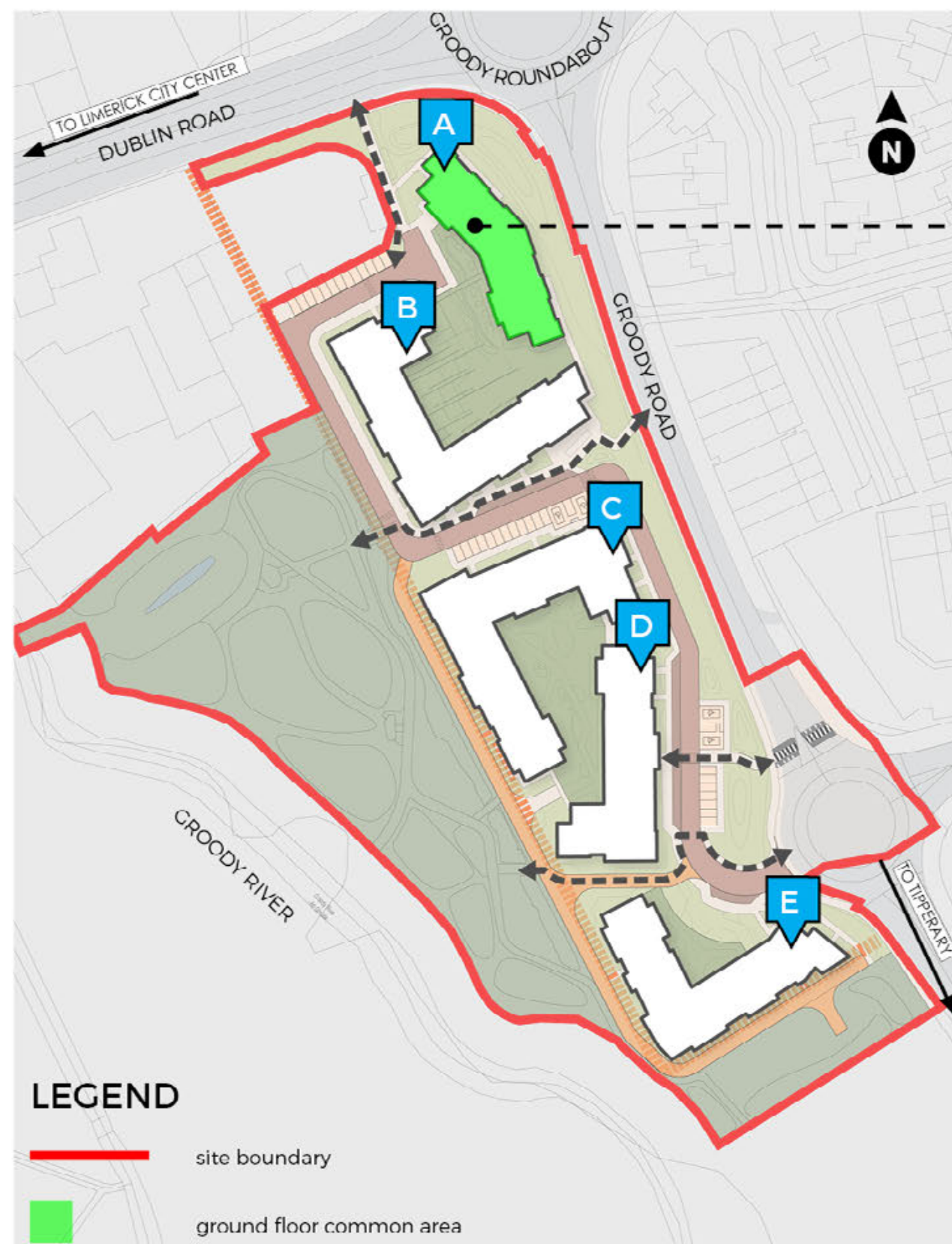
## CITY GREEN STRATEGY

According to the 'LIMERICK DEVELOPMENT PLAN 2022-2028', a proposed **GREEN INFRASTRUCTURE AND OPEN SPACE STRATEGY** aims to establish an expanded and improved network of green linkages and biodiversity areas.

The student village is situated along one of the off-road biodiversity corridors, as illustrated in the figure above. Located along the western boundary of the site, an area has been proposed as a potential future green route and as shown in the diagram on the left a pedestrian link has been planned to align with the green strategy.

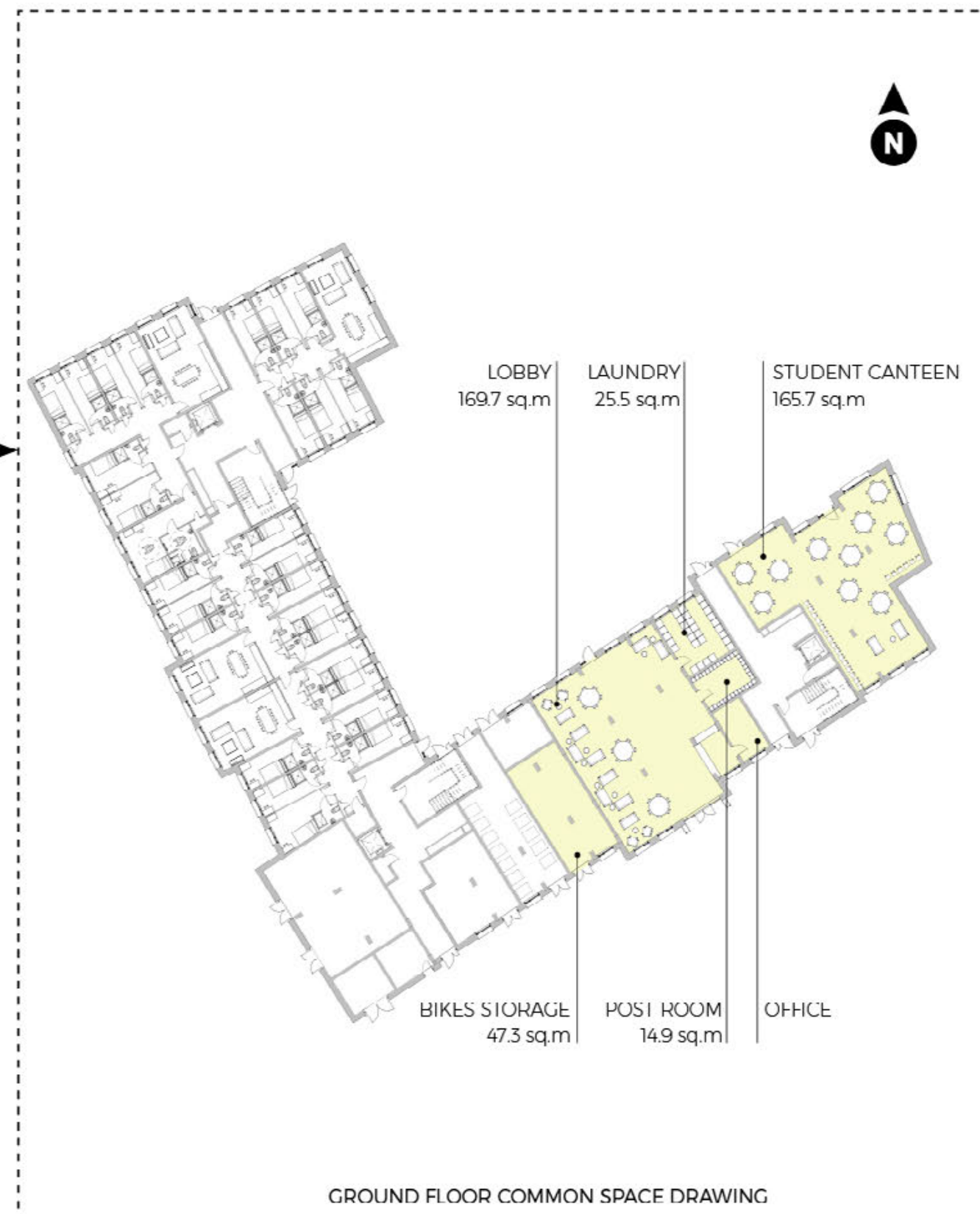
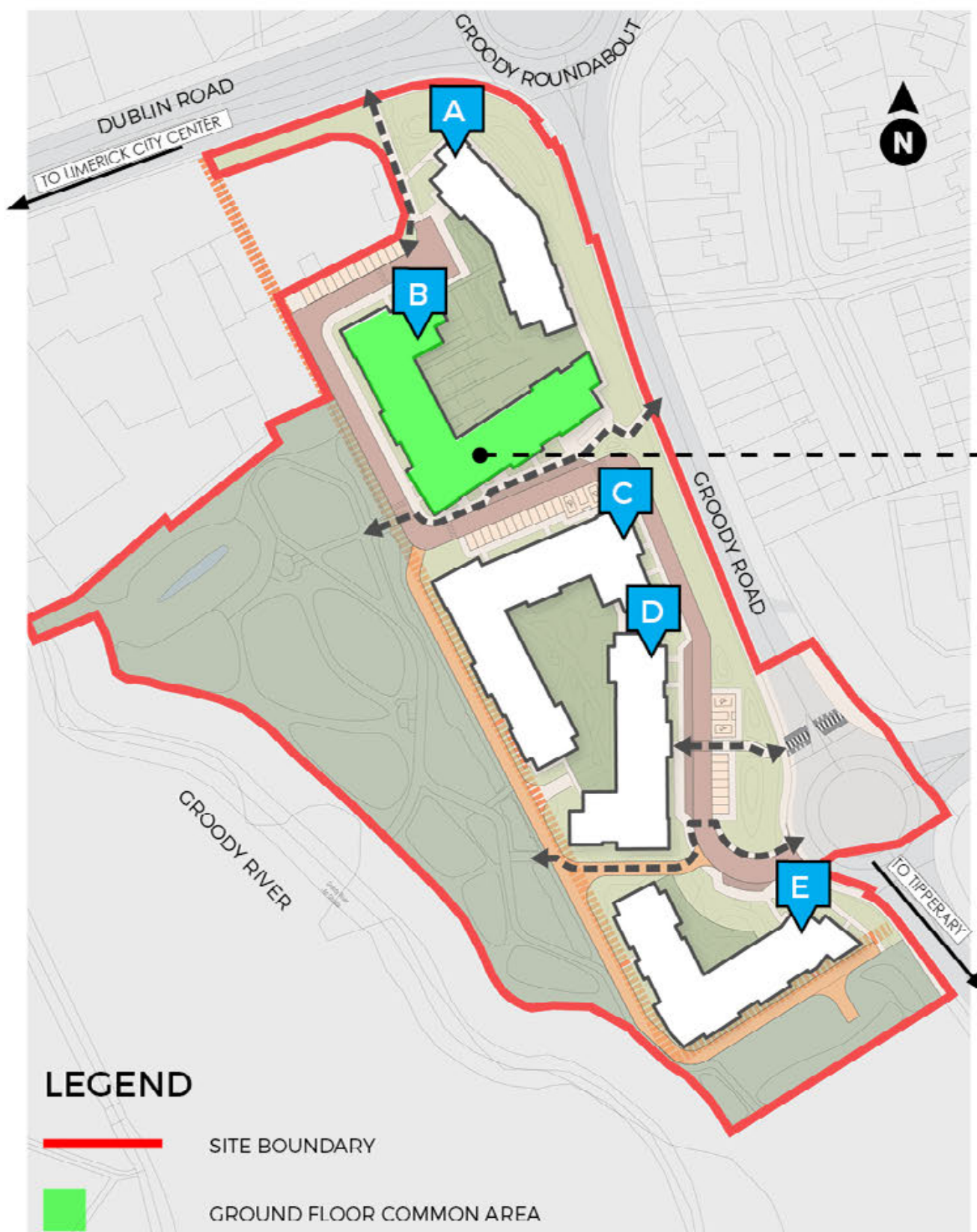


## GROUND FLOOR COMMON SPACE: BLOCK A



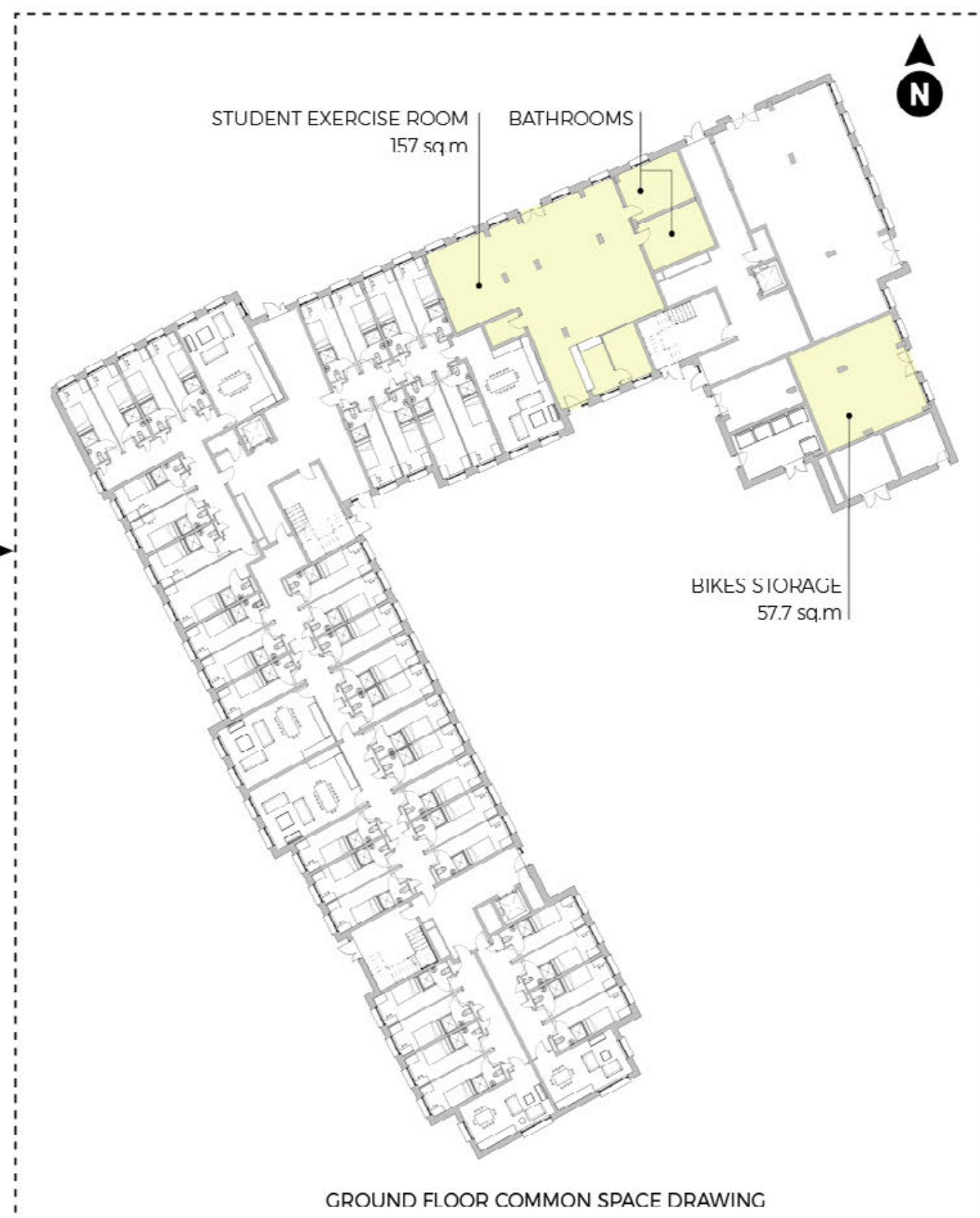
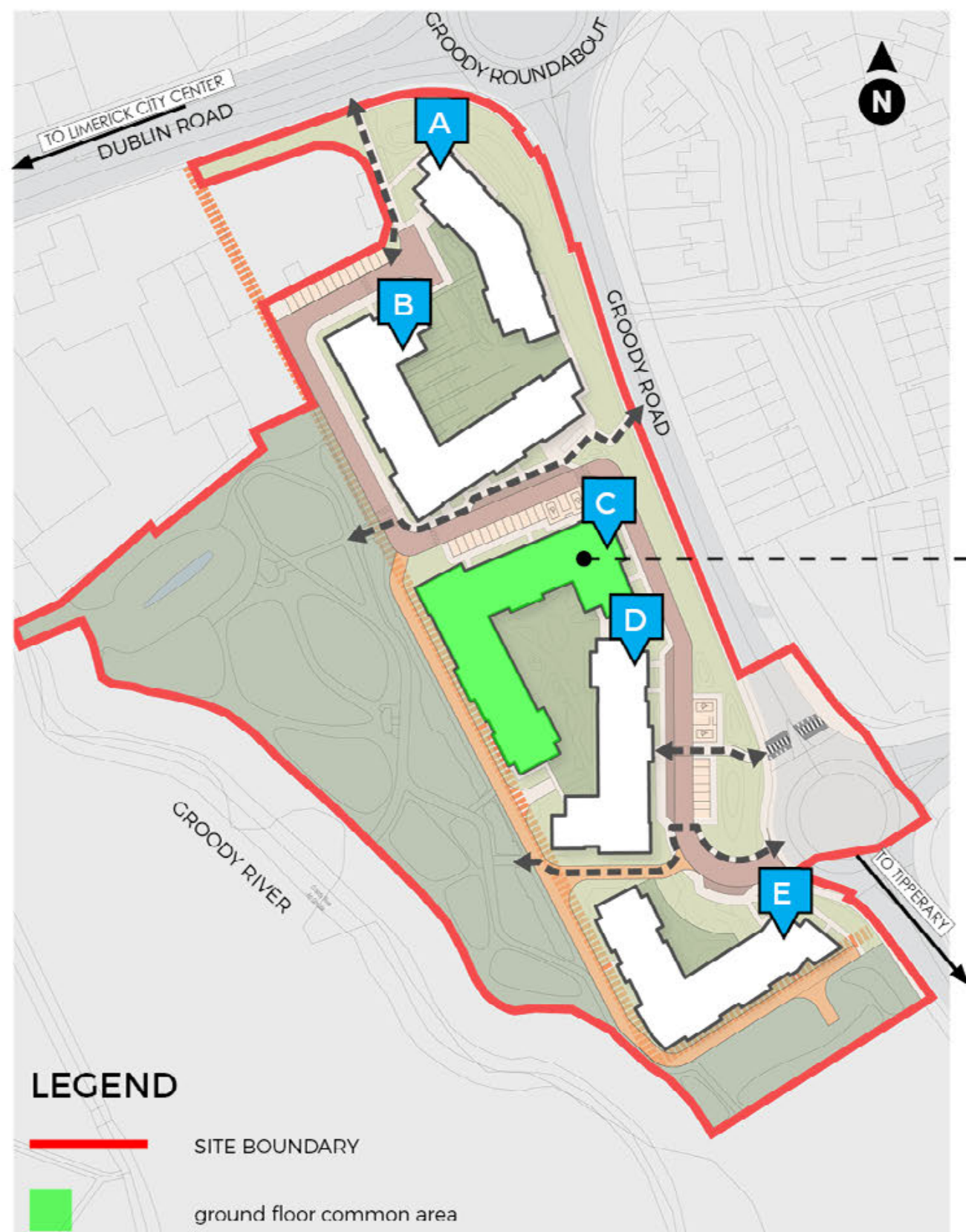


## GROUND FLOOR COMMON SPACE: BLOCK B



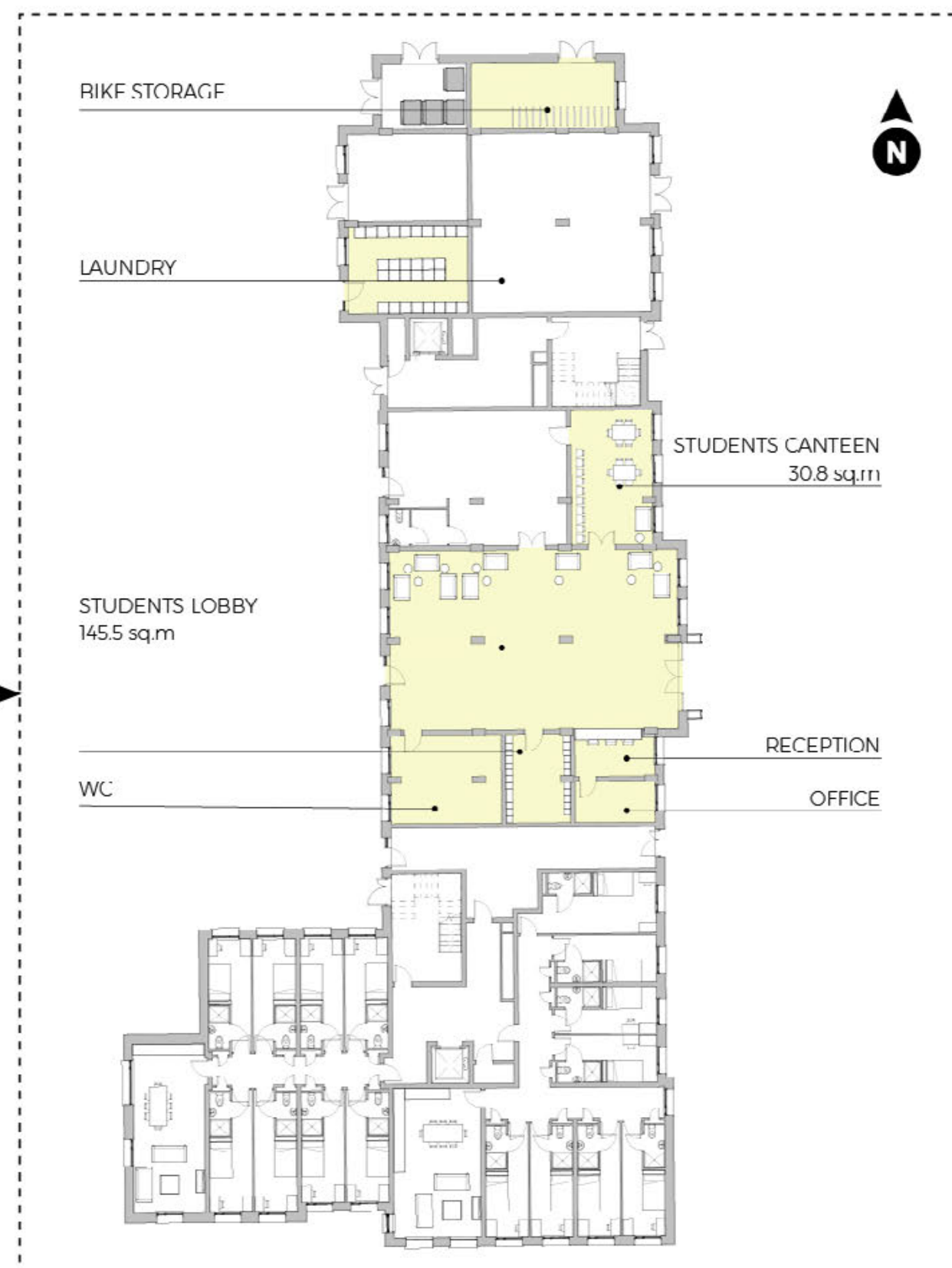
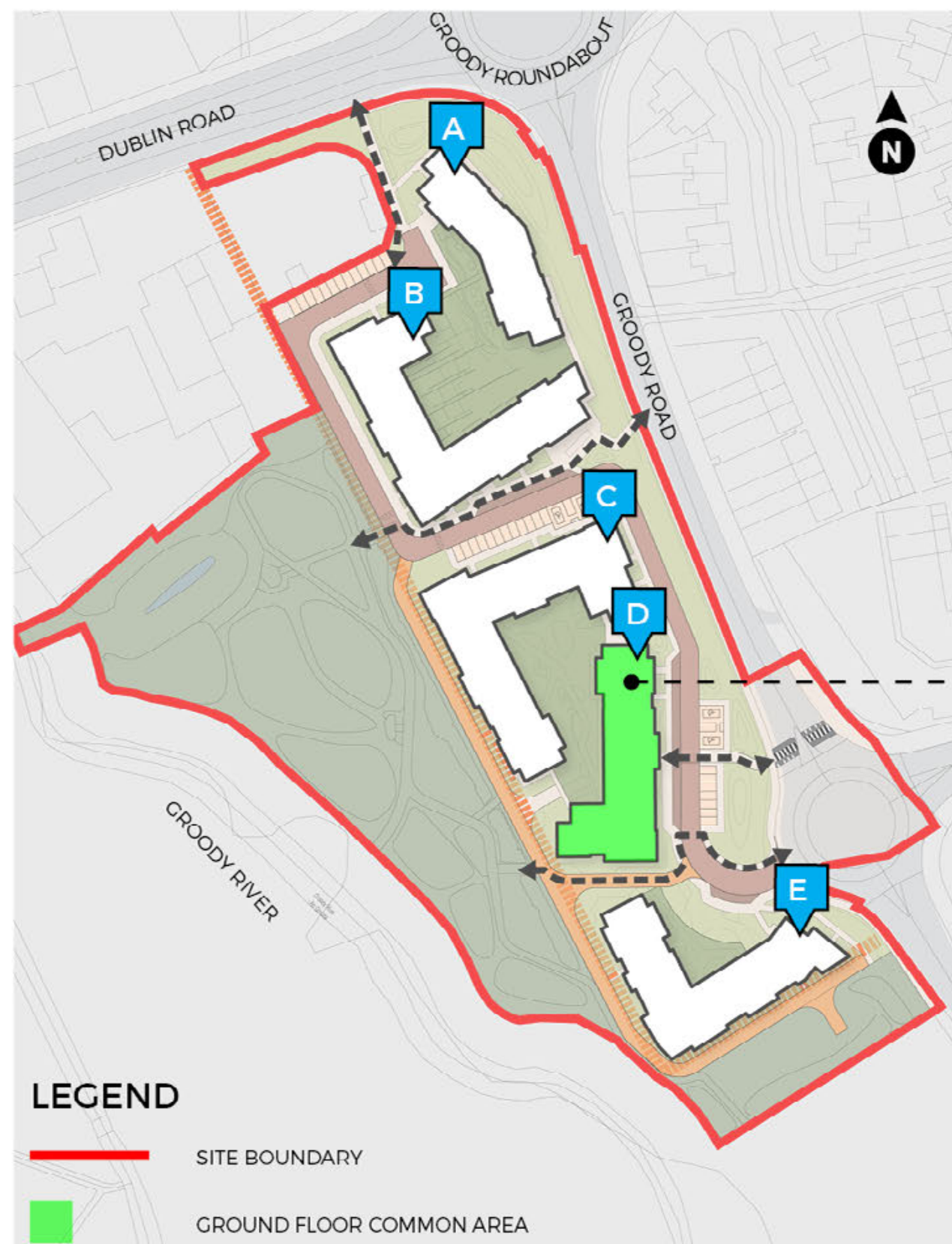


## GROUND FLOOR COMMON SPACE: BLOCK C



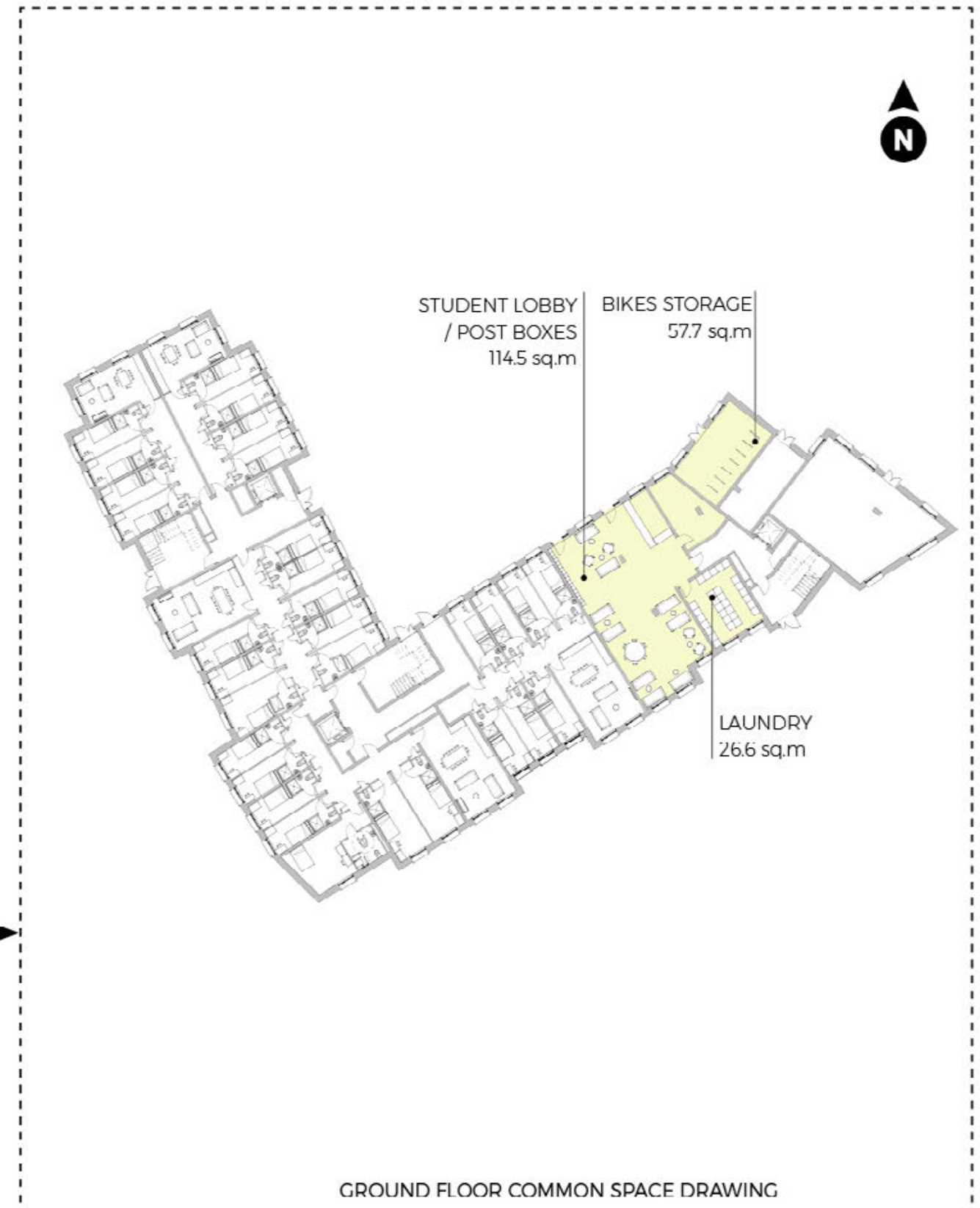
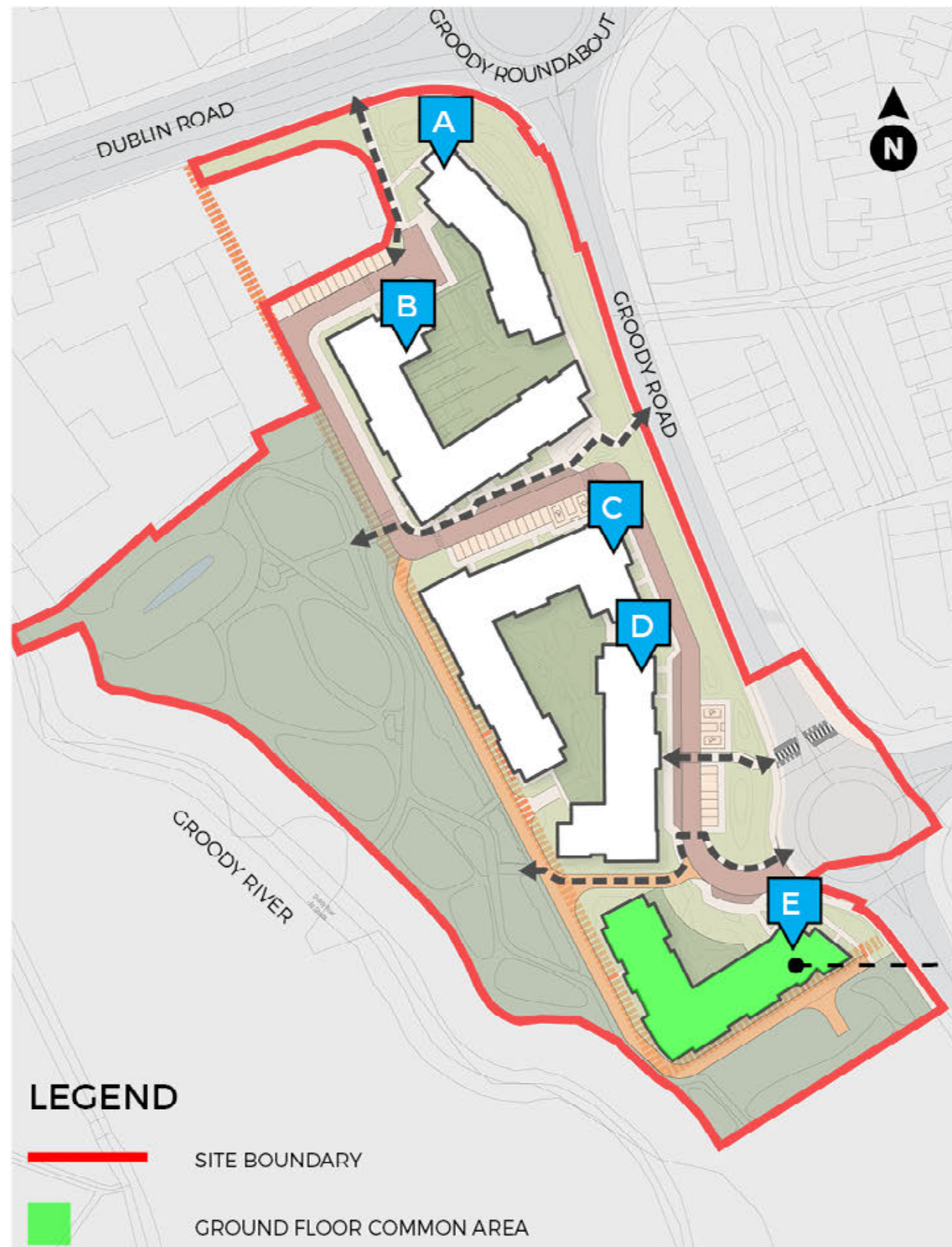


## GROUND FLOOR COMMON SPACE: BLOCK D



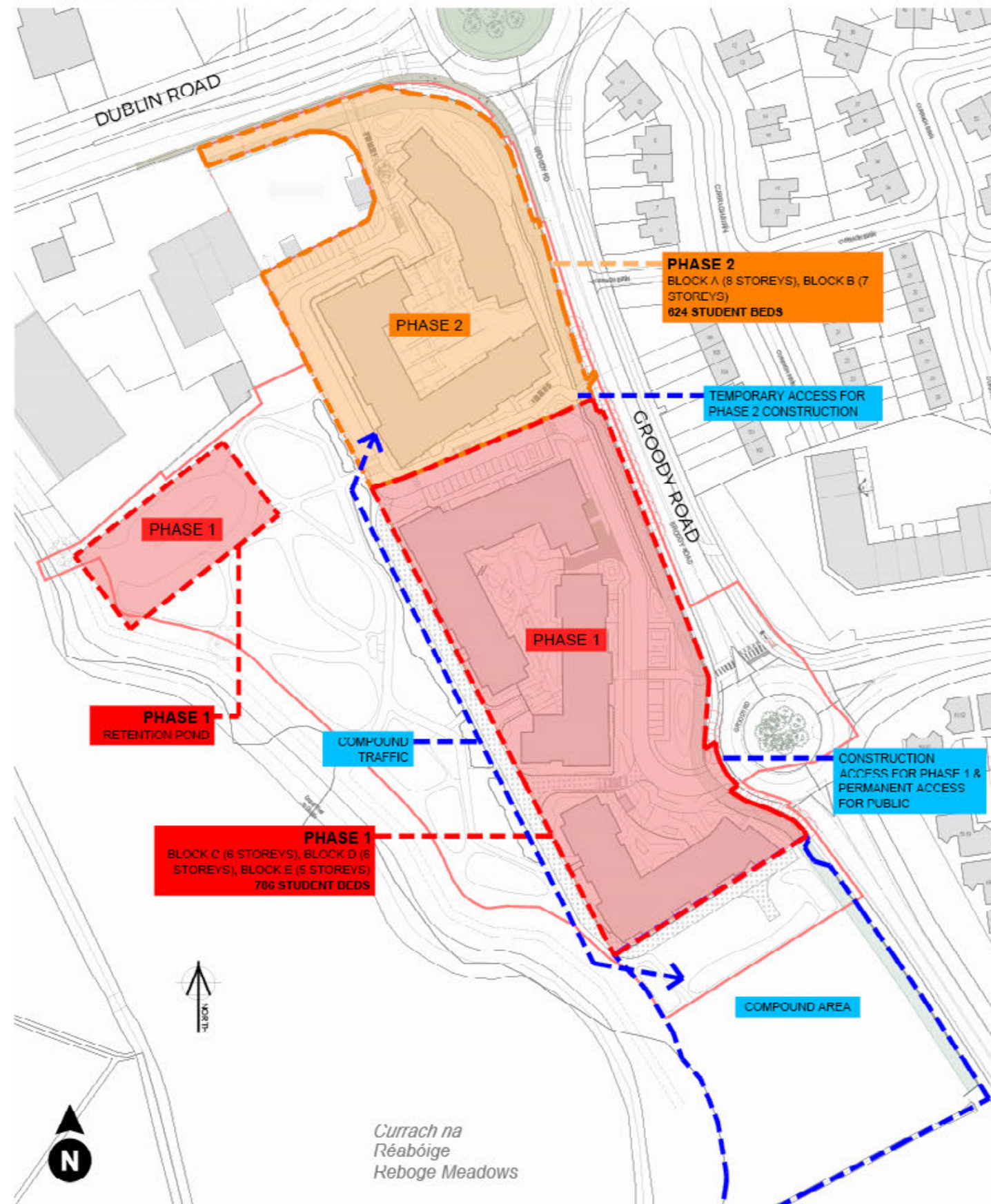


## GROUND FLOOR COMMON SPACE: BLOCK E





# PHASING PLAN





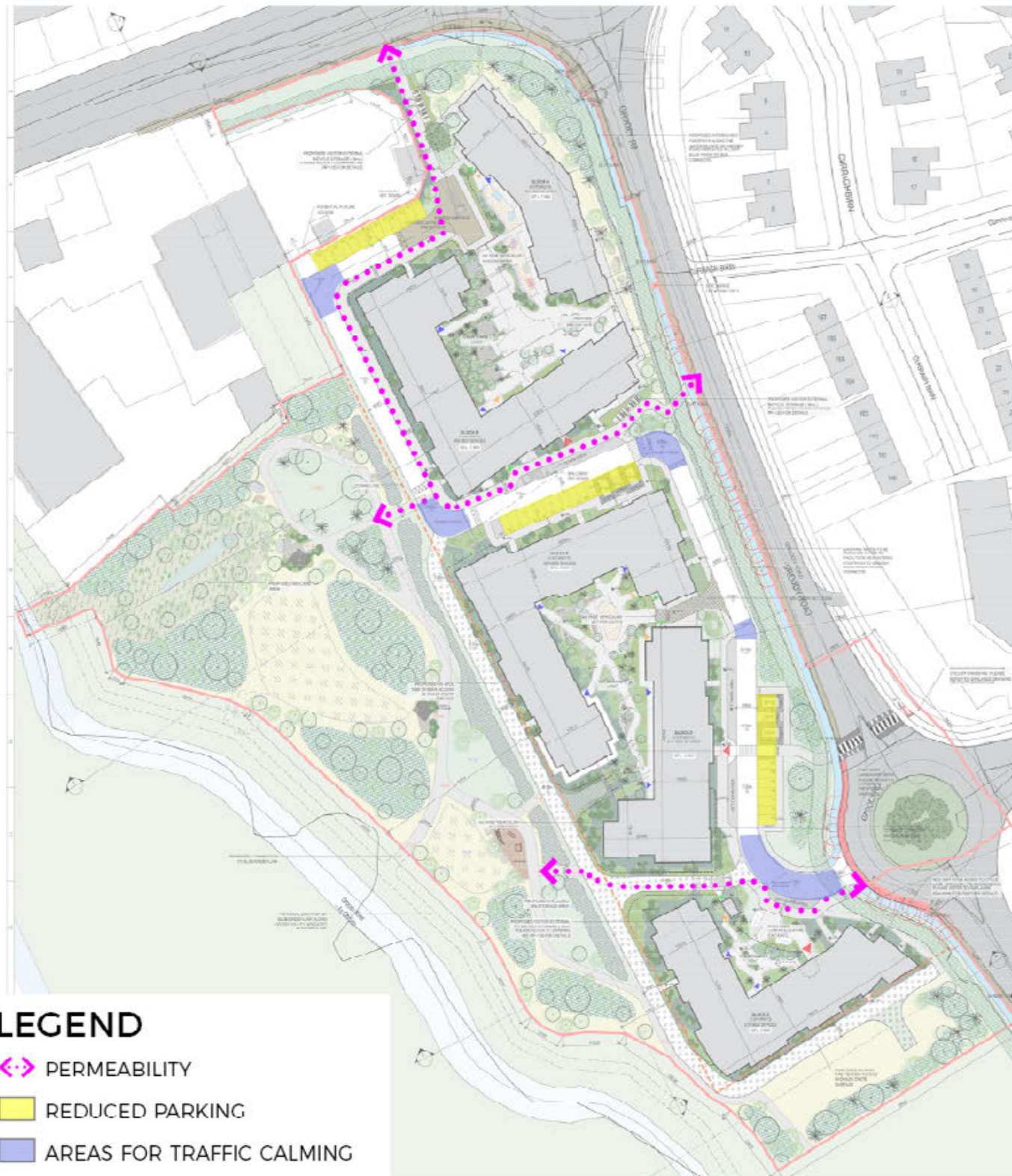
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DESIGN CONSIDERATIONS



# QUALITY DESIGN AND PLACEMAKING

## SUSTAINABLE AND EFFICIENT MOVEMENT



## MIX AND DISTRIBUTION OF USES

### HIGHER DENSITIES/ MIXED USE DEVELOPMENT

As per the compact settlements guidelines a requirement is for quality design and placemaking is the provision of higher density mixed-use developments in centres and on transport corridors. The proposed development is located on a planned bus corridor and has achieved a residential density of 169U/Ha

### DIVERSE AND INNOVATIVE RANGE OF HOUSES

The Compact Settlement guidelines also outline the requirement for innovative and diverse range of houses. The proposed development has provided a mix of apartments ranging from 4-beds to 8-bed student accommodation clusters.

### ADAPTATION AND REUSE

The proposed development has been designed to be adapt and potentially serve other uses in the future. The scheme has been designed so it can be adapted to hotel use. Some of the common ground floor spaces have been designed so they may accommodate other uses as well should there be need to provide alternative student amenity spaces.

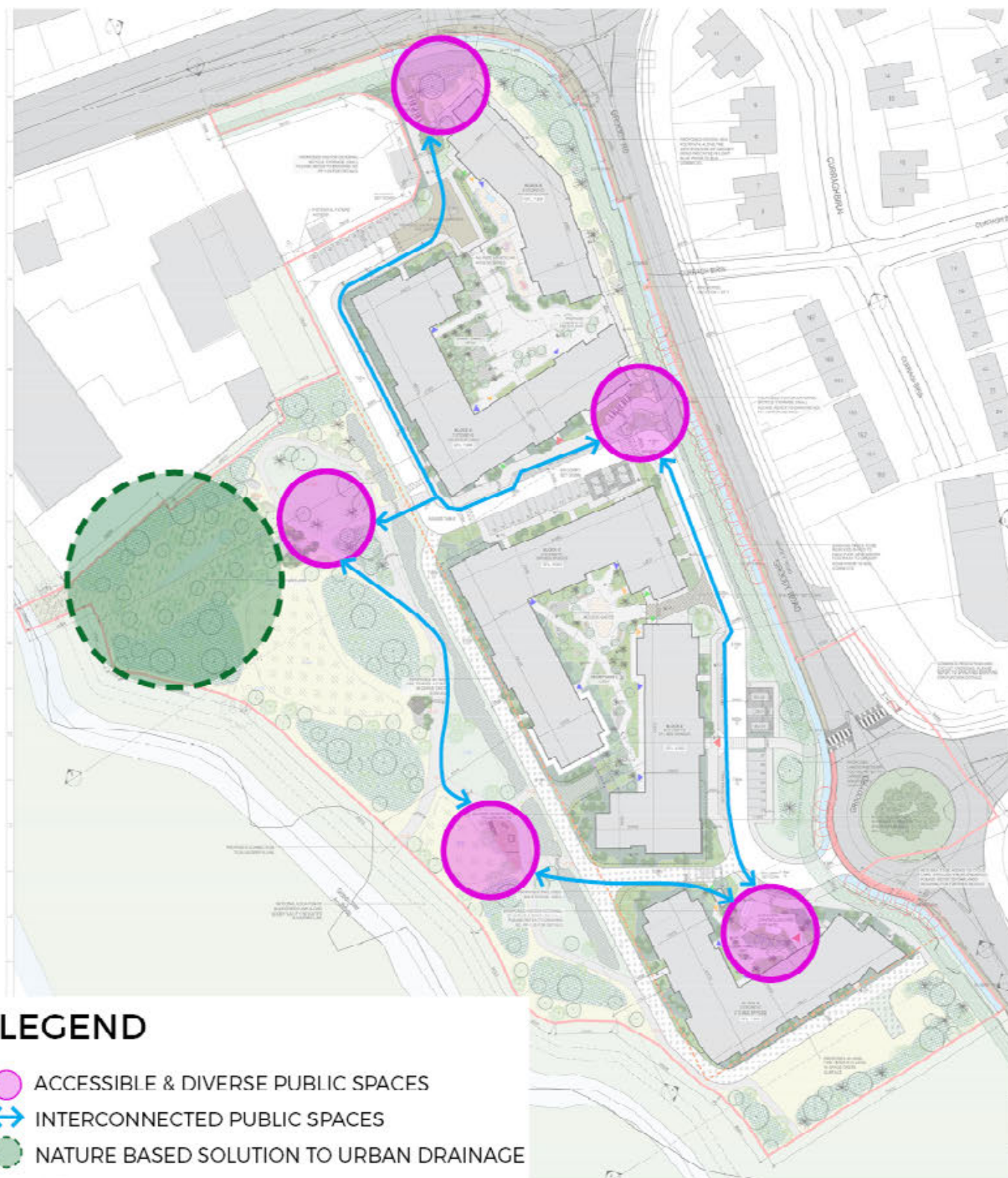
### INVITING/LIVABLE PUBLIC REALM

The public realm has been designed to allow for people to meander and enjoy the groody valley. A number of outdoor seating areas have been carefully located and designed to enhance the experience of the groody valley. The student courtyards have also been designed to maximise the amount of open space for the students as well as trying to bring as much nature and greenery into these courtyards

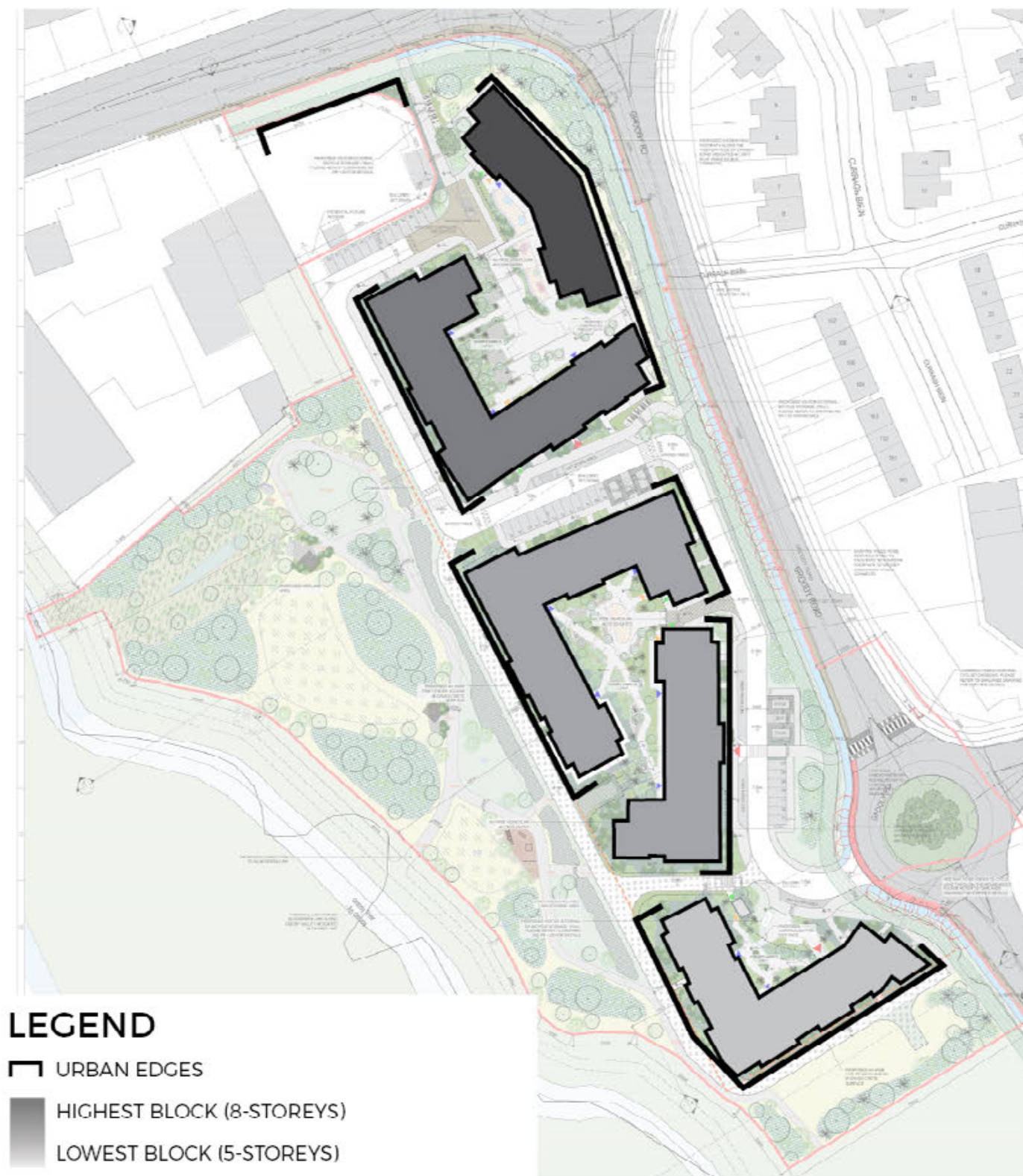


# QUALITY DESIGN AND PLACEMAKING

## GREEN AND BLUE INFRASTRUCTURE NETWORK

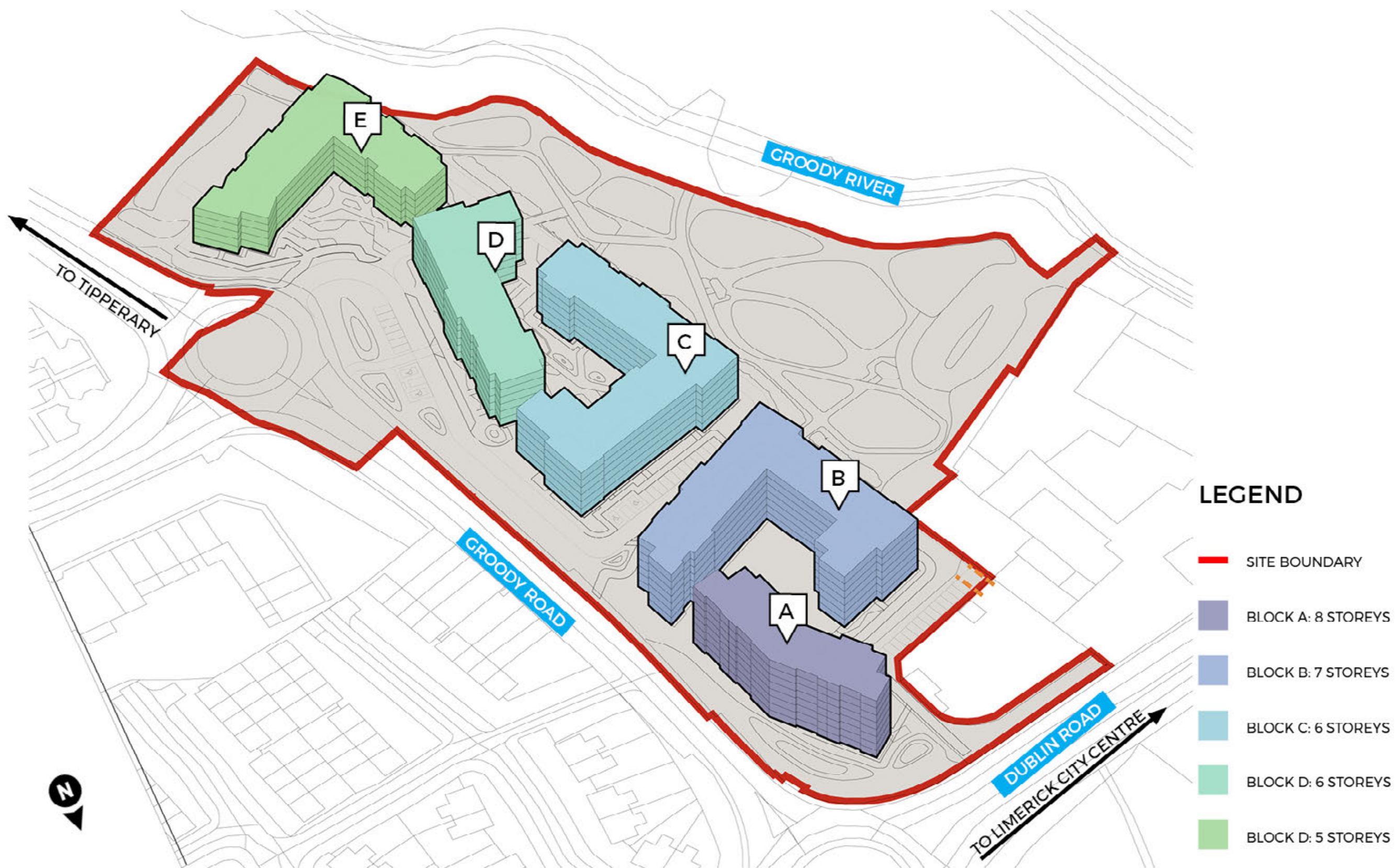


## RESPONSIVE BUILT FORM





## MASSING & SCALE





## COMMUNAL OPEN SPACE



Encompassing both the central internal courtyard, spanning approximately 0.42 hectares, and the entirety of the communal open space, the design reflects a thoughtful fusion of form and function, poised to provide residents with an engaging and inviting environment.



Figure: precedent image of courtyard.

### LEGEND

— SITE BOUNDARY

■ COMMUNAL OPEN SPACE



## SECURITY



To access the apartment blocks, all residents must first pass through a secured lobby and then into the courtyard. From where they can enter stair cores to their apartments. No one can enter the courtyards without first going through the lobby.



Figure: precedent image of courtyard.

### LEGEND

- SITE BOUNDARY
- ▲ LOBBY ENTRANCE
- > PATHWAY TO STAIR CORES
- SECURED COURTYARD



## CAR PARKING



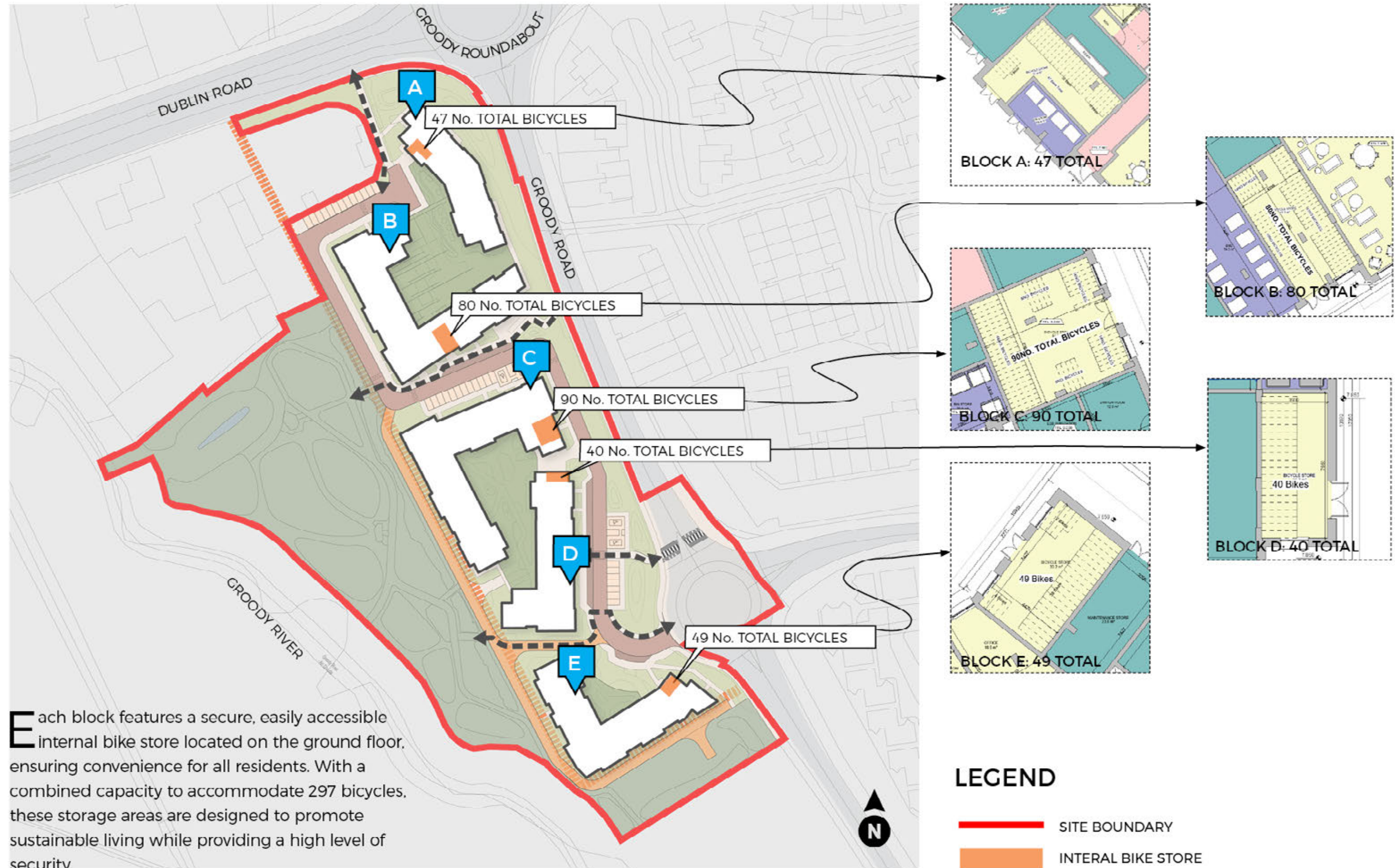
The car park is positioned along the internal access road that runs from south to north in the site, with its entrance conveniently located on the south-east of the site to Groody Road. Inside, there's ample room for a total of 40 cars.

### LEGEND

- site boundary
- road surface parking area

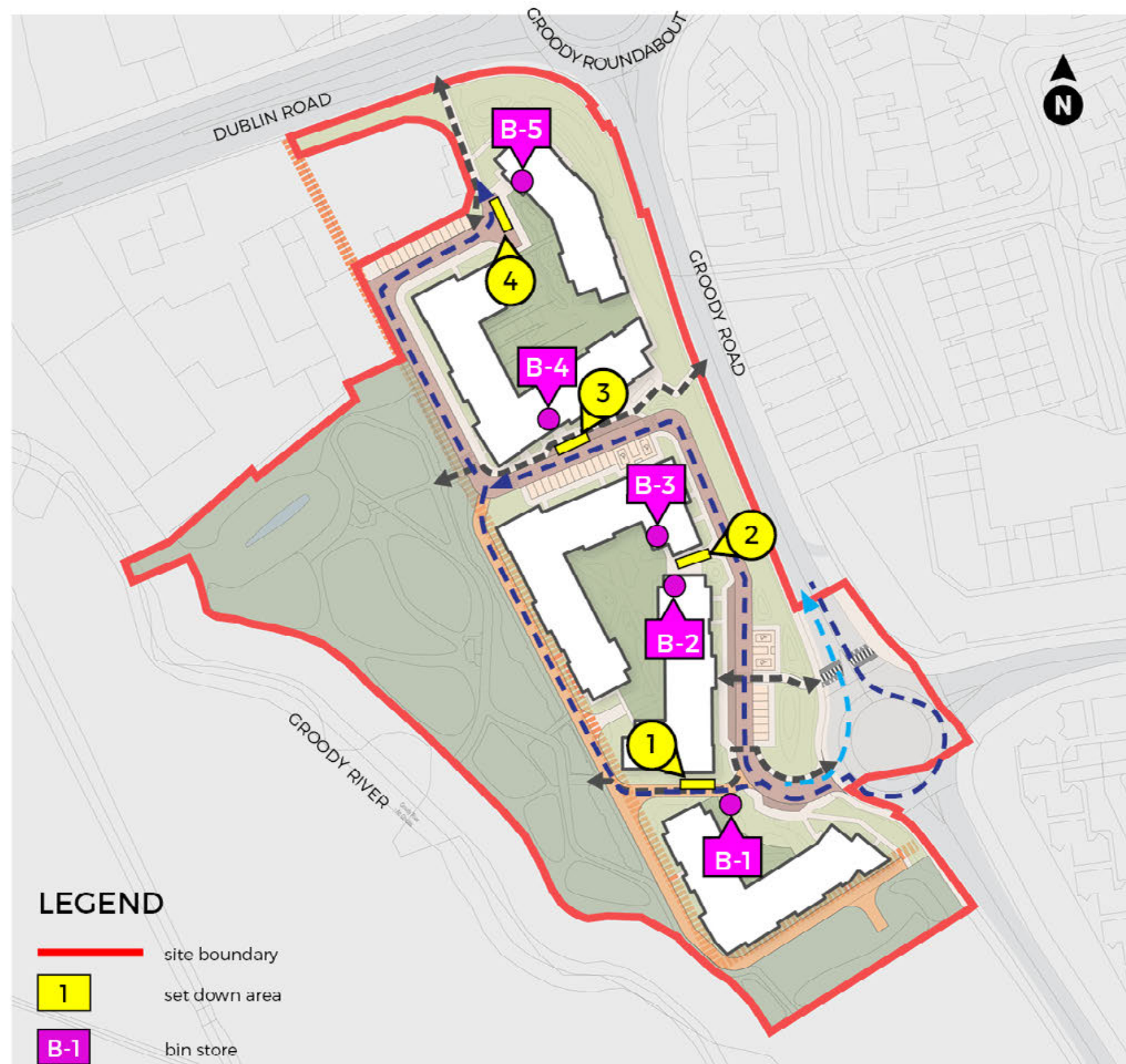


## BICYCLE PARKING





## WASTE MANAGEMENT



Refuse vehicles enter and exit the site via Groody Road, following the route outlined below:

1

Refuse vehicle parks in the set down areas(location 1) and collects bins from bin store B-1 of Block E.

2

Refuse vehicle pulls out of the set down area(location 2) and collects bins from bin stores B-2 (Block D) & B-3 (Block C).

3

Refuse vehicle pulls out of the set down area(location 3) and collects bins from bin stores B-4 (Block B) and keep driving along the internal drive road.

4

Refuse vehicle pulls out of the set down area(location 4) and collects bins from bin stores B-5 (Block A); turn back from the hammer head road and follow the drive way to leave the site.

All bin storage rooms are secured from the public side. Only the waste management team will have access from the public side. According to the **Guidelines on Residential Development for 3rd Level Students, 0.1 cubic metres** of refuse per unit per week can be assumed.

85no. units would require 8.5 Cubic Metres of refuse storage per week. 16no. 1100l (1.1 m<sup>3</sup>) bins as well as 9no. 240l (0.24 m<sup>3</sup>) have been provided this equates to 19.76m<sup>3</sup> of refuse storage.



## FIRE TENDER ACCESS



Fire tender vehicles access the complex through the main entrance on Groody Road and proceed through the 4m fire tender access road, following the route outlined below.

① ———→

Fire tender vehicle enters the complex through the main entrance at Groody Road (location A),

② ———→

Fire tender vehicle drives into the central courtyard through the 4m wide fire tender access road (location B) and the main gate (location C).

③ ———→

Fire tender vehicle can maneuver around the internal courtyard on a 4m wide land (location D).

④ ———→

Fire tender vehicle exits the site from the main gate and internal road to Groody Road.

### LEGEND

- site boundary
- A main entrance
- B internal surface road
- C building block gate



## PASSIVE SURVEILLANCE



Within the complex, all four blocks have windows that face the central yard, strategically designed to enhance internal surveillance. Alongside this, we propose a pedestrian path on the upgraded Lacken Road (location A), which further contributes to passive surveillance in addition to the windows directly facing this route from the building blocks. These measures collectively bolster the security and oversight of the premises by maximizing visibility and ensuring a safer environment.

- ① People at this spot have a minimum 6m observing distance to the closest building block.
- ② People at this spot have a minimum 8m observing distance to the closest building block.
- ③ People at this spot have a minimum 11m observing distance to the closest building block.
- ④ People at this spot have a minimum 16m observing distance to the closest building block.

### LEGEND

- SITE BOUNDARY
- - - ZONING BOUNDARY
- ← → PROPOSED PEDESTRIAN ACCESS TO GREEN WEDGE
- A  PROPOSED SECURED COURTYARD
- B  PROPOSED GROODY VALLEY



## BUILDING CORNER



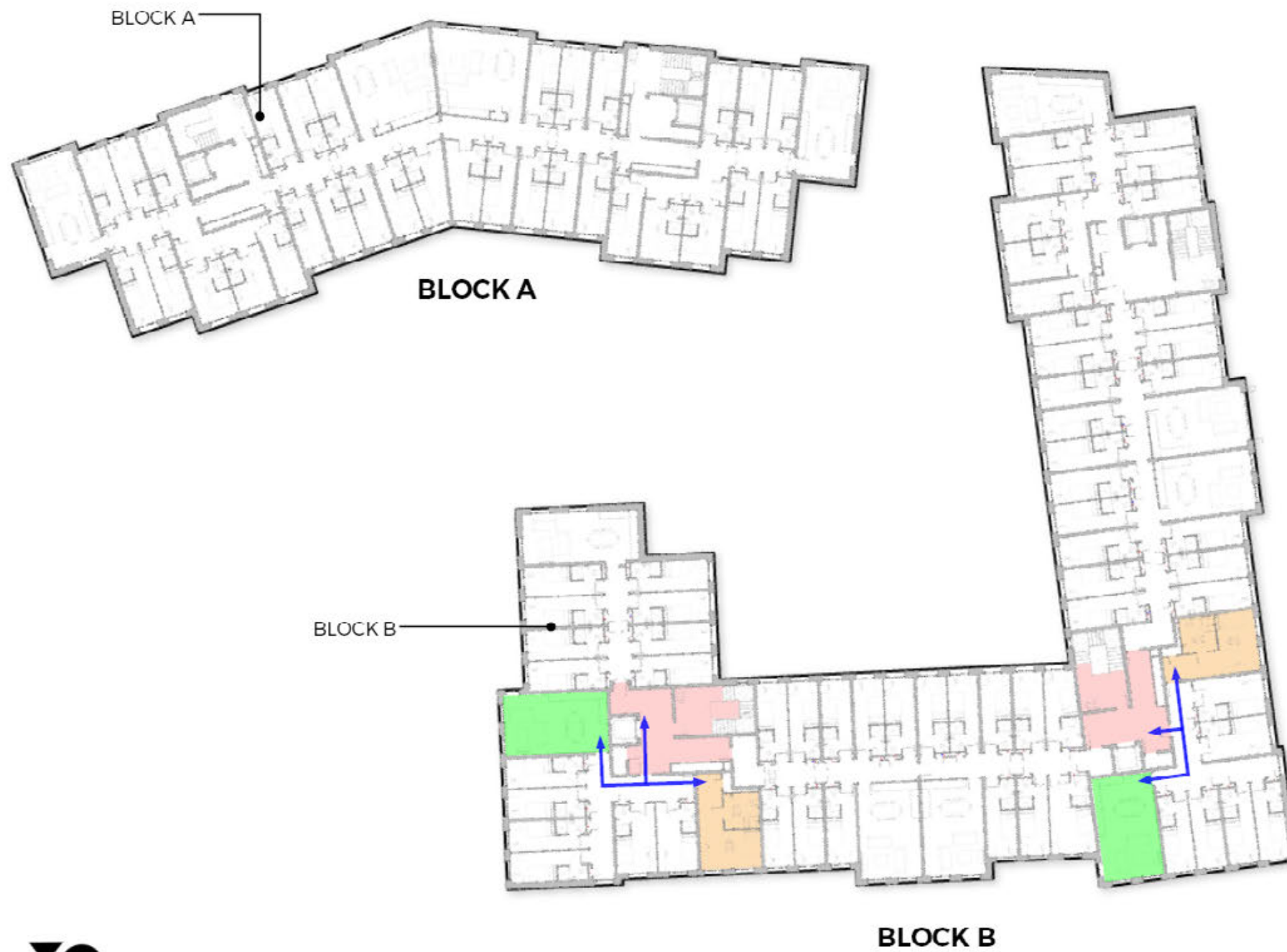
Considering the corners of a building serve as focal centres, impacting both the overall aesthetic and structural integrity. Thoughtfully designed corners can elevate the building's visual appeal and establish a sense of unity. Moreover, meticulous consideration of corner intricacies contributes to maximising functionality, harnessing natural light, and effectively utilising interior space.

### LEGEND

- SITE BOUNDARY
- - - ZONING BOUNDARY
- ← → PROPOSED PEDESTRIAN ACCESS TO GREEN WEDGE
- HIGHLIGHTED BUILDING CORNER







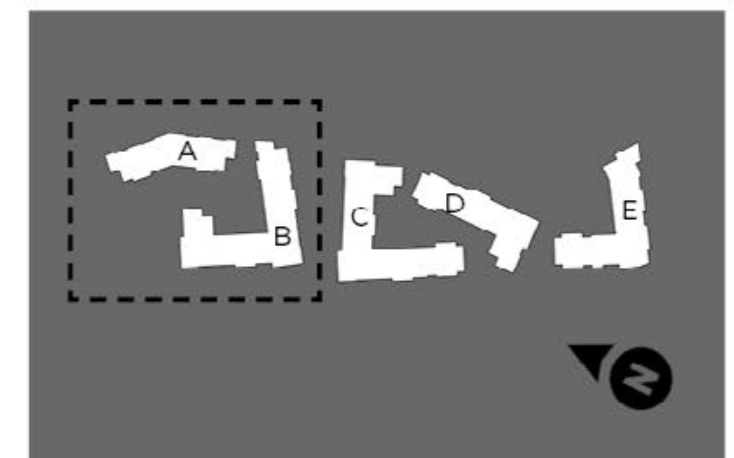
## DISABILITY ACCESS - BLOCK A&B UPPER FLOORS



The design prioritises disability access, particularly in Blocks A, C, and D. With common spaces situated in Block A and accessible bedrooms in Blocks C and D, the layout ensures efficient traffic flow for individuals with mobility challenges, promoting inclusivity and convenience throughout the premises.

### LEGEND

-  DISABILITY ACCESS IN/OUT BUILDING
-  COMMON SPACE
-  ACCESSIBLE BEDROOMS
-  STAIR CORE









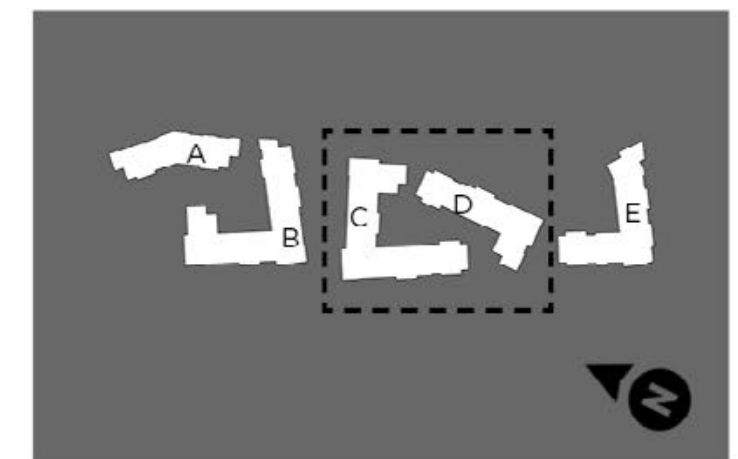
## DISABILITY ACCESS - BLOCK C&D UPPER FLOORS



The design prioritises disability access, particularly in Blocks A, C, and D. With common spaces situated in Block A and accessible bedrooms in Blocks C and D, the layout ensures efficient traffic flow for individuals with mobility challenges, promoting inclusivity and convenience throughout the premises.

### LEGEND

-  DISABILITY ACCESS IN/OUT BUILDING
-  COMMON SPACE
-  ACCESSIBLE BEDROOMS
-  STAIR CORE









## DISABILITY ACCESS - BLOCK E UPPER FLOORS



The design prioritises disability access, particularly in Blocks A, C, and D. With common spaces situated in Block A and accessible bedrooms in Blocks C and D, the layout ensures efficient traffic flow for individuals with mobility challenges, promoting inclusivity and convenience throughout the premises.

### LEGEND

-  DISABILITY ACCESS IN/OUT BUILDING
-  COMMON SPACE
-  ACCESSIBLE BEDROOMS
-  STAIR CORE



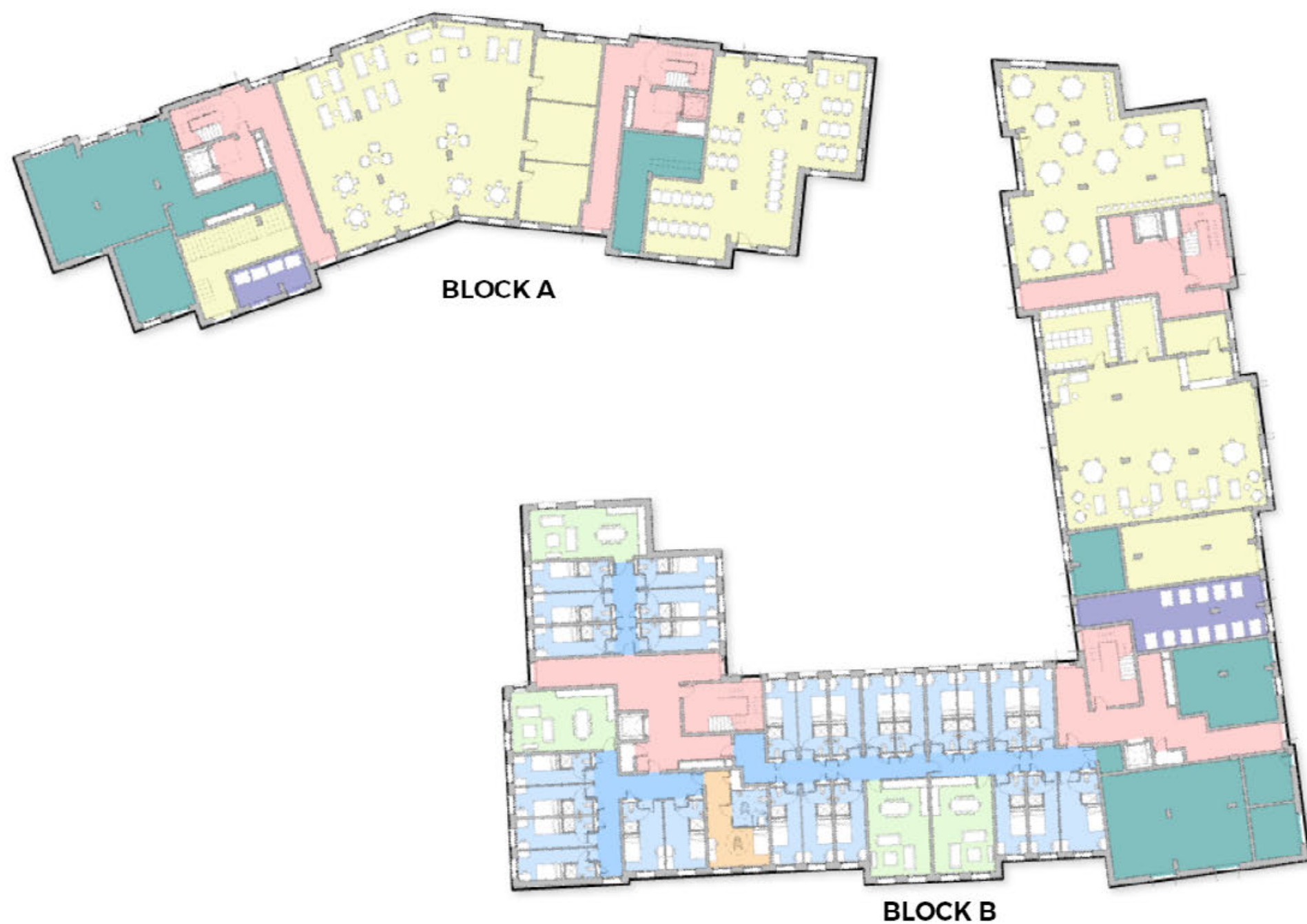


5

DESIGN LAYOUT

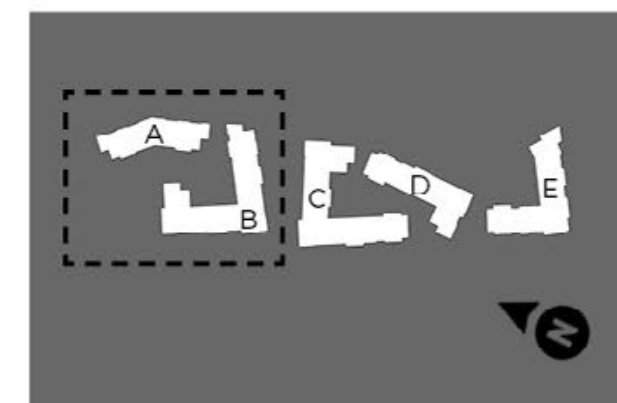


## GROUND FLOOR PLAN - BLOCK A&B



### LEGEND

- SITE BOUNDARY
- STUDENT FACILITIES
- ANCILLARY
- WASTE STORE
- BUILDING CORE
- CORRIDOR
- BEDROOM / ENSUITE ROOM
- ACCESSIBLE ROOM
- COMMON ROOM





## GROUND FLOOR PLAN - BLOCK C&D



### LEGEND

- SITE BOUNDARY
- STUDENT FACILITIES
- ANCILLARY
- WASTE STORE
- BUILDING CORE
- CORRIDOR
- BEDROOM / ENSUITE ROOM
- COMMON ROOM
- STUDENT SUPPLY STORE





## GROUND FLOOR PLAN - BLOCK E



BLOCK E



### LEGEND

-  SITE BOUNDARY
-  STUDENT FACILITIES
-  ANCILLARY
-  BUILDING CORE
-  CORRIDOR
-  BEDROOM / ENSUITE ROOM
-  ACCESSIBLE ROOM
-  COMMON ROOM





## UPPER FLOOR PLAN - BLOCK A & B



### LEGEND

-  SITE BOUNDARY
-  BUILDING CORE
-  CORRIDOR
-  BEDROOM / ENSUITE ROOM
-  ACCESSIBLE ROOM
-  COMMON ROOM





## UPPER FLOOR PLAN - BLOCK C&D





UPPER FLOOR PLAN - BLOCK E



LEGEND

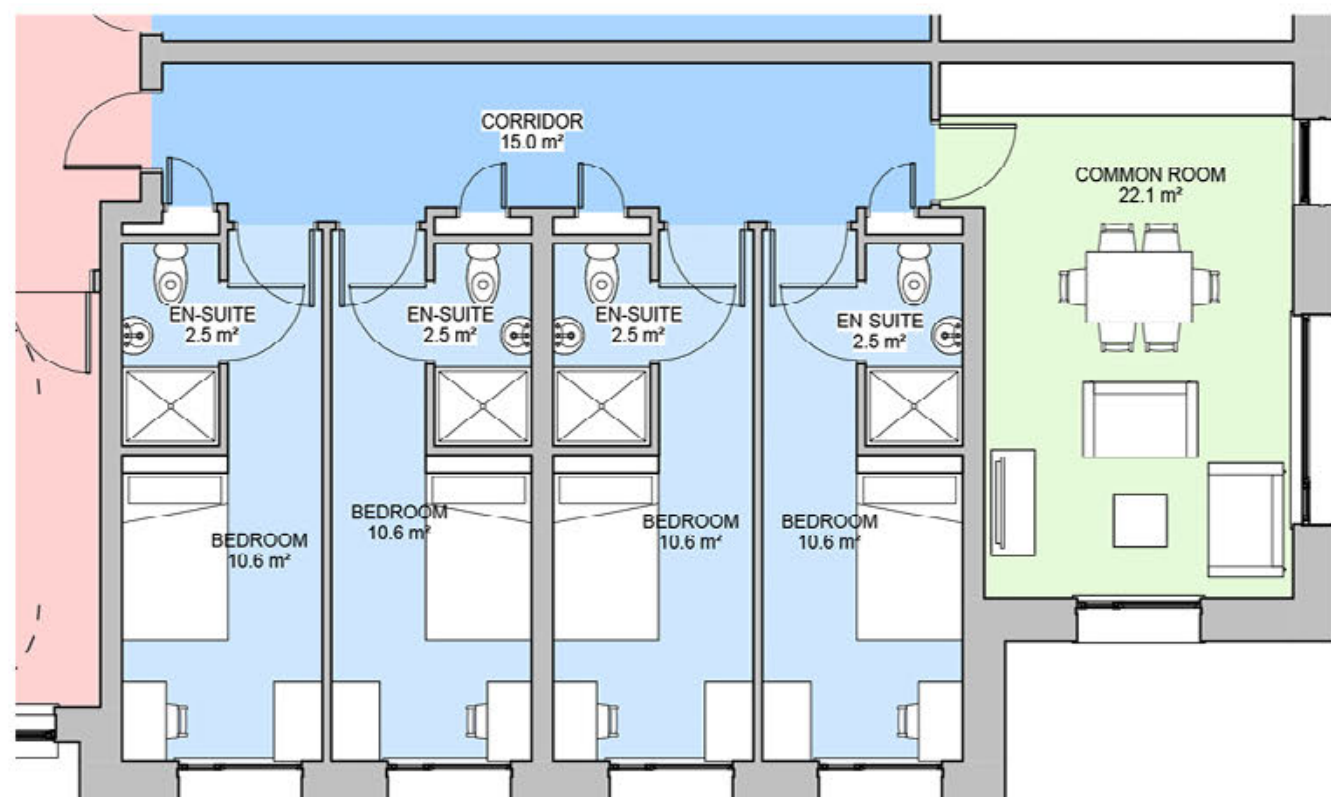
- SITE BOUNDARY
- BUILDING CORE
- CORRIDOR
- BEDROOM / ENSUITE ROOM
- ACCESSIBLE ROOM
- COMMON ROOM



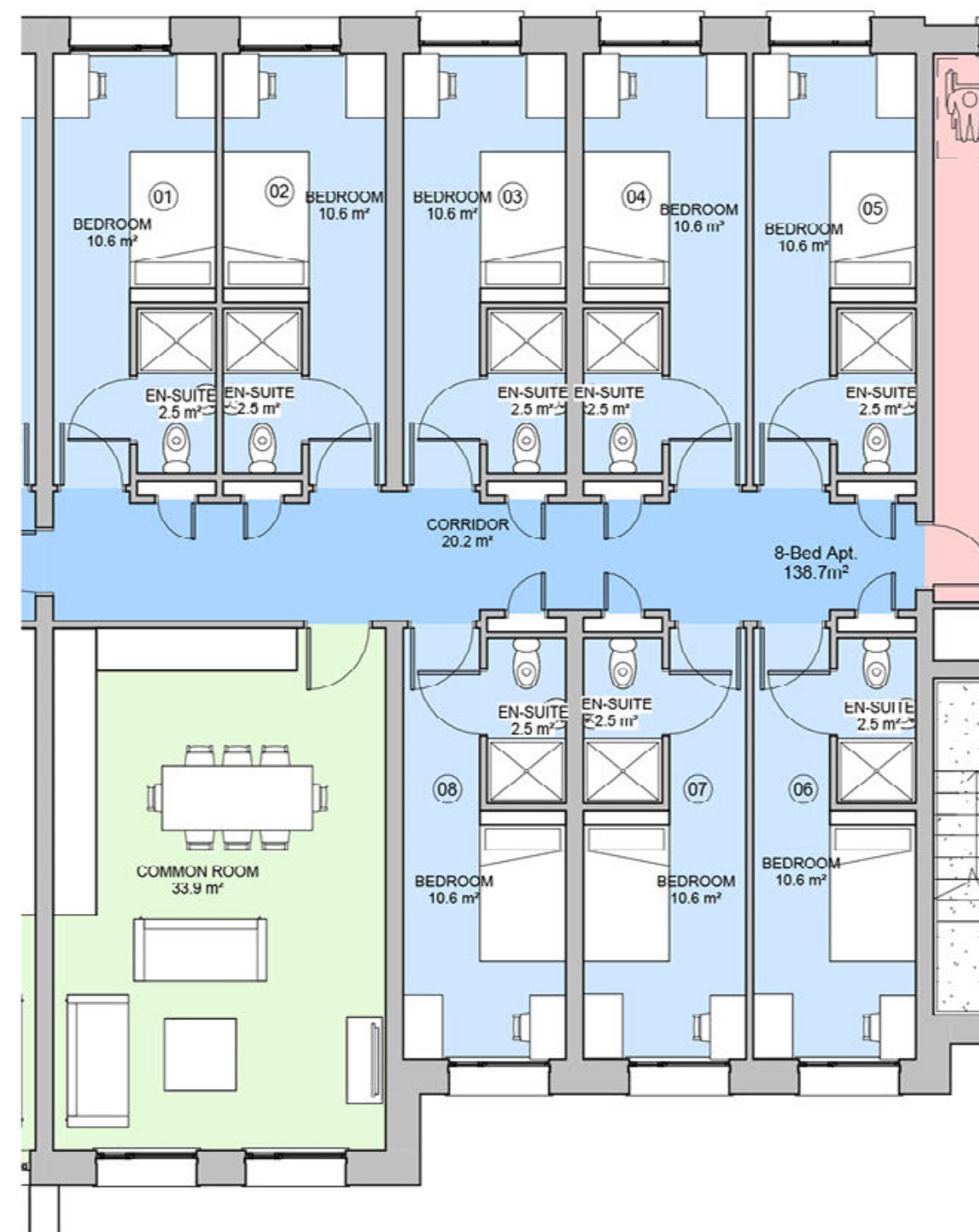


## TYPICAL APARTMENT

### 4-bed apartment



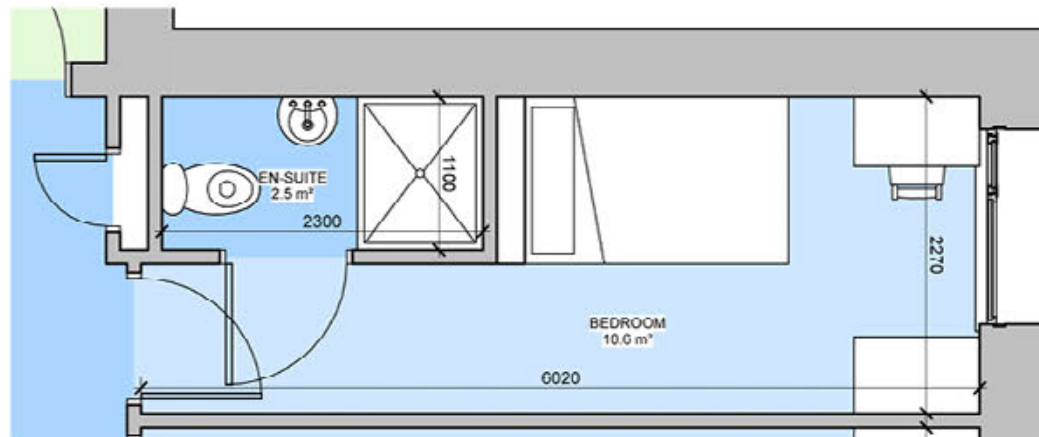
### 8-bed apartment



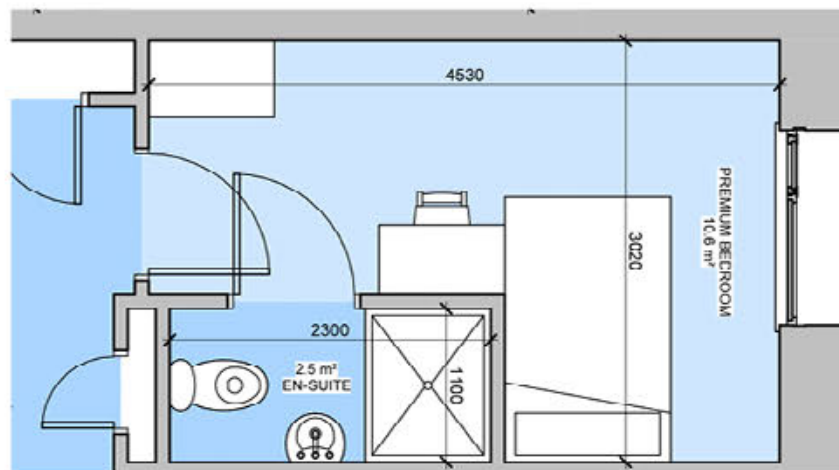


## TYPICAL ROOMS

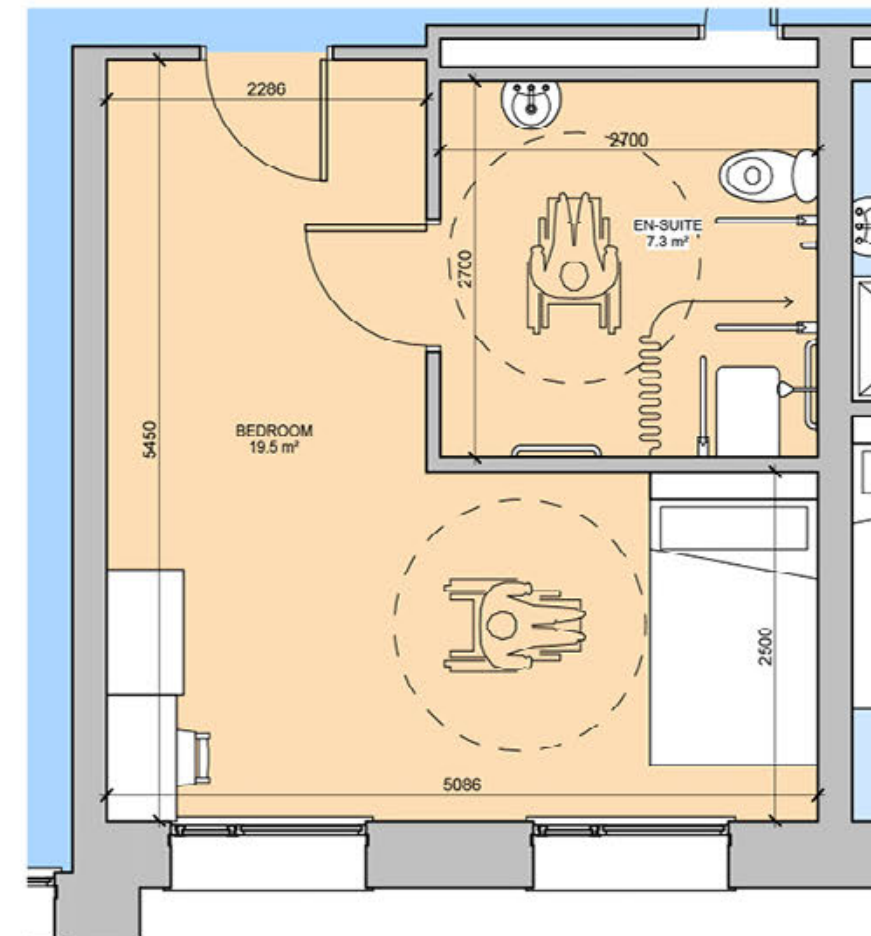
### Standard bedroom



### Premium bedroom



### Accessible bedroom





6

06 MATERIAL STRATEGY



## MATERIAL PRECEDENTS



Cork Street Student Accommodation,  
Dublin



Maynooth Student Accommodation,  
Maynooth



New Mill Student Accommodation,  
Dublin



Brunswick Street Student Accommodation,  
Dublin

PROPORTION

MATERIALS

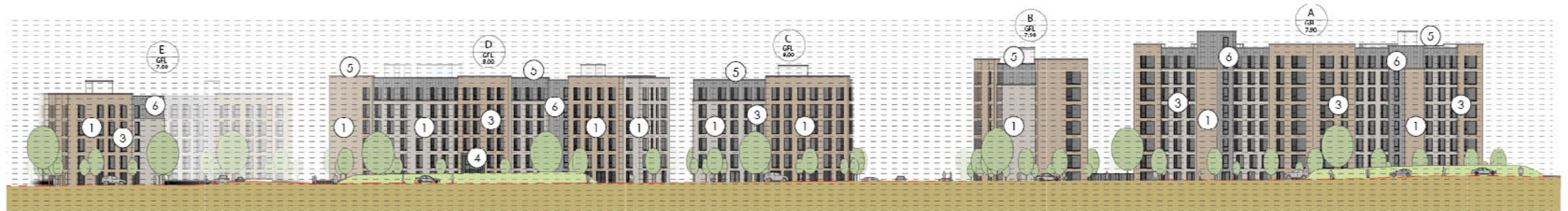
VERTICAL

COURTYARD

SIMPLE



# MATERIAL PRECEDENTS



1. Selected Brick Finish



2. Render Painted White



3. Grey Window Frame



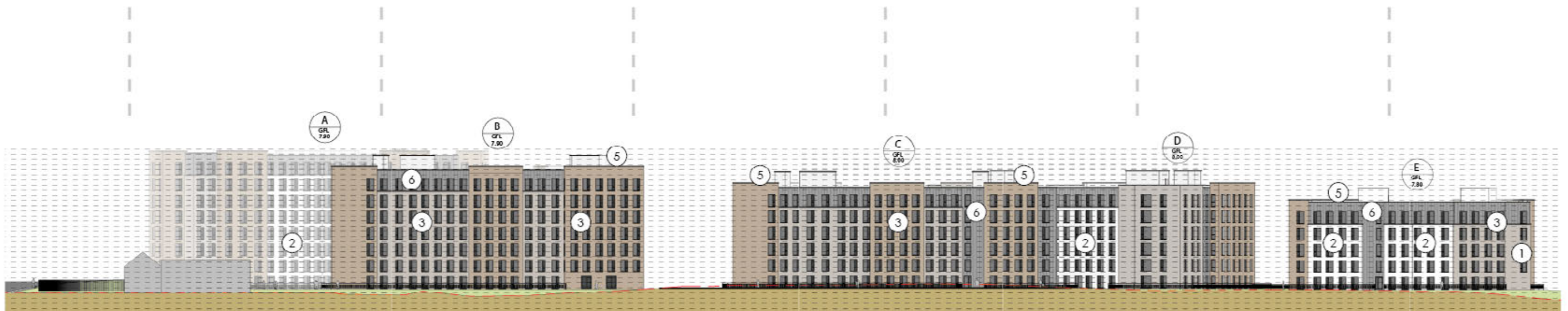
4. Spandrel Panel



5. Aluminium Parapet Cladding



6. Aluminium Rainscreen Cladding







SCHEDULES



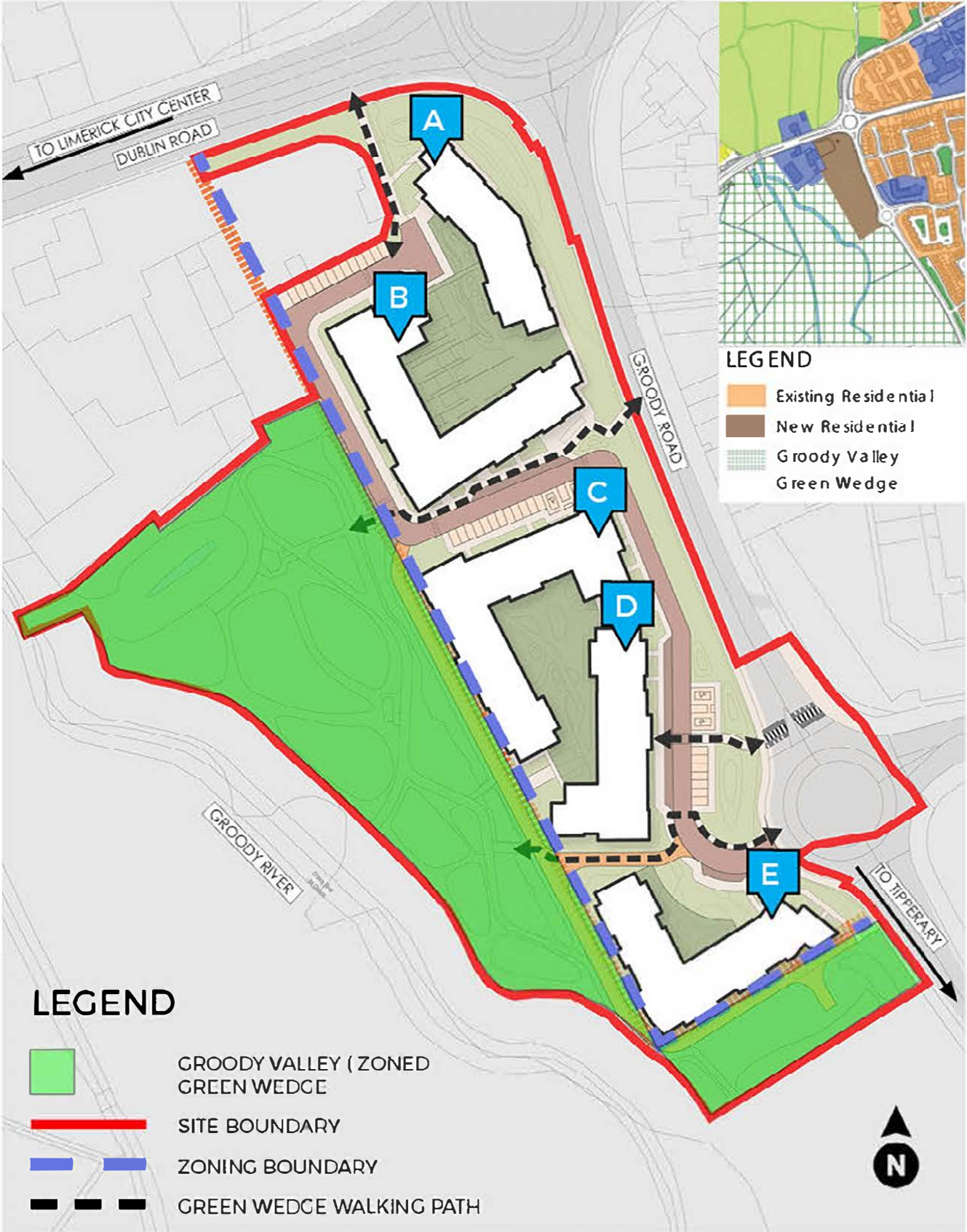
# SCHEDULE OF ACCOMMODATION

Please Note: GFA calculations do not include stair cores, lift shafts, & service risers above ground floor.  
GFA has been measured to the internal walls.

BLOCK	LEVEL	BEDS	ACCESIBLE BEDS	APARTMENTS	APARTMENT GFA	CIRCULATION GFA	TOTAL GFA	CIRC/GFA %	BIN STORE	SUB/SWITCH ROOM	MAINTENANCE	STUDENT FACILITIES	ENTRANCE + RECEPTION	RETAIL	LAUNDRY	PLANT
BLOCK A	LEVEL 00	0	0	0	N/A	129.2m <sup>2</sup>	876.4m <sup>2</sup>	14.74%	15.4m <sup>2</sup>	N/A	32.3m <sup>2</sup>	267.6m <sup>2</sup>	249.4m <sup>2</sup>	N/A	N/A	133.7m <sup>2</sup>
	LEVEL 01	32	0	4	676.8m <sup>2</sup>	146.1m <sup>2</sup>	876.4m <sup>2</sup>	16.67%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	LEVEL 02	32	0	4	676.8m <sup>2</sup>	146.1m <sup>2</sup>	876.4m <sup>2</sup>	16.67%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	LEVEL 03	32	0	4	676.8m <sup>2</sup>	146.1m <sup>2</sup>	876.4m <sup>2</sup>	16.67%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	LEVEL 04	32	0	4	676.8m <sup>2</sup>	146.1m <sup>2</sup>	876.4m <sup>2</sup>	16.67%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	LEVEL 05	32	0	4	676.8m <sup>2</sup>	146.1m <sup>2</sup>	876.4m <sup>2</sup>	16.67%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	LEVEL 06	32	0	4	676.8m <sup>2</sup>	146.1m <sup>2</sup>	876.4m <sup>2</sup>	16.67%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	LEVEL 07	32	0	4	676.8m <sup>2</sup>	146.1m <sup>2</sup>	876.4m <sup>2</sup>	16.67%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
TOTAL	8	224	0	28	4737.6m <sup>2</sup>	1151.9m <sup>2</sup>	7010.8m <sup>2</sup>	16.43%	15.4m <sup>2</sup>	N/A	32.3m <sup>2</sup>	267.6m <sup>2</sup>	249.4m <sup>2</sup>	N/A	N/A	133.7m <sup>2</sup>
BLOCK B	LEVEL 00	28	1	4	621.9m <sup>2</sup>	256.2m <sup>2</sup>	1690.8m <sup>2</sup>	15.15%	54.3m <sup>2</sup>	26.8m <sup>2</sup>	64.4m <sup>2</sup>	240.4m <sup>2</sup>	179.4m <sup>2</sup>	N/A	25.5m <sup>2</sup>	83.7m <sup>2</sup>
	LEVEL 01	62	2	8	1335.9m <sup>2</sup>	111.0m <sup>2</sup>	1690.8m <sup>2</sup>	6.56%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	LEVEL 02	62	2	8	1335.9m <sup>2</sup>	111.0m <sup>2</sup>	1690.8m <sup>2</sup>	6.56%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	LEVEL 03	62	2	8	1335.9m <sup>2</sup>	111.0m <sup>2</sup>	1690.8m <sup>2</sup>	6.56%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	LEVEL 04	62	2	8	1335.9m <sup>2</sup>	111.0m <sup>2</sup>	1690.8m <sup>2</sup>	6.56%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	LEVEL 05	62	2	8	1335.9m <sup>2</sup>	111.0m <sup>2</sup>	1690.8m <sup>2</sup>	6.56%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	LEVEL 06	62	2	8	1335.9m <sup>2</sup>	111.0m <sup>2</sup>	1690.8m <sup>2</sup>	6.56%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
TOTAL	7	400	13	52	8637.3m <sup>2</sup>	922.2m <sup>2</sup>	11835.6m <sup>2</sup>	7.79%	54.3m <sup>2</sup>	26.8m <sup>2</sup>	64.4m <sup>2</sup>	240.4m <sup>2</sup>	179.4m <sup>2</sup>	N/A	25.5m <sup>2</sup>	83.7m <sup>2</sup>
BLOCK C	LEVEL 00	40	0	6	825.9m <sup>2</sup>	257.9m <sup>2</sup>	1715.2m <sup>2</sup>	15.04%	20.0m <sup>2</sup>	26.9m <sup>2</sup>	19.6m <sup>2</sup>	105.4m <sup>2</sup>	143.6m <sup>2</sup>	N/A	N/A	136.3m <sup>2</sup>
	LEVEL 01	63	1	9	1354.5m <sup>2</sup>	117.5m <sup>2</sup>	1715.2m <sup>2</sup>	6.85%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	LEVEL 02	63	1	9	1354.5m <sup>2</sup>	117.5m <sup>2</sup>	1715.2m <sup>2</sup>	6.85%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	LEVEL 03	63	1	9	1354.5m <sup>2</sup>	117.5m <sup>2</sup>	1715.2m <sup>2</sup>	6.85%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	LEVEL 04	63	1	9	1354.5m <sup>2</sup>	117.5m <sup>2</sup>	1715.2m <sup>2</sup>	6.85%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	LEVEL 05	63	1	9	1354.5m <sup>2</sup>	117.5m <sup>2</sup>	1715.2m <sup>2</sup>	6.85%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
TOTAL	6	355	5	51	7598.4m <sup>2</sup>	845.4m <sup>2</sup>	10291.0m <sup>2</sup>	8.22%	20.0m <sup>2</sup>	26.9m <sup>2</sup>	19.6m <sup>2</sup>	105.4m <sup>2</sup>	143.6m <sup>2</sup>	N/A	N/A	136.3m <sup>2</sup>
BLOCK D	LEVEL 00	16	0	2	334.8m <sup>2</sup>	161.2m <sup>2</sup>	1076.9m <sup>2</sup>	14.97%	15.7m <sup>2</sup>	N/A	29.4m <sup>2</sup>	109.9m <sup>2</sup>	155.8m <sup>2</sup>	66.6m <sup>2</sup>	29.4m <sup>2</sup>	89.8m <sup>2</sup>
	LEVEL 01	39	1	6	841.4m <sup>2</sup>	80.2m <sup>2</sup>	1076.9m <sup>2</sup>	7.45%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	LEVEL 02	39	1	6	841.4m <sup>2</sup>	80.2m <sup>2</sup>	1076.9m <sup>2</sup>	7.45%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	LEVEL 03	39	1	6	841.4m <sup>2</sup>	80.2m <sup>2</sup>	1076.9m <sup>2</sup>	7.45%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	LEVEL 04	39	1	6	841.4m <sup>2</sup>	80.2m <sup>2</sup>	1076.9m <sup>2</sup>	7.45%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	LEVEL 05	39	1	6	841.4m <sup>2</sup>	80.2m <sup>2</sup>	1076.9m <sup>2</sup>	7.45%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
TOTAL	6	211	5	32	4541.8m <sup>2</sup>	562.2m <sup>2</sup>	6461.5m <sup>2</sup>	8.70%	15.7m <sup>2</sup>	N/A	29.4m <sup>2</sup>	109.9m <sup>2</sup>	155.8m <sup>2</sup>	66.6m <sup>2</sup>	29.4m <sup>2</sup>	89.8m <sup>2</sup>
BLOCK E	LEVEL 00	30	1	5	687.1m <sup>2</sup>	177.4m <sup>2</sup>	1293.5m <sup>2</sup>	13.71%	N/A	N/A	23.6m <sup>2</sup>	51.8m <sup>2</sup>	124.1m <sup>2</sup>	N/A	26.6m <sup>2</sup>	85.7m <sup>2</sup>
	LEVEL 01	45	1	7	997.3m <sup>2</sup>	96.7m <sup>2</sup>	1293.5m <sup>2</sup>	7.48%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	LEVEL 02	45	1	7	997.3m <sup>2</sup>	96.7m <sup>2</sup>	1293.5m <sup>2</sup>	7.48%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	LEVEL 03	45	1	7	997.3m <sup>2</sup>	96.7m <sup>2</sup>	1293.5m <sup>2</sup>	7.48%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	LEVEL 04	45	1	7	997.3m <sup>2</sup>	96.7m <sup>2</sup>	1293.5m <sup>2</sup>	7.48%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
TOTAL	5	210	5	33	4676.3m <sup>2</sup>	564.2m <sup>2</sup>	6467.5m <sup>2</sup>	8.72%	N/A	N/A	23.6m <sup>2</sup>	51.8m <sup>2</sup>	124.1m <sup>2</sup>	N/A	26.6m <sup>2</sup>	85.7m <sup>2</sup>
GRAND TOTAL	N/A	1400	28	196	30191.4m <sup>2</sup>	4045.9m <sup>2</sup>	42066.5m <sup>2</sup>	9.62%	105.4m <sup>2</sup>	53.7m <sup>2</sup>	169.3m <sup>2</sup>	775.1m <sup>2</sup>	852.3m <sup>2</sup>	66.6m <sup>2</sup>	81.5m <sup>2</sup>	529.2m <sup>2</sup>



SUMMARY



AREA

Residential area ( zoned "new residential" part)	20647.0 sq.m/ 2.06 Ha
Open space private area	3194.0 sq.m/ 0.32 Ha
Open space public area (Groody)	12914.0 s.q.m/ 1.29 Ha
Residential density	169.90U/Ha
Retail /Cafe area	60.4 sq.m
Plot Ratio	2.04
Site Coverage	34.93%

SPACES

Car parking spaces	38
Bicycle parking spaces	352

BED NO.

No. 4-Bed apartments	32
No. 6-Bed apartments	5
No. 7-Bed apartments	30
No. 8-Bed apartments	129
Total No. of apartments	196
total No. of beds	1400



**THANK YOU**