

Received: 19/05/23



OBFA_2209_C2_PART 8 DESIGN STATEMENT

REV-0-230505

REF: RENOVIATION & ALTERATIONS AT DUNLO HILL, BALLINASLOE, CO. GALWAY

OUR REF: 230505_2209_OBFA_C2_PART_8_DESIGN_STATEMENT.docx

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1 INTRODUCTION

Executive Summary

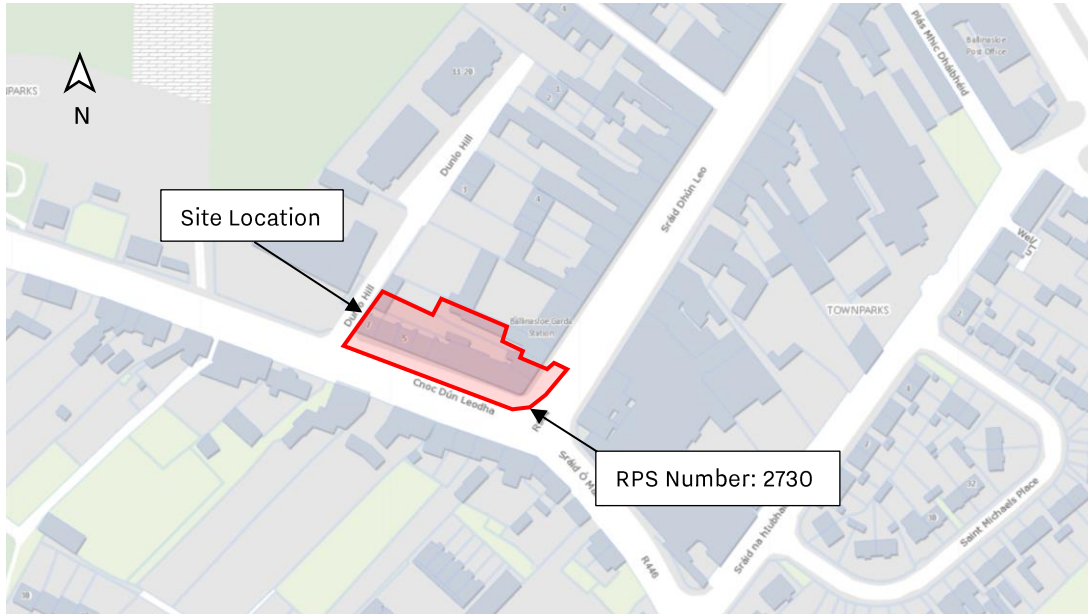
The purpose of this project note is to provide a design statement to accompany the Part 8 submission in support of the proposed residential project at Dunlo Hill. Dunlo Hill is a town centre site comprising derelict terraced 2 storey housing, terraced 3 storey housing and a traditional public house “Dooley’s Pub”. Dooleys Pub is a protected structure. The site is in the Ballinasloe Architectural Conservation Area. The proposal is to work with the existing structures as far as is practicable in compliance with Conservation Best practice. Please refer to the details of the proposed design at the end of this report for full details of the project. In summary the final proposal is for 13 no apartments with a community facility within the original “Dooley’s Pub”. The apartments comprise 11 no 1 Bed and 2 no 2 Bed units. The design creates dual aspect facades addressing the public streets as well as a new shared courtyard space with a new pedestrian access route ensuring passive surveillance to all areas. Our ambition for the site is to create a strong architectural proposal that provides high quality accommodation. The scheme has been designed to be sensitive to the existing urban forms and architectural language of Ballinasloe. The area of the site being developed is approximately 1698 sqm (0.17 Ha). The density will therefore be 76 units per hectare along with a community centre within the original Dooley’s Pub premises.



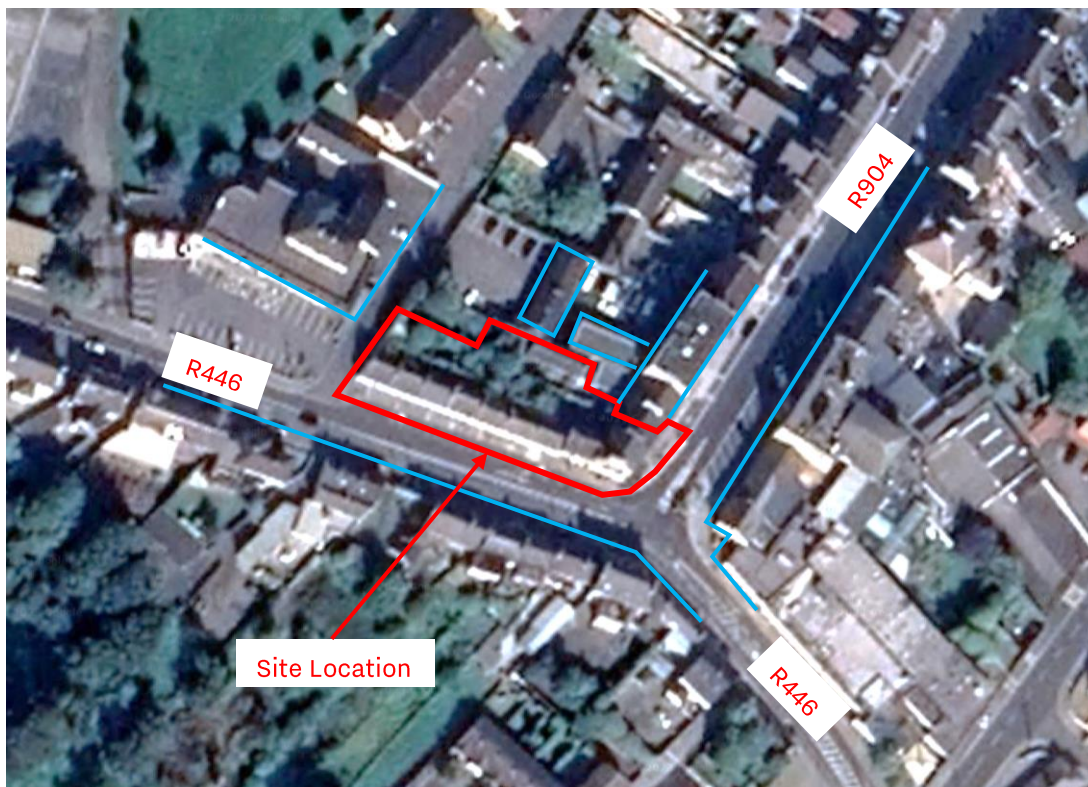
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2 SITE

Site Location



OSI Mapping Extract



Dunlo Hill- Site- Aerial View

The site is a corner site facing Dunlo Hill, Main Street & Dunlo Street in the heart of Ballinasloe Town centre, within a few minutes' walk from all town centre amenities (schools, post office, church, shops, potential employment opportunities, and access to public transport etc.).

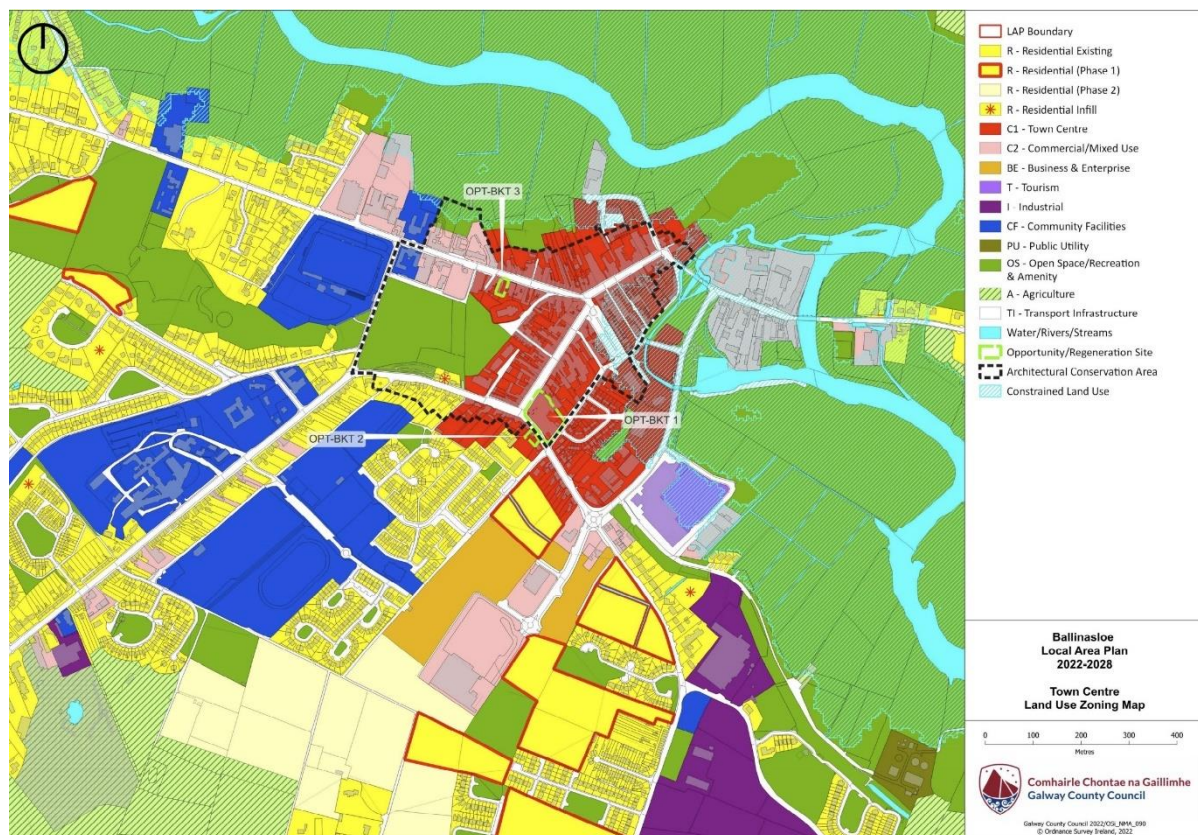
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3 DEVELOPMENT CONSIDERATIONS

Land Use Zoning

Guidance Documents - The development is being designed with attention to the following documents:

- Galway County Council Development Plan 2022-2028
- Ballinasloe Local Area Plan 2022-2028
- Design manual for Quality housing (2022 issue)
- Best Practice Urban Design Manual (May 09) Parts 1 & 2
- Sustainable Urban Development in Towns & Villages (2009)
- Sustainable Urban Housing: Design Standards for New Apartments- Dec 2022
- Design Manual for Urban Roads & Streets (DMURS)- current edition
- Building Regulations – in particular TGD B 2006 (BS 5588: Part 1) & TGD M 2010



The Dunlo Hill Site is located within “C1-Town Centre” zoning and “Architectural Conservation Area”.

Ballinasloe has the town centre designated as an Architectural Conservation Areas (ACA) “*due to its planned formal street pattern, plot sizes, architectural coherence and distinctive landmark buildings.*” The site of this development is within the Ballinasloe ACA. Policy is to manage individual buildings and the public realm in the ACA area to significantly enhance the quality of the built environment within Ballinasloe.


The location of this site is at an important “gateway” to the town centre.

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Ballinasloe LAP Extracts relating to this site at Dunlo Hill:

Site Matrix ID 17 Dunlo Hill: measure : “Traffic Calming Measures”. **type** : “Vehicular movements”
comment : “The layout of this link is relatively wide and straight, naturally encouraging higher vehicle speeds. Implementing traffic calming 30 measures such as narrowing road space or traffic islands would improve safety”

Site Matrix ID 18 is Dunlo Hill: **measure** : “Rationalisation of Parking Bays”. **type** : “Vehicular movements”. **comment** : “Clearly marking parking bays would reduce informal parking and improve the use of space for pedestrians”

2730	0	P. Dooley	End of terrace, three-storey house, c.1850 with chamfered corner. Pub front inserted c.1960's	Ballinasloe	TOWNPARKS (CLONMACN OWEN BY) BY)	X:185134 Y:230887	
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Extract from Galway County Council Record of Protected structures – RPS ref 2730- relates to this site. Indicates historic building details and creation of a pub in the 1960s.

We note “Dooley’s Pub”, Dunlo Hill, is not included on the National Inventory of Architectural Heritage (NIAH) on the Buildings of Ireland website. The neighbouring Garda station building is included on the NIAH -registration number 30333058.

Further Excerpts from Ballinasloe Local Area Plan below:

“BKT 7 Residential Infill Development

Within the town centre, small scale limited infill housing development will be considered on appropriate sites. These infill sites shall have regard to the existing character of the street, respecting the existing building line, scale, proportions, layout, heights and materials of surrounding developments. A proposed site must have a safe means of access and egress and comply with development management standards for new dwellings.”

BKT 25 Architectural Heritage

Ensure the protection and conservation of the architectural heritage in the plan area, in particular by implementing the relevant legislative provisions of the Planning and Development Act 2000 (as amended) in relation to architectural heritage and policy guidance contained within the Architectural Heritage Protection Guidelines 2004/2011 and the published DAHG & NDA advice series titled Access: Improving the Accessibility of Historic Buildings and Places 2011 (or any superseding document). Policy Objective AH 2 – Protected Structures (Refer to the Current Galway County Development Plan) Ensure the protection and sympathetic enhancement of structures included in the Record of Protected Structures (RPS) that are of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest, together with the integrity of their character and setting.

BKT 26 Architectural Conservation Areas

Protect, conserve and enhance the essential character of the Ballinasloe Architectural Conservation Areas (ACAs) through the appropriate management and control of the design, location and layout of new development, respecting surviving historic plots and street patterns, alterations or extensions to existing structures, and/or modifications to the character or setting of the Architectural Conservation Areas. The identification of areas of special interest within the plan boundary may be considered during the lifetime of the plan.

BKT 38 Road Junction Improvements

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Continue to carry out road junction improvements at the following locations:

- a) River Street and Main Street (adjacent to the Bank of Ireland);
- b) Harris Road and R446/Dunlo Street;
- c) Dunlo Street and R446/Dunlo Hill;
- d) Complete Works on Relief Road.”

Galway County Council Development Plan 2022-2028 relevant excerpts:

Density

Settlement	Location for New Residential Development	Density - Units per Hectare**
MASP	Town Centre/Infill/Brownfield	30 or Site Specific
	Outer Suburban/Greenfield	25 - 30 (at locations adjacent to open rural countryside)
Key Town	Town Centre/Infill/Brownfield	35 or Site Specific
	Outer Suburban/Greenfield	15 - 25 (at locations adjacent to open rural countryside)
Strategic Potential/Self-Sustaining Towns	Town Centre/Infill/Brownfield	25 or Site Specific
	Edge of Centre/Greenfield	15 - 25 (at locations adjacent to open rural countryside)
Small Growth Towns	Town/Village Centre/Infill/Brownfield	16 or Site Specific
	Edge of Centre/Greenfield	10 - 12
Small Growth Villages	Village Centre/Infill/Brownfield	11 or Site Specific
	Edge of Centre/Greenfield	10

Table 15.1: Residential Density

* All proposals shall be in accordance with the Sustainable Residential in Urban Areas 2009 and Circular 02/2021. Density is only one variable used in the assessment of development proposals

** Lower density development of less than 15-20 dwellings per hectare could be considered as long as it does not represent more than about 20% of the total new planned housing stock of the small town or village in question.

Extract from GCC development plan 2022-2028-Min. Density requirements.

The density proposed design density will result in 13 Dwelling units on a site 0.17 hectare in size giving a density of 76 units per hectare. This density excludes the community centre within the original Dooley’s Pub premises as mentioned above. This is in excess of 25 units per Hectare for Town centre sites outlined in the development plan table above and above min recommendation of 50 units per hectare for town centre sites mentioned in “Sustainable Urban Development in Towns & Villages (2009)”.

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Parking

Development	Car Parking Standard
Dwellings/Apartments (1-3 bedrooms)	1.5 Spaces Per Dwelling
Lounge/Bar	1 car space per 10m2 or public floorspace
Community Centre	1 car space per 10m2

Galway County Council Development Plan 2022-2028 extracts for parking relevant to this site.

There are 13 no apartments proposed in the project therefore 20 car spaces (rounded up from 19.5) would be required. We note that there are 10 dwelling units on site as it currently exists- accounting for 15 car spaces. Therefore the increase in numbers of dwellings generates a requirement for 5 additional no car spaces.

The existing public floor space of “Dooleys Pub” is approx 70.8m2- This accounts for 8 car spaces (rounded up from 7.8). The proposed community space will allow public access at ground with the basement level proposed for ancillary storage therefore same extent of “public” space approx 70.8m2 accounting for same number of car spaces as “Dooley’s Pub” (8 no.) therefore no “additional” car spaces generating for this part.

The total car parking accounted for by the project as it currently exists is 23 car spaces. The total car parking requirement for the project proposal is 28 car spaces (excluding public access to basement). Therefore **5 no. additional car** spaces are generated by the current design proposal.

e) Accessible Car Parking

Car parking provision shall be provided for the disabled and mobility impaired in all car-parking developments and should be located in the most convenient locations for ease of uses. The minimum criteria for such parking provisions are detailed in the National Disability Authority Guidelines Building for Everyone published in 2012 (including any updated/superseding document).

Provision of four spaces in every 100, and one space for every 100 after for buildings not normally visited by the public. For buildings that the public are likely to visit the following standards should apply:

- 1 space within 5 – 25 spaces
- 3 spaces within 25 – 50 spaces

Galway County Council Development Plan 2022-2028 extract for accessible parking

Based on the overall parking requirement for the project of **28 car spaces**- within the provision **3 no spaces should be accessible**.

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f) Bicycle Parking Standards

In compliance with Smarter Travel Policies, secure cycle parking facilities shall be provided in new office, residential, retail and employment generating development. Larger developments should provide a broad range of facilities for cyclists to encourage increased cycle usage, including cycle parking facilities and associated facilities such as air pump to reflate flat tyres, lockers, changing rooms and shower facilities.

Bicycle parking shall be located in a prominent position within 30m of the facility served. A bicycle parking bay shall be 0.8m wide and 1.8m long. The bicycle park should have a shelter and be signposted. Provision must be made in the development for bicycle parking spaces in accordance with the standards outlined within *The National Cycle Manual*, by the National Transport Authority, in particular Section 5.5.7 which deals with the allocation of cycle parking for developments and shall include the following:

- Housing Developments: 1 private secure bicycle space per bed space (note - design should not require bicycle access via living area), minimum 2 spaces 1 visitor bicycle space per two housing units
- Offices: 10% of employee numbers, (subject to minimum of 10 bicycle storage places or one bike space for every car space, whichever is the greater)
- Schools: 10% of pupil registration numbers, minimum 10 places.
- Other Developments: 1 bike storage space for every car space
- Shops 1 storage space per 100 sq. m.
- Public Transport pick-up points (Rail, tram, taxi ranks and QBCs) 2.5% of number of daily boarders at that point/ station, subject to minimum of 10 bicycle storage places.

Galway County Council Development Plan 2022-2028 extract for bike parking

Bike Parking Requirements calculation

- 11 no. 1 bed (2 person) maisonettes (Units 01 to 11)- therefore 22 no bed spaces
- 2 no. 2 Bed (4 person) apartments -(units 12 & 13)- therefore 8 no bed spaces.
- There are 30 no bed spaces created in total therefore 30 no bike spaces required for the dwellings.
- Visitors bike space requirement is 1 space per 2 dwellings- therefore 13 dwellings generates requirement for 7 visitor bike spaces (rounded up from 6.5).
- Community space-8 car spaces required as noted above - 1 bike space per car space generates requirement for 8 no bike spaces.

Total bike space provision requirement for project is calculated as 45 no. bike spaces.

EV Parking Requirements

g) Electric Charge Points Spaces

- All developments should provide facilities for the charging of battery operated cars at a rate of up to 20% of the total car parking spaces. The remainder of the parking spaces should be constructed so as to be capable of accommodating future charging points, as required.
- New residential development should accommodate at least one car parking space equipped with an EV charging points for every five car parking spaces being provided for the associated development.
- Electric car charging spaces should be clearly demarcated with appropriate signage.
- Rapid Charge Points: Should be provided within centres of commercial activity and clearly demarcated with appropriate signage, in collaboration with ESB networks.

Galway County Council Development Plan 2022-2028 extract for EV parking

For residential developments 1 in 5 spaces should have EV provision- therefore for 28 car spaces 6 no. (rounded up from 5.6) should have EV provision.

In accordance with the aims of sustainable town centre development and traffic calming measures, we believe there is scope to reduce parking requirement at this site on Dunlo Hill as it is within a short walk (less than 5 minutes) to existing free town centre parking areas. Various Local and National Development plans refer to the need to reduce car parking capacity in town centre sites, especially those near public transport corridors.

“Galway Development plan 2022-2028

“ In assessing applications for change of use or for replacement buildings within towns and villages, an allowance will be given for former site use in calculating the car parking requirements generated by the new development. In relation to infill sites and sites adjacent to public transport corridors or civic parking facility, a flexible application of standards will be considered.”

Sustainable Urban Housing: Design Standards for New Apartments (Page 39)

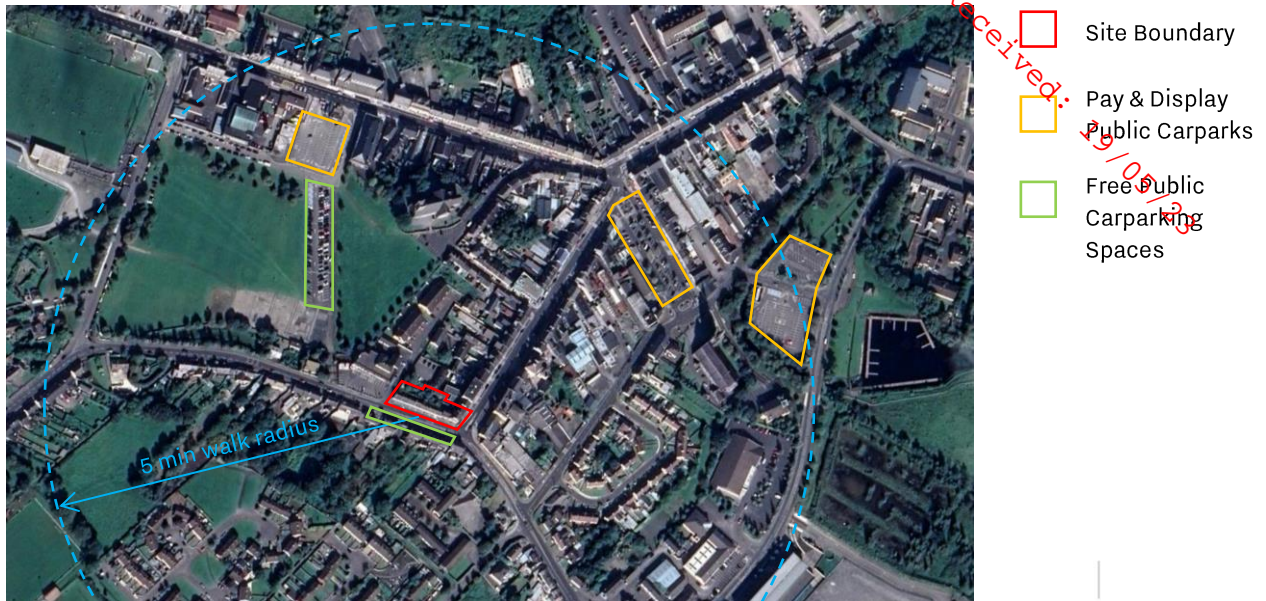
2. Intermediate Urban Locations

4.23 *In suburban/urban locations served by public transport or close to town centres or employment areas and particularly for housing schemes with more than 45 dwellings per hectare net (18 per acre), planning authorities must consider a reduced overall car parking standard and apply an appropriate maximum car parking standard.*

4.25 *For all types of location, where it is sought to eliminate or reduce car parking provision, it is necessary to ensure, where possible, the provision of an appropriate number of drop off, service, visitor parking spaces and parking for the mobility impaired.*

Below we've included excerpts from Galway County Development Plan 2022-2028 Ballinasloe Local Transport Plan, where SWOT analysis of Ballinasloe highlights sufficient parking provision in the town as well as analysis of Dunlo Hill specifically calling for traffic calming measures.

4.2.1.. *the present volume of car parking provision within Ballinasloe (including both on- and off-street provision) is considered to be sufficient to serve both local needs and those of visitors. Proposals for new or expanded general car parking are therefore not considered to be required or indeed compatible with wider transport policy objectives and have not been included in the objective development process. (Proposed measures which would re-locate or otherwise rationalise parking provision have been identified in terms of their impacts to different groups within the wider Ballinasloe resident and visitor populations).*



Site Location relative to local parking facilities

5.3.13 Dunlo Hill forms the eastern section of Desire Route 2, connecting the town centre with Brackernagh (this section of road is located to the east of the section discussed above).

5.3.14 The layout of the road was considered to be overly wide and straight, naturally encouraging vehicle speeds. The implementation of traffic calming measures would improve vehicle and pedestrian safety on this link.

5.3.15 One pedestrian crossing is present on Dunlo Hill, located on the southern edge of the Fair Green Park. Additional crossings, particularly in the vicinity of the junction with Harris Road, would improve pedestrian connectivity.

5.3.16 As on Brackernagh, vehicles were observed parked on the footway, leading to a sense of vehicle domination on this link whilst presenting difficulties for pedestrians. Sufficient space exists to formally mark the bays, in a similar fashion to how they are marked in the town centre, in order to formalise the parking spaces and avoid footway encroachment.

We can see from the above map that there is plenty of free public parking within a short walk (less than 5 minutes) from the project. As a result of this analysis, we believe it is justified to provide a reduced quantity of car spaces for this project. Please refer to proposed parking layout below showing how existing parallel parking area can be made safer by delineating the car spaces in line with DMURs and Ballinasloe transport plan recommendations.

Overlooking

With such a central location, the site at Dunlo Hill presents an opportunity for a very urban housing typology. The proposed scheme of 13 units across 0.17 Ha results in a density of 76 UPH. At this density dealing with concerns of privacy and overlooking is key to good design. The Garda Station to the North of the site is the most immediate neighbour, so to prevent overlooking the converted stable buildings of Units 08 & 09 have been designed with windows on the South façade only. To mitigate internal overlooking, the first floor dormer windows of Units 01-03 are positioned in an alternative rhythm to the first floor windows of Units 08 & 09. This aims to avoid any direct line of site between private bedrooms 11m apart. There are no overlooking issues for units 04 to 07 and Units 10 to 13 as there are no other units facing these units within the site.

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First Floor Plan – OBFA Architects (Drawing No. 2209-OBFA-XX-01-DR-A-1023)

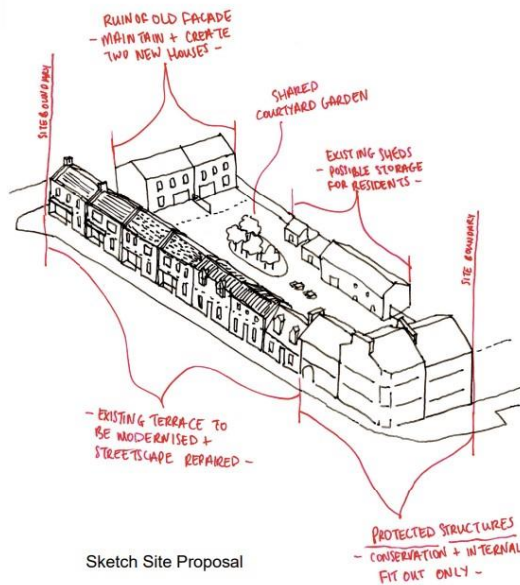


In conjunction with the alternating of window placement between units 08 & 09 and the terrace of maisonettes on Dunlo Hill (units 01 – 03), native species trees will provide natural privacy screens in the courtyard landscaping.



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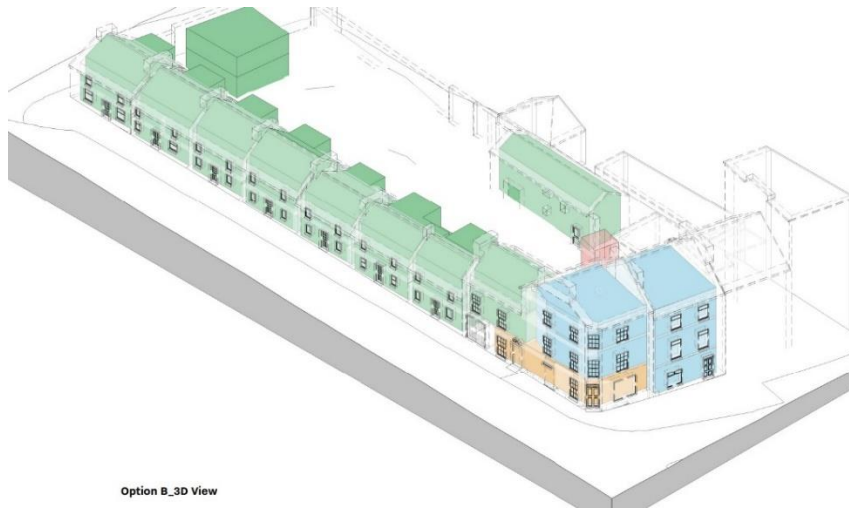
4 DESIGN DEVELOPMENT



Sketch Site Proposal

Preliminary Design Option A: Sketch site strategy-for 13 no. units-showing potential OPW lands

The initial design proposal Option A explored maisonettes within the existing height of the 2 storey terraced buildings but with new construction as well as to include a corner of the site within OPW ownership. This proposal included for 9 no. 1 bed units, 2 no. 2 bed units, 1 no. 3 bed unit & 1 no 4 bed unit- 13 no units in total with civic space in Dooley's Pub.



Option B_3D View

Preliminary Design Option B: Sketch site strategy-for 15 no. units-showing potential OPW lands

The Option B proposal investigated increasing the height of the 2 storey terraced buildings to create larger 2 bed maisonettes as well as inclusion of corner of the site within OPW ownership. This proposal included for 5 no. 1 bed units, 10 no. 2 bed units - 15 no units in total with civic space in Dooley's Pub.

In an early consultation with the Galway County Council Heritage officer, Mairin Doody, it was clear that the existing two storey streetscape did in fact contribute to the special character of the Ballinasloe Architectural Conservation Area therefore proposals to demolish this part of the streetscape would not be positively considered. The streetscape character includes retention of existing streetscape roof forms with features such as existing chimneys.

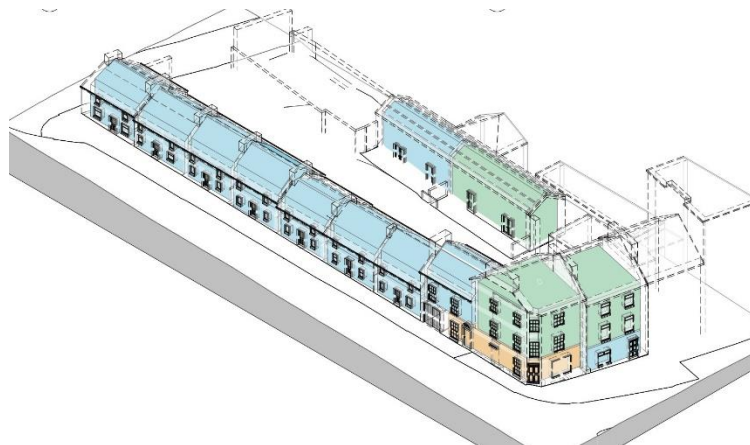
It was decided to proceed on the basis that we would work within the limits of the existing two storey streetscape.



Preliminary Design Option C: Sketch site strategy-for 13 no. units-excluding potential OPW lands

The Option C sketch design worked with the existing 2 storey terraced buildings –restricting the demolitions to rear extensions/ sheds and so forth that did not contribute positively to the Architectural quality of the existing buildings. This proposal excluded lands within OPW ownership. This proposal included for 10 no 1 bed units, 3 no 2 bed units - 13 no units in total with civic space in Dooley’s Pub.

This option was presented to Galway County Council Planners for preliminary feedback. There was concern about too much enclosure of the courtyard- between units 01 & 08 on the west of the site facing the Dunlo Hill side road which is a right of way”. The preference was to make the shared courtyard space more inviting to enhance passive surveillance and it was agreed to open up the shared courtyard to the public realm by moving Unit 08 to a position alongside Unit 09 creating an internal pedestrian street.



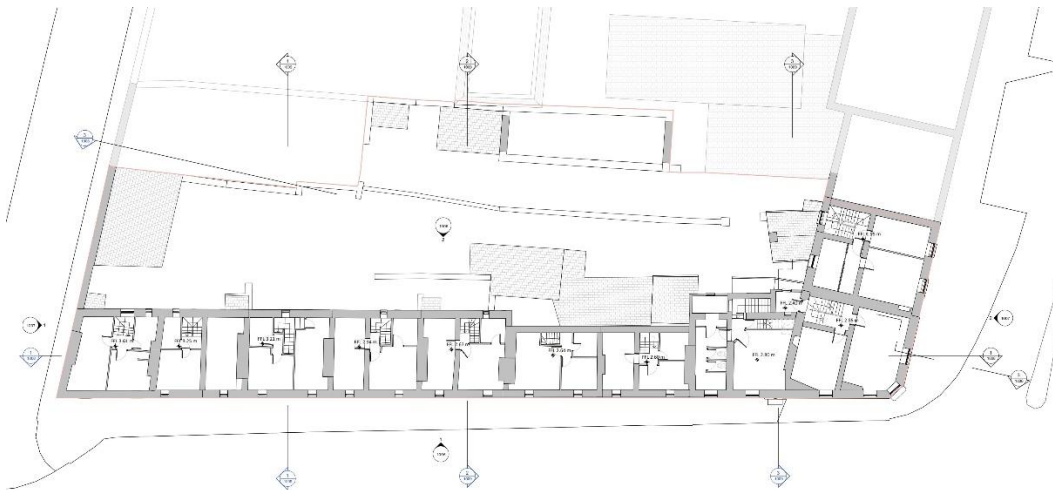
Design Proposal

Revised Option C 3d overview showing courtyard opened up to the west with units 08 & 09 accessed from shared courtyard.

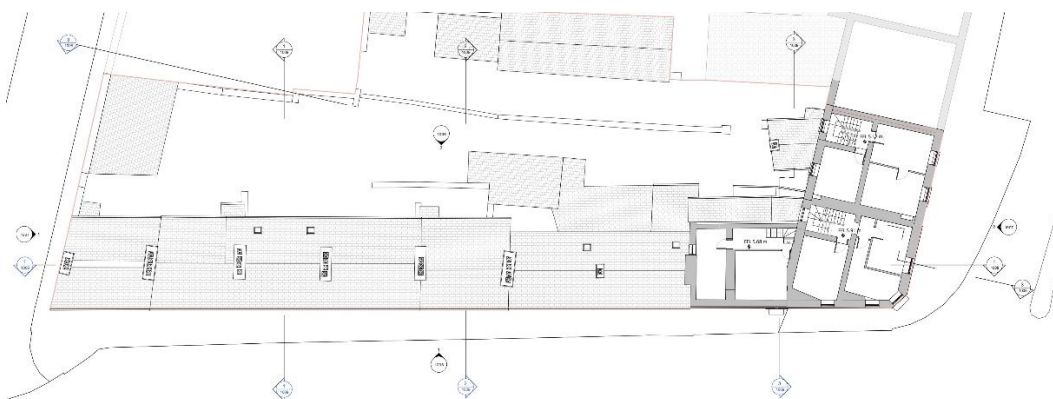
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Dunlo Hill-Existing Buildings at Ground Floor Level

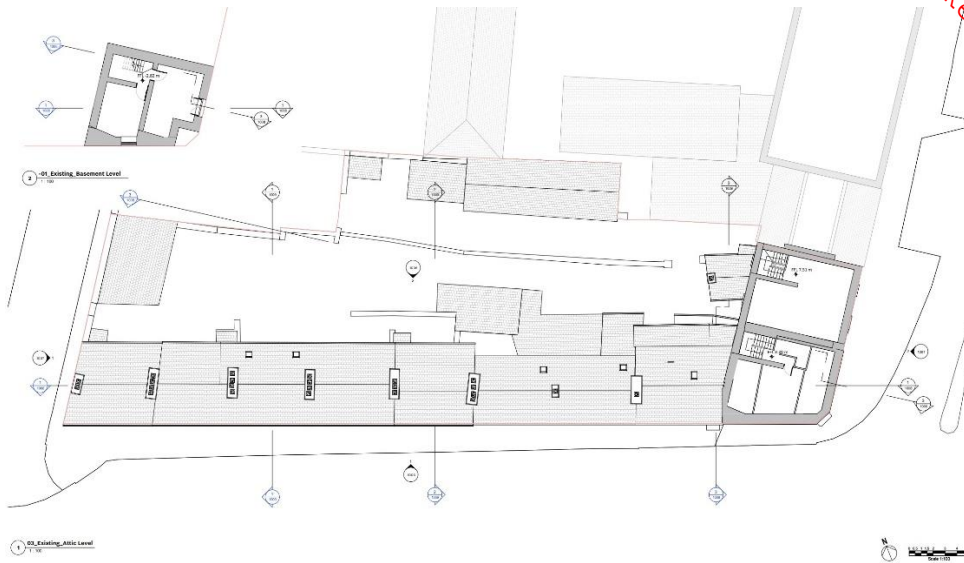


Dunlo Hill-Existing Buildings at First Floor Level

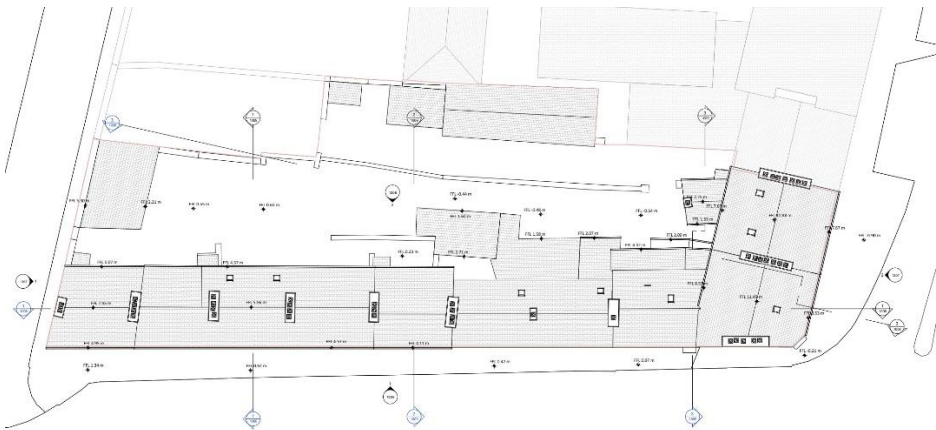


Dunlo Hill-Existing Buildings at Second Floor Level

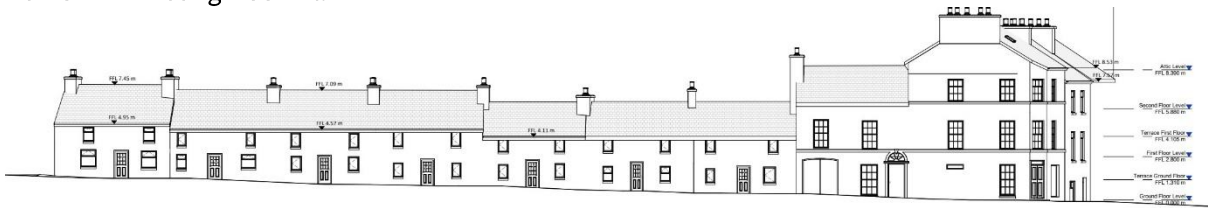
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Dunlo Hill-Existing Buildings at Attic & basement Levels



Dunlo Hill-Existing Roof Plan



Dunlo Hill-Existing Dunlo Hill Street (South) façade

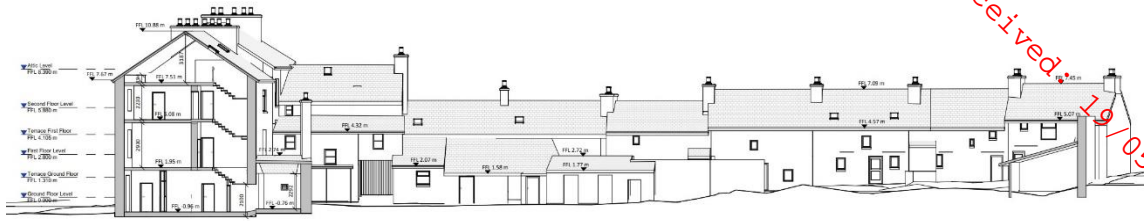


Dunlo Hill-Existing Dunlo Street (East) façade



Dunlo Hill-Existing Dunlo Hill (West) façade

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Dunlo Hill-Existing Dunlo Hill section/ Courtyard (North) façade



Dunlo Hill-Existing Dunlo Hill Long Sections 01 to 03

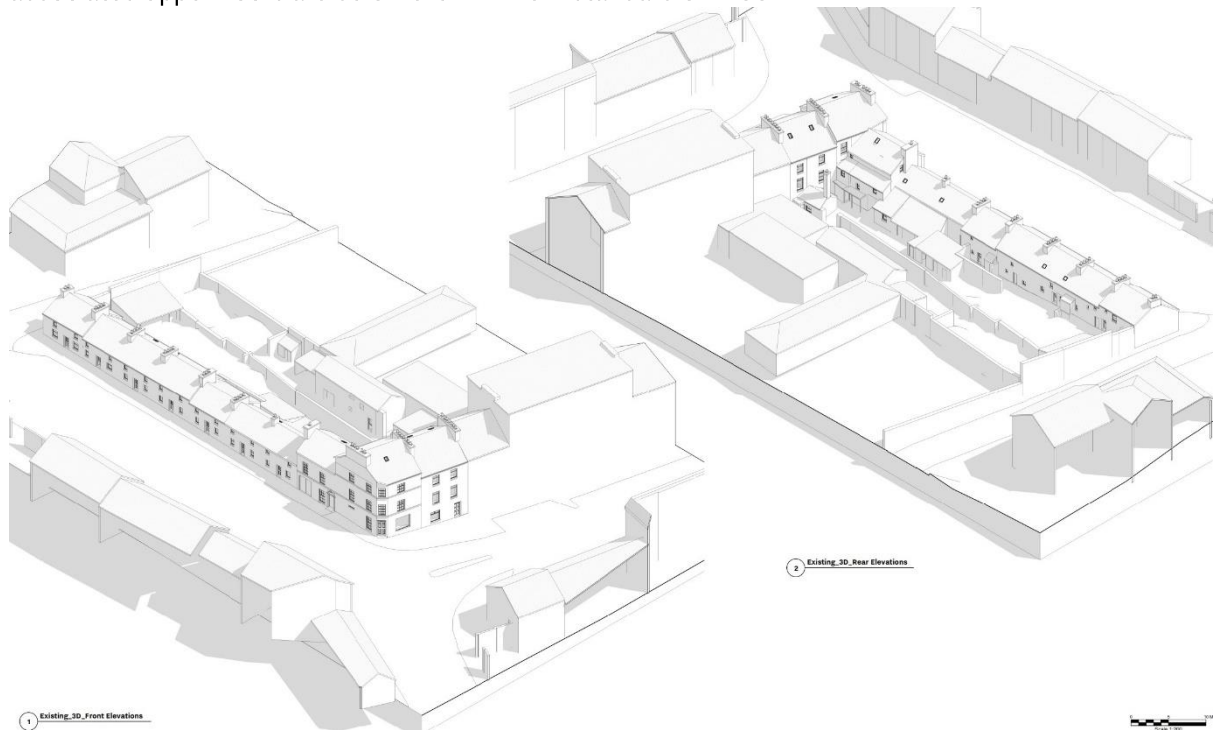
Please note that the floor to ceiling heights at 2nd Floor level and attic levels of the taller buildings are below the minimum standard of 2400mm.

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Dunlo Hill-Existing Dunlo Hill Cross Sections 01 to 03

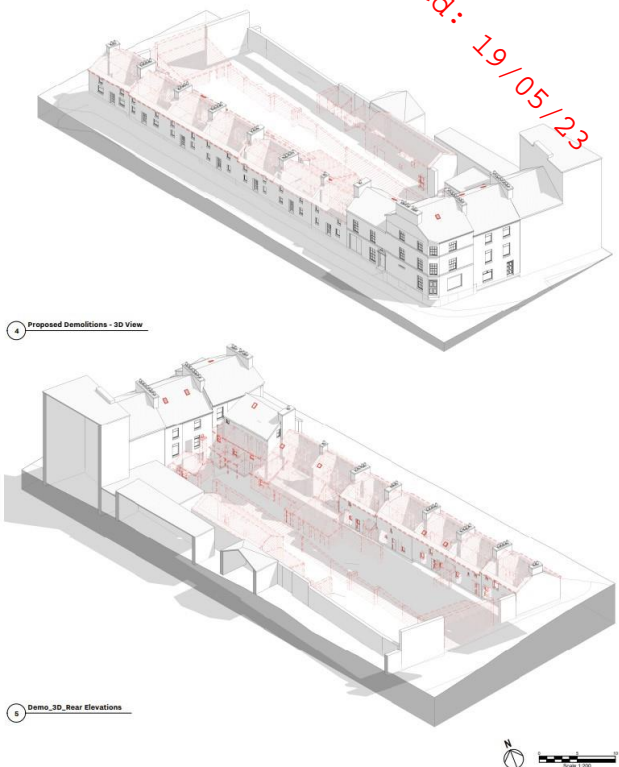
Please note that the floor to ceiling heights of the ground level maisonettes and some of the associated upper floors are below the minimum standard of 2400mm.



Dunlo Hill-Existing 3D views

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Demolitions



Dunlo Hill- Proposed demolitions plans & 3d views.



2 storey terrace facing west



Existing maisonette interior



Outbuildings facing east



Courtyard overview



Taller Extensions



Extensions to rear of 3 storey structure

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Demolitions Summary

Given the status of the buildings within Ballinasloe Architectural Conservation Area and the status of Dooley's Pub (corner 3 storey building) as a protected structure the aim of this project is to limit demolitions and respect Conservation best Practice. We note below details of principal areas where partial demolition is required.

Existing Two Storey Maisonettes

The interiors of the two storey maisonettes are generally in very poor condition, with substandard ceiling heights at ground level. The rear outbuildings of the two storey maisonettes comprise ad hoc low-quality extensions (lean to sheds/ out houses) and are in extremely poor condition. In order to create residential accommodation in compliance with current standards we accept it is necessary to remove internal partitions, upper floor structures, and external outbuildings. Our proposal is to work within the existing original thermal envelope of each existing two storey maisonette, retaining existing external walls to street and main rear façade/ existing party walls/ existing roof structures (as far as practicable- parts may require replacement). Roof forms and existing chimneys will be retained- we understand the importance of the contribution of existing chimneys to the rhythm & character of the streetscape. Traces can be left of the existence of the older walls on the external landscaping surfaces (subject to later detail).

Existing Stone Sheds & some boundary walls

The existing stone walls along the boundary are generally in very poor condition. Where possible to the perimeter to the site they will be retained. However, it may be necessary to take down and re-build wall sections re-using existing materials and matching existing details subject to structural engineer's recommendations. There is an existing stone wall that subdivides the site- this will have to be taken down to allow for the courtyard to function as a single shared space with new pedestrian access route and ensure passive surveillance. The stone material will be re-used for stone boundaries/ features within the proposal. Traces can be left of the existence of the older walls on the external landscaping surfaces (subject to later detail).



Existing stone wall sub-dividing site



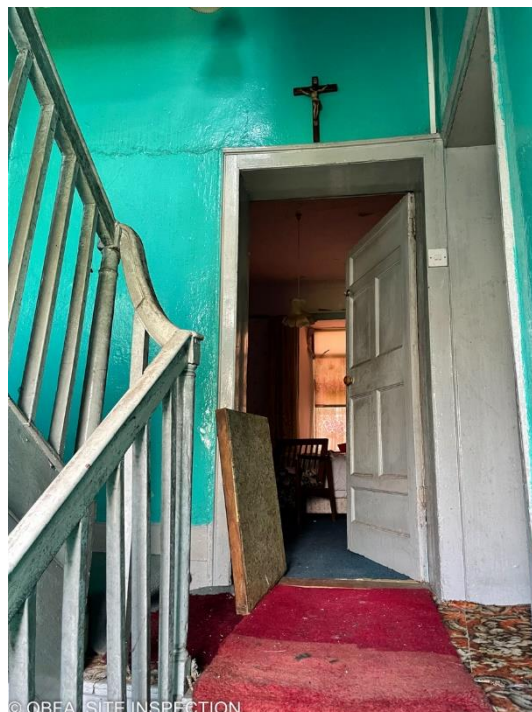
Existing stone shed

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Staircases

The stairways within the two storey maisonettes are in very poor condition, do not comply with current standards, and as the floor-to-floor heights will be adjusted cannot be realistically retained. Where possible existing features (handrails/ balusters) will be salvaged for re-use in new stairways within the new maisonettes.

The proposal seeks to retain the main stairwells of the 3 storey units as these stairways are in better condition and there is no plan to adjust the main floor levels. Options to keep the stairways linked from ground to first floor levels were examined but this was problematic from a fire safety and disability access perspective. The 2nd floor level floor to ceiling heights are substandard therefore the attics with associated stairway flights will be removed to ensure adequate floor to ceiling heights for good quality residential accommodation. The agreed proposal is retain the existing stairways from 1st floor level to 2nd floor level of the duplex units. The proposal allows for alteration of the stairways to accommodate the brief. Part M access for visitors is achieved for the Duplex units with entrances at 1st floor level by the creation of a new external escape and access stairway to a shared external entrance podium. Refer to proposal drawings for more details.



Stairway FFL- Dooley's -retained from 1st to 2nd FL Stairway FFL- Dooley's neighbour- retained from 1st to 2nd FL

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Original Features to be protected.

Original features will be retained where possible in-situ. Where features of merit must be removed efforts will be taken to reinstate in adjusted locations. Internally, timber flooring, joists, original features such as panelled doors, shutters to windows, skirtings, cornices, fireplaces, decorative original features within Dooley's Pub will be retained and protected. Externally, original gate, external panelled doors, doorcases and decorative rendered features will be retained. There are no longer original windows in place therefore new windows appropriate to buildings age (eg timber sash windows) will be required.



© OBFA SITE INSPECTION

Existing timber panelled door



© OBFA SITE INSPECTION

Existing timber shutters, skirtings, fireplace, cornices



© OBFA SITE INSPECTION

Existing timber shutters, skirtings, fireplace, cornices



© OBFA SITE INSPECTION

Existing timber ceiling of pub



© OBFA SITE INSPECTION

Existing shutters, skirtings, fireplace, cornices



© OBFA SITE INSPECTION

Existing Gate

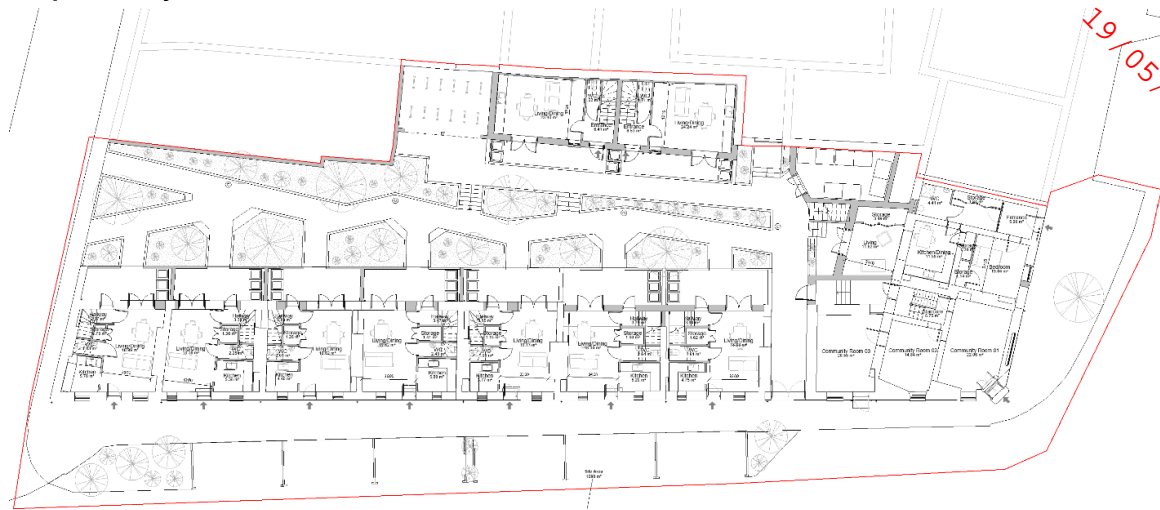


© OBFA SITE INSPECTION

Existing doorway

5 PROPOSAL

Proposed Layout



GROUND FLOOR PLAN

The 7 no. existing two storey maisonettes (Units 01 to 07 -1 bed 2 person)- are designed with dual aspect facades. Part m access is provided from the courtyard side of the units as there are existing steps at the street entrances which are to be retained. The design has arranged the internal stairways so that there is escape to the patio space without passing through the living room. This is to provide an extra level of fire safety. Attention will be paid to elevation treatment on the courtyard side to ensure that no first floor level bedroom window will be situated directly opposite any first floor window of the courtyard maisonettes for privacy.

2 no new two storey maisonettes (Units 08 to 09- 1 bed 2 person) are created with single southern aspect facades in the courtyard along the northern boundary where the original two storey stone shed was removed. See note above regarding privacy for 1st floor windows.

Dooley's Pub- at ground and basement levels, will be reserved for Community use. Allowing space for community use is in line with recommendations for mixed use of town centre sites stated in the Galway County Council development plan. This also allows the basement area to remain as useful space in line with best conservation practice.

1 no single storey apartment (Unit 10 -1 bed 2 person) is formed on ground floor level of the terraced unit to the north of Dooley's pub. This unit benefits from a dual façade. A single storey extension is formed to the rear of this unit to create sufficient space for a one bed apartment.

A new external access stairway is formed to an external shared access podium at 1st floor level- above the single level extension created for unit 10 mentioned above. Refer to 1st floor plan details below. A generous communal Bin store is discreetly tucked into the side of the external podium for use by all which is the preferred option. Discussion is ongoing with waste collection services about the option of communal waste collection. The design allows for the option of individual bins per unit if there is an issue with communal waste collection- in that scenario it is possible for each unit with a level entry private amenity area accessed from the shared courtyard to have bin storage accommodated within the landscaping enclosures of the privacy zones. The communal bin store is sufficiently sized to facilitate individual bins for units 10 to 13 (4 no units) and the community centre (units which do not have privacy areas without steps).

The existing archway with timber gate on Dunlo Hill is retained for pedestrian access. A new pedestrian access route is formed within the shared courtyard space opened up towards Dunlo Hill street on the western boundary to encourage additional pedestrian activity/ passive surveillance. There is an existing Garda Station gateway opening into the courtyard on the northern boundary- this gateway and associated pedestrian escape/ access route must be maintained.



FIRST FLOOR PLAN

Bedroom levels of the existing and new two storey maisonettes are accommodated at first floor level- 9 no Units (01 to 09-1 bed 2 person).

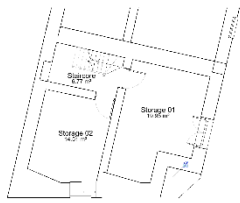
3 no. Duplex maisonette entrance and living levels (Unit 11 -1 bed 2-person, Units 12 & 13 -2 bed 4-person) are accessed from the new external access podium formed above the extension to unit 10 and new shared storage. The duplex units benefit from dual aspect facades. Private amenity areas in compliance with minimum standards for apartments will be designed into the landscaping detail of the external access podium.



SECOND FLOOR PLAN

The bedroom levels of the 3 no. Duplex maisonettes (Unit 11 -1 bed 2-person, Unit 12 & 13 -2 bed 4-person) are accommodated at second floor level. The floor to ceiling heights will be in compliance with minimum standards (min 2400mm height recommended for min 50% of habitable rooms for good room design) by raising levels of ceilings and removing/ reducing attics.

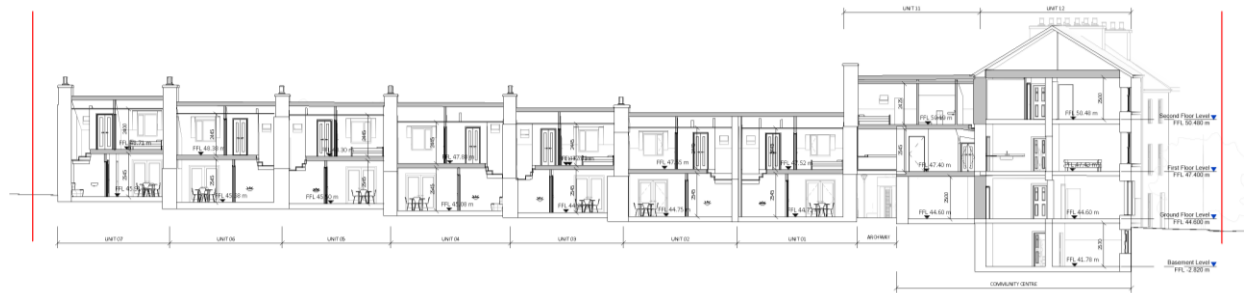
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17/05/23



BASEMENT FLOOR PLAN

The basement will be retained for ancillary use (eg. storage) by the community centre. A direct access to the community area has been accommodated from the courtyard at ground level – this facilitates direct escape route from the basement.

SECTIONS



Proposed Long Section 01- through existing two storey maisonettes & Dooley's pub



Proposed Long Section 02- through Dooley's pub –facing existing maisonettes courtyard facade



Proposed Long Section 03- through 3 Storey unit to the north of Dooleys pub and new external podium



Proposed Cross Sections 07 & 06- through existing two storey terraced units

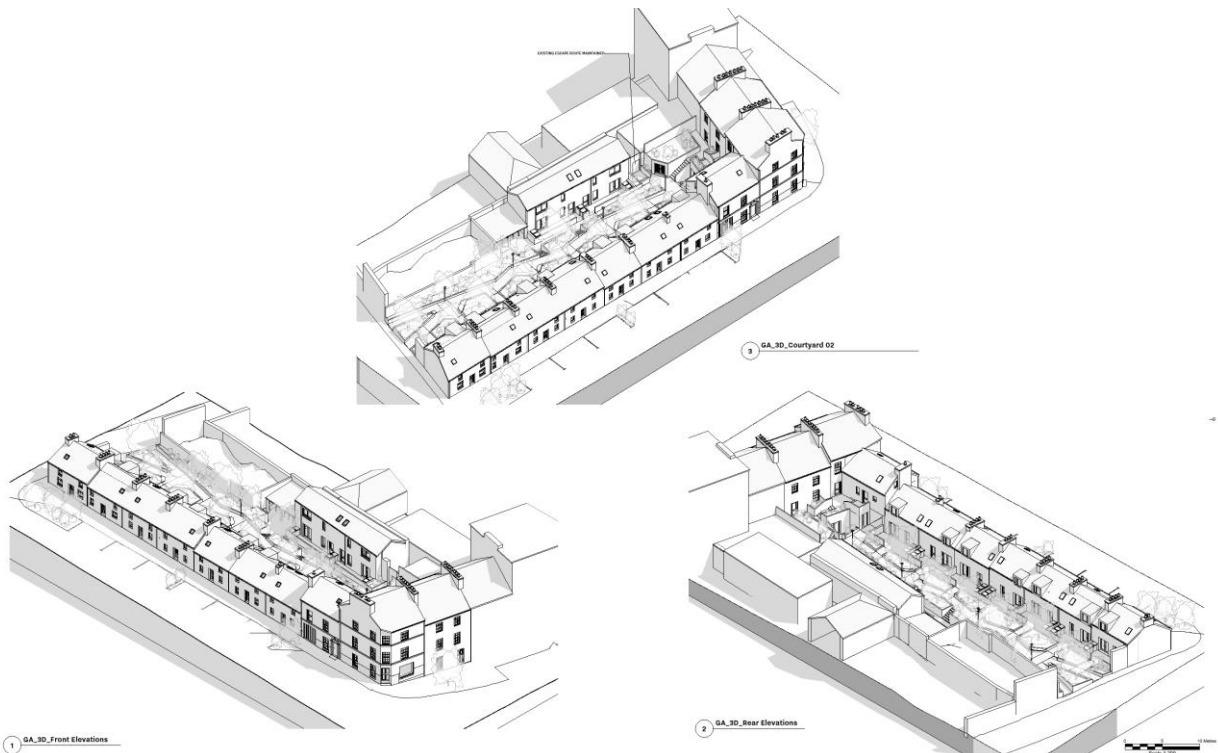
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SECTIONS



Proposed Cross Sections through courtyard units

The proposal sections are working with the forms of the existing buildings protecting the scale of the rear courtyard space which will be an essential ingredient in its success as an informal public space. Working with the existing scale and forms of the various streetscapes is a requirement of Ballinasloe Architectural Conservation Area and is necessary to comply with Galway County council Development plan standards. In addition, the retention and upgrading of existing building fabric is in line with Conservation best practice and government policy to achieve its Climate Action targets as reduces embodied carbon by maximising use of existing fabric.



Proposed 3d Views

Received
19/05/23

Summary

We believe that our design proposal creates a new vibrant residential scheme with mixed tenure unit types clustered around an attractive courtyard, bringing Dooley's Pub back to life as an important community centre. This project will be an important element of the regeneration of Ballinasloe Town Centre.



Prepared by: CM/SDV/LH

04.05.2023

Checked By: CM

05.05.2023

END OBFA