



Clonburris T1

Street Hierarchy, Design & Layout Submission

For Proposed Residential Development
Clonburris T1, Co. Dublin

Compliance Submission in Accordance with
Planning Condition no. 2

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1.0 Introduction

1.1 Street Hierarchy, Design and Layout

The street hierarchy, design and layout has been reconfigured and redesigned in accordance with Condition 2 and the Clonburris SDZ - Planning Scheme, particularly the relevant diagrams as shown in Figure 2.2.6.

Car parking has been reduced in accordance with the condition leading to an overall reduction of 64 no. car parking spaces across the scheme.

Each street has been carefully considered and designed to meet the specific requirements in relation to carriageway width, parallel and perpendicular parking, footpath widths, privacy strips and street trees as per Condition 7.

Project Code	22001
Created By	SM
Checked By	LB
Issue Type	Preliminary
Issued On	16 Nov 2022

2.0 Street Hierarchy, Design & Layout

2.1 Car Parking

Condition 2

1. Prior to the commencement of development, the applicant shall set out a revised car parking rationale, taking into account the amendments required by (2) below. This should consider the car parking for houses, duplex and apartments separately and show a reduction in the level for houses by 50no spaces and for duplex by 14no., unless otherwise agreed in writing by the Planning Authority.

Response

As demonstrated by the schedule adjacent, the number of car parking has been reduced by 64 no. spaces.

Condition 2

3. In accordance with section 2.8.10 of the planning scheme, no more than 60% of residential parking spaces shall be provided as in-curtilage parking spaces in any Development Area. Prior to the commencement of development, the applicant shall submit details which indicate compliance with this, taking into account the amendments required under (1) and (2) above.

Response

In-curtilage parking is only provided on Street 7 and the Canal Road. As demonstrated by the schedule adjacent, 106 no. car parking spaces have been provided in-curtilage which is 18.6% of the total number of car parking spaces.

PARKING NUMBERS

P05

STREET	NO. OF UNITS			EXISTING NO. PARKING	EXISTING NO. ACCESSIBLE	REVISED NO. PARKING	REVISED NO. ACCESSIBLE	REVISED TOTAL
	HOUSES	DUPLEXES	APARTMENTS					
Street 1	10	0	170	117	5	90	3	93
(Street 1 Court)				(60)	(2)	(37)	(3)	0
Street 2	20	24	0	60	4	42	4	46
Street 3	16	8	0	35	0	38	0	38
Street 4	14	24	0	51	2	42	2	44
Street 5	16	0	0	40	0	28	0	28
Street 6	16	24	0	57	2	45	0	45
Street 7	8	8	0	20	1	36	3	39
Canal Road	45	0	0	88	0	90	0	90
Street 8	13	22	0	46	2	34	1	35
Street 9	0	8	38	33	2	33	2	35
Street 10	2	0	0	0	0	10	0	10
Street 11	0	12	38	33	0	33	0	33
Street 12	11	18	0	54	0	34	0	34
Totals	171	148	246	634	18	555	15	570

2.0 Street Hierarchy, Design & Layout

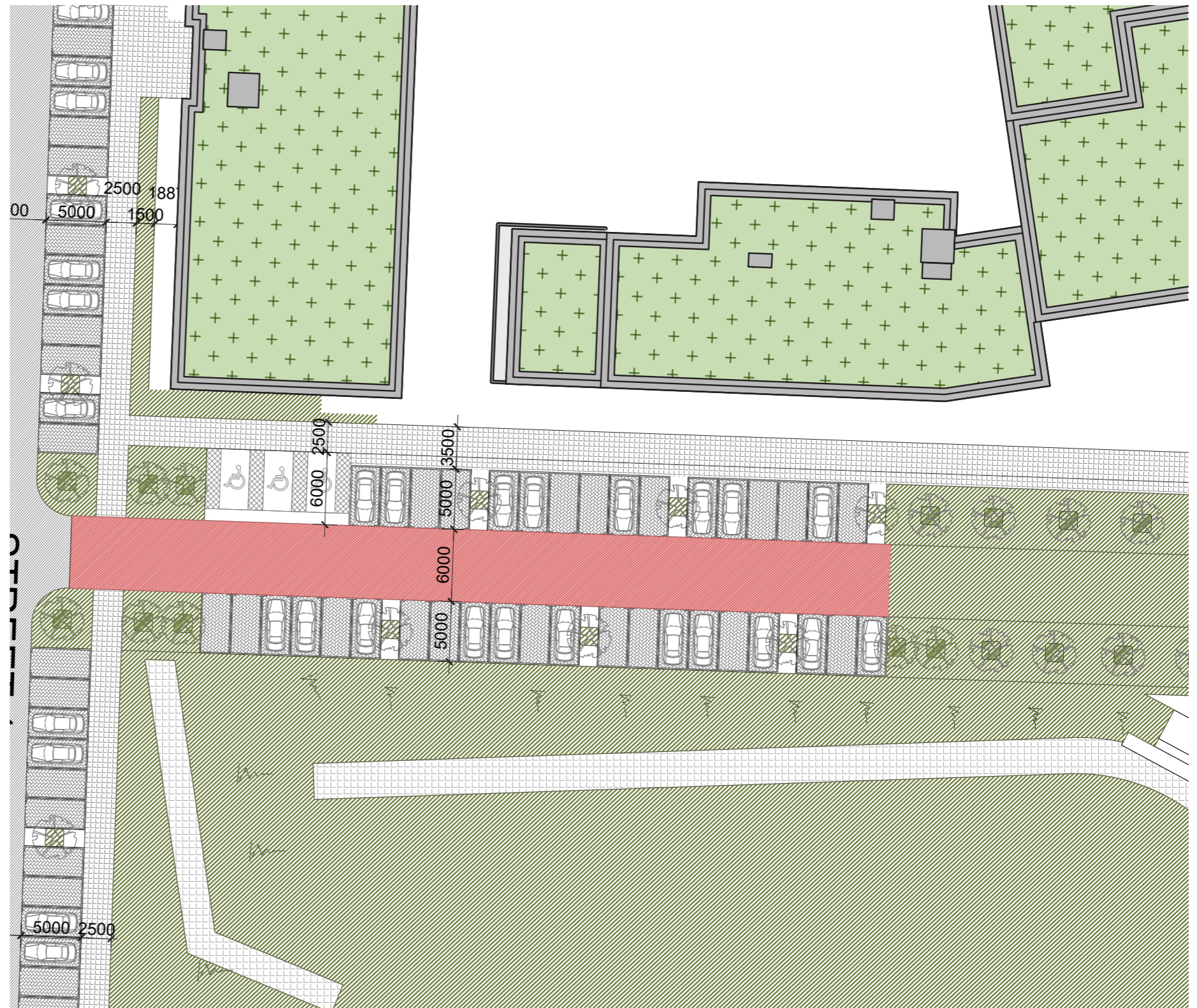
2.2 Unnamed Street

Condition 2

2 (a) The unnamed street, located to the south of Apartment Block 1 shall be redesigned to be fully pedestrianised outside of delivery hours. A parking courtyard may be provided at this location. If a parking court is provided, it shall be restricted in size to no more than 40 spaces and should also be well landscaped and subject to a landscape plan, in accordance with Section 2.8.10 of the Planning Scheme.

Response

This street has been reconfigured to include 40 no. car parking spaces, of which 3 are accessible spaces. The parking courtyard has been landscaped in accordance with Section 2.8.10 of the Planning Scheme. The top area has been landscaped in order to maintain fire tender access for the building. Details of the landscaping are contained in Condition 11 Response.



Plan of Unnamed Street / Drawing Ref: CLB-1-00-SW-ZZ-DR-CWO-AR-1000

2.0 Street Hierarchy, Design & Layout

2.3 Street 1

Condition 2

2 (b) Street 1: The street shall be redesigned in general accordance with Figure 2.2.6 Indicative Local Street A. The following detail shall be provided.

- The street shall have a carriageway width of no less than 5 meters and no more than 6 meters; 6m shall be provided for reversing if perpendicular parking is proposed
- Perpendicular parking bays shall be a minimum of 5m deep and parallel shall be a minimum of 2.4m.
- At any point along the road, perpendicular parking shall be provided on one side only;
- A footpath width of between 2.5 and 4 meters shall be provided;
- Privacy strips/short gardens that range from 1 to 3 metres in depth shall be provided
- Street trees shall be provided in accordance with Condition 7

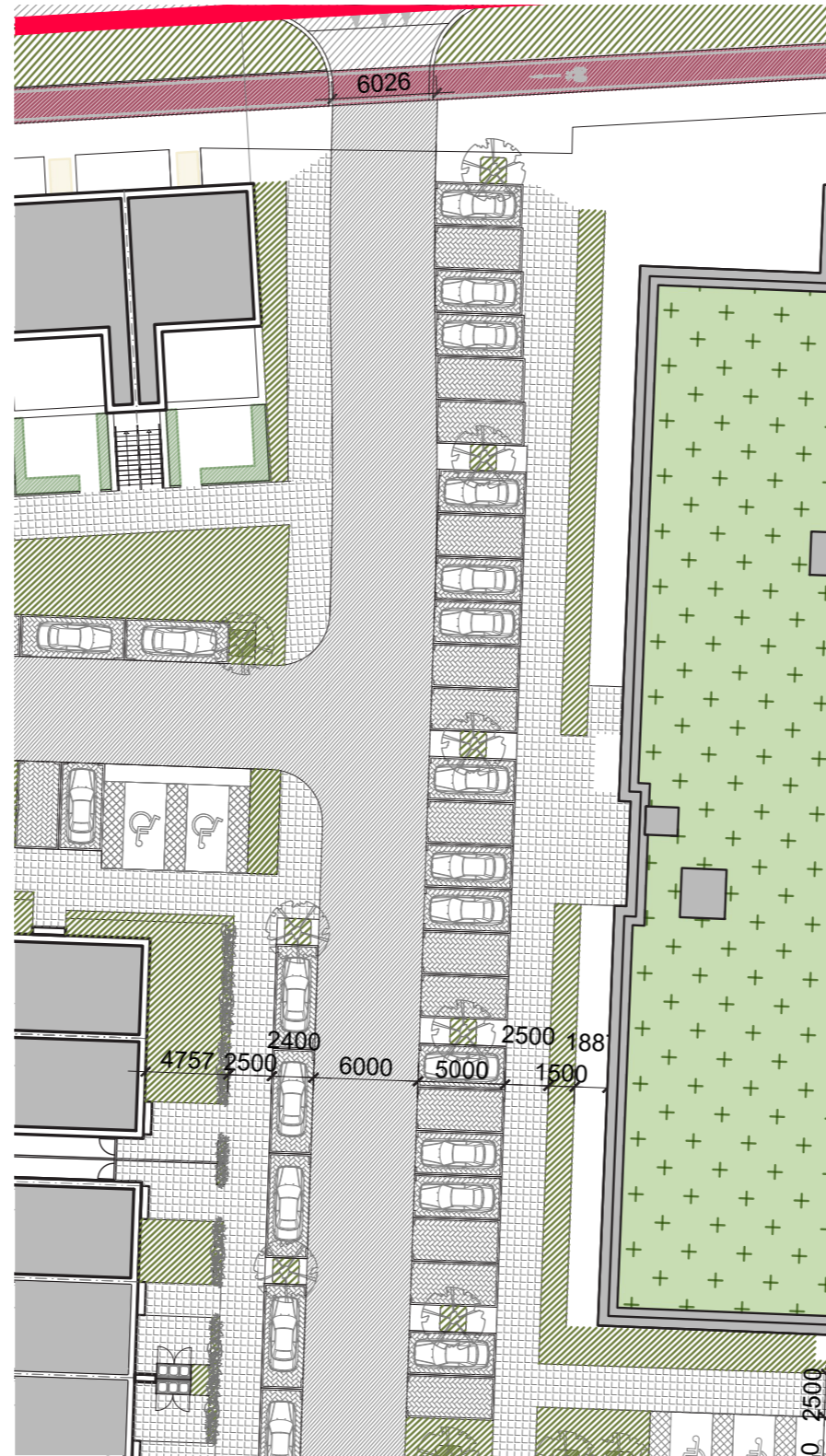
Response

Street 1 has been designed in accordance with Figure 2.2.6 Indicative Local Street A.

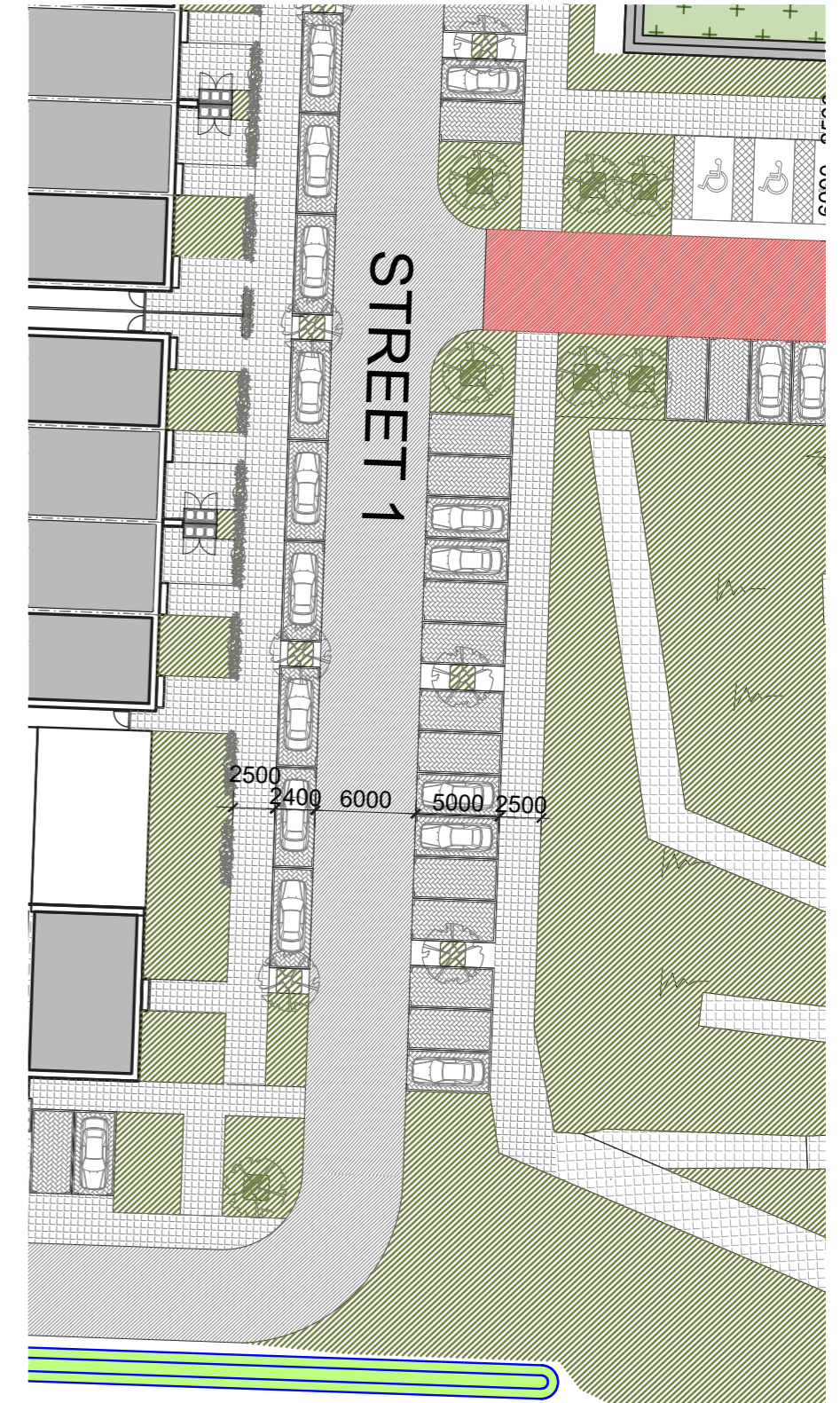
- The street has a carriageway width of 6 meters; 6m has been provided for reversing as perpendicular parking is proposed
- Perpendicular parking bays are a minimum of 5m deep and parallel are a minimum of 2.4m.
- Perpendicular parking is provided on one side of the road only;
- A footpath width of 2.5 meters has been provided;
- Privacy strips that range from 1.8 to 4.75 metres in depth shall be provided;
- Street trees have been provided in accordance with Condition 7,.



Key Plan



Plan of Street 1 / Drawing Ref: CLB-1-00-SW-ZZ-DR-CWO-AR-1000



2.0 Street Hierarchy, Design & Layout

2.4 Street 2

Condition 2

2 (c) Street 2: (i) This street or Street 1 shall be designed/enhanced as a local green corridor with connection to the pedestrian street/ future urban square to the north of the link street.

(ii) The north / south (20m wide) element shall be retained as a homezone and shall be redesigned in general accordance with Figure 2.2.6 'intimate scale'.

- The street shall have a carriageway width of no greater than 4.8m
- Only parallel parking shall be provided and it shall be a minimum of 2.4m.
- A footpath width of between 2.5 and 4 meters shall be provided between the shared carriageway and landscaped privacy area. This shall also be shared surface
- Privacy strips/short gardens that range from 1 to 3 metres in depth shall be provided
- Street trees shall be provided in accordance with Condition 7

(iii) the east / west element is wider and shall be redesigned as a Local Street, rather than a homezone and should generally be in accordance with Figure 2.2.6 Indicative Local Street A:

- The street shall have a carriageway width of no less than 5 meters and no more than 6 meters; 6m shall be provided for reversing if perpendicular parking is proposed
- Perpendicular parking bays shall be a minimum of 5m deep and parallel shall be a minimum of 2.4m deep.
- At any point along the road, perpendicular parking shall be provided on one side only;
- A footpath width of between 2.5 and 4 meters shall be provided;
- Privacy strips/short gardens that range from 1 to 3 metres in depth should be provided
- Street trees shall be provided in accordance with Condition 7

Response

Street 2 has been designed as a local green corridor with connection to the pedestrian street to the north of the link street. This is detailed in the Condition 6 Response.

The north / south element of Street 2 is designated as a homezone and is designed in general accordance with Figure 2.2.6 'intimate scale'.

- The street has a carriageway width of 4.8 meters; only parallel parking has been provided; a footpath of 2.5 meters has been provided which is a shared surface; privacy strips of 2.6 to 4.2 meters have been provided; and street trees in accordance with Condition 7 have been provided.

The east / west element of Street 2 is designated as a Local Street and is designed in general accordance with Figure 2.2.6 'Indicative Local Street A'.

- The street has a carriageway width of 6 meters; perpendicular bays are 5m deep and parallel are 2.4m deep; perpendicular parking is provided on one side only; a footpath of 2.5 meters has been provided; privacy strips of 2.4 meters have been provided; and street trees in accordance with Condition 7 have been provided.



Plan of Street 2 / Drawing Ref: CLB-1-00-SW-ZZ-DR-CWO-AR-1000

2.0 Street Hierarchy, Design & Layout

2.5 Street 3

Condition 2

2 (d) Street 3: The street shall be redesigned in general accordance with Figure 2.2.6 Indicative Local Street A. The following detail shall be provided.

- The street shall have a carriageway width of no less than 5 meters and no more than 6 meters; 6m shall be provided for reversing if perpendicular parking is proposed
- Perpendicular parking bays shall be a minimum of 5m deep and parallel shall be a minimum of 2.4m.
- At any point along the road, perpendicular parking shall be provided on one side only;
- A footpath width of between 2.5 and 4 meters shall be provided;
- Privacy strips/short gardens that range from 1 to 3 metres in depth shall be provided
- Street trees shall be provided in accordance with Condition 7

Response

Street 3 has been designed in accordance with Figure 2.2.6 Indicative Local Street A.

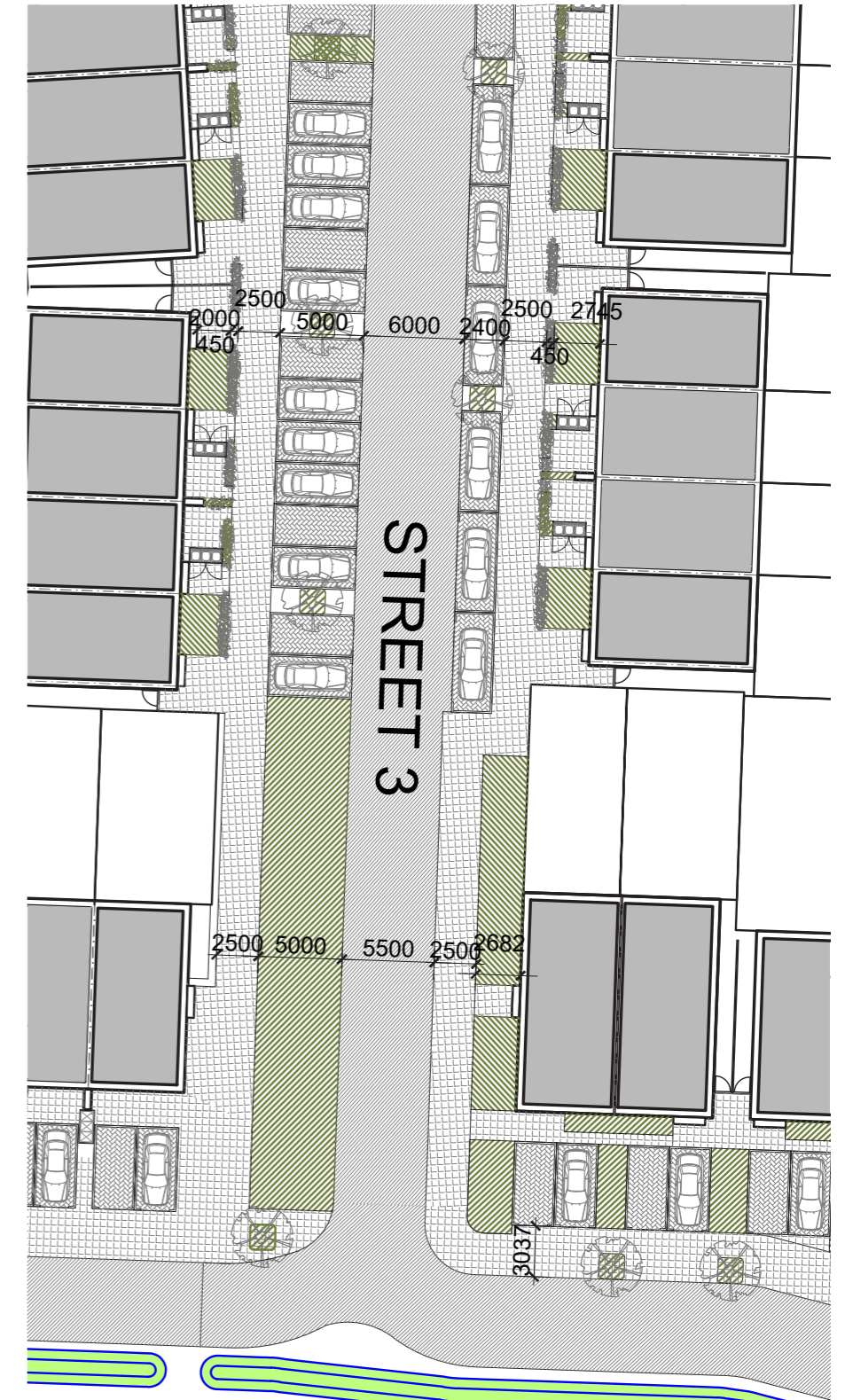
- The street has a carriageway width of between 5.5 and 6 meters; 6m has been provided for reversing where perpendicular parking is proposed
- Perpendicular parking bays are a minimum of 5m deep and parallel are a minimum of 2.4m.
- Perpendicular parking is provided on one side of the road only;
- A footpath width of 2.5 meters has been provided;
- Privacy strips that range from 2.6 to 3.2 metres in depth have been provided;
- Street trees have been provided in accordance with Condition 7.



Key Plan



Plan of Street 3 / Drawing Ref: CLB-1-00-SW-ZZ-DR-CWO-AR-1000



2.0 Street Hierarchy, Design & Layout

2.6 Street 4

Condition 2

2 (e) Street 4: This street shall be retained as a homezone and shall be redesigned in general accordance with Figure 2.2.6 'intimate scale':

- The street shall have a carriageway width of no greater than 4.8m
- Only parallel parking shall be provided and it shall be a minimum of 2.4m deep.
- A footpath width of between 2.5 and 4 meters shall be provided between the shared carriageway and landscaped privacy area. This shall also be shared surface
- Privacy strips/short gardens that range from 1 to 3 metres in depth shall be provided
- Street trees shall be provided in accordance with Condition 7

Response

The north / south element of Street 4 has been designed in accordance with Figure 2.2.6 'intimate scale':

- The street has a carriageway width of 4.8 meters;
- Only parallel parking has been provided and bays are a minimum of 2.4m deep;
- A footpath width of 2.5 meters has been provided and this is a shared surface;
- Privacy strips that range from 1.7 to 3.5 metres in depth have been provided;
- Street trees have been provided in accordance with Condition 7,.

The east / west element of Street 4 has been designed in accordance with Figure 2.2.6 Indicative Local Street A.

- The street has a carriageway width of 6 meters; 6m has been provided for reversing as perpendicular parking is proposed
- Perpendicular parking bays are a minimum of 5m deep and parallel are a minimum of 2.4m.
- Perpendicular parking is provided on one side of the road only;
- A footpath width of 2 to 2.5 meters has been provided;
- Privacy strips of 1.4 metres in depth have been provided;
- Street trees have been provided in accordance with Condition 7,.



Plan of Street 4 / Drawing Ref: CLB-1-00-SW-ZZ-DR-CWO-AR-1000

2.0 Street Hierarchy, Design & Layout

2.7 Street 5

Condition 2

2(f) Street 5: (i) The element between the community building and dwelling 309 is 18m wide. Given the width, the street shall be redesigned in general accordance with Figure 2.2.6 Indicative Local Street B. The following detail shall be provided.

- The street shall have a carriageway width of no less than 5 meters and no more than 5.5 meters;
 - Only parallel parking shall be provided and it shall be a minimum of 2.4m deep.
 - A footpath width of between 2.5 and 4 meters shall be provided;
 - Privacy strips/short gardens that range from 1 to 3 metres in depth shall be provided
 - Street trees shall be provided in accordance with Condition 7
- (ii) The element south of the community building is 25m wide. This shall be redesigned in general accordance with Figure 2.2.6 Indicative Local Street A. The following detail shall be provided.
- The street shall have a carriageway width of no less than 5 meters and no more than 6 meters; 6m shall be provided for reversing if perpendicular parking is proposed
 - Perpendicular parking bays shall be a minimum of 5m deep and parallel shall be a minimum of 2.4m.
 - At any point along the road, perpendicular parking shall be provided on one side only;
 - A footpath width of between 2.5 and 4 meters shall be provided;
 - Privacy strips/short gardens that range from 1 to 3 metres in depth shall be provided
 - Street trees shall be provided in accordance with Condition 7

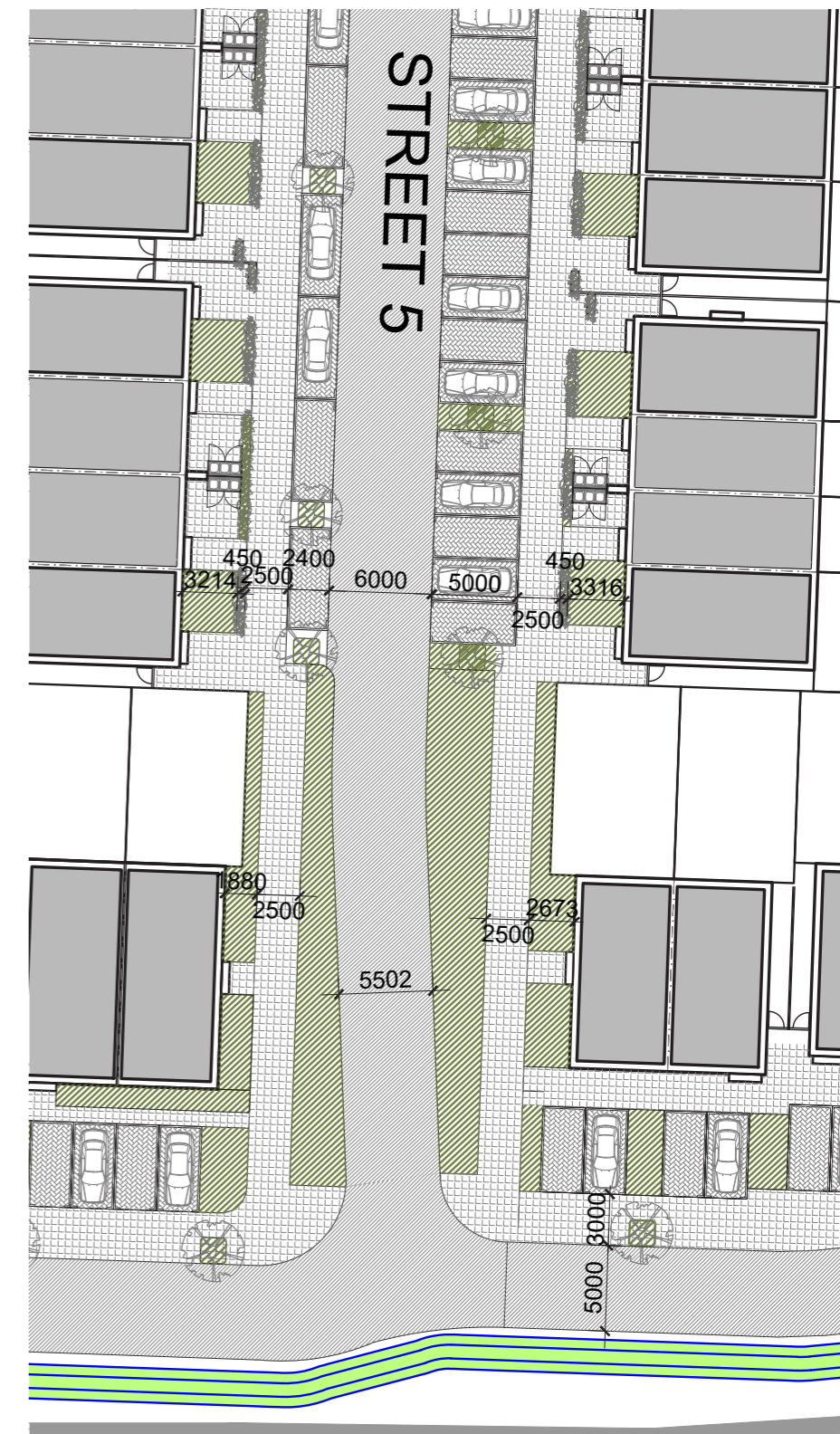
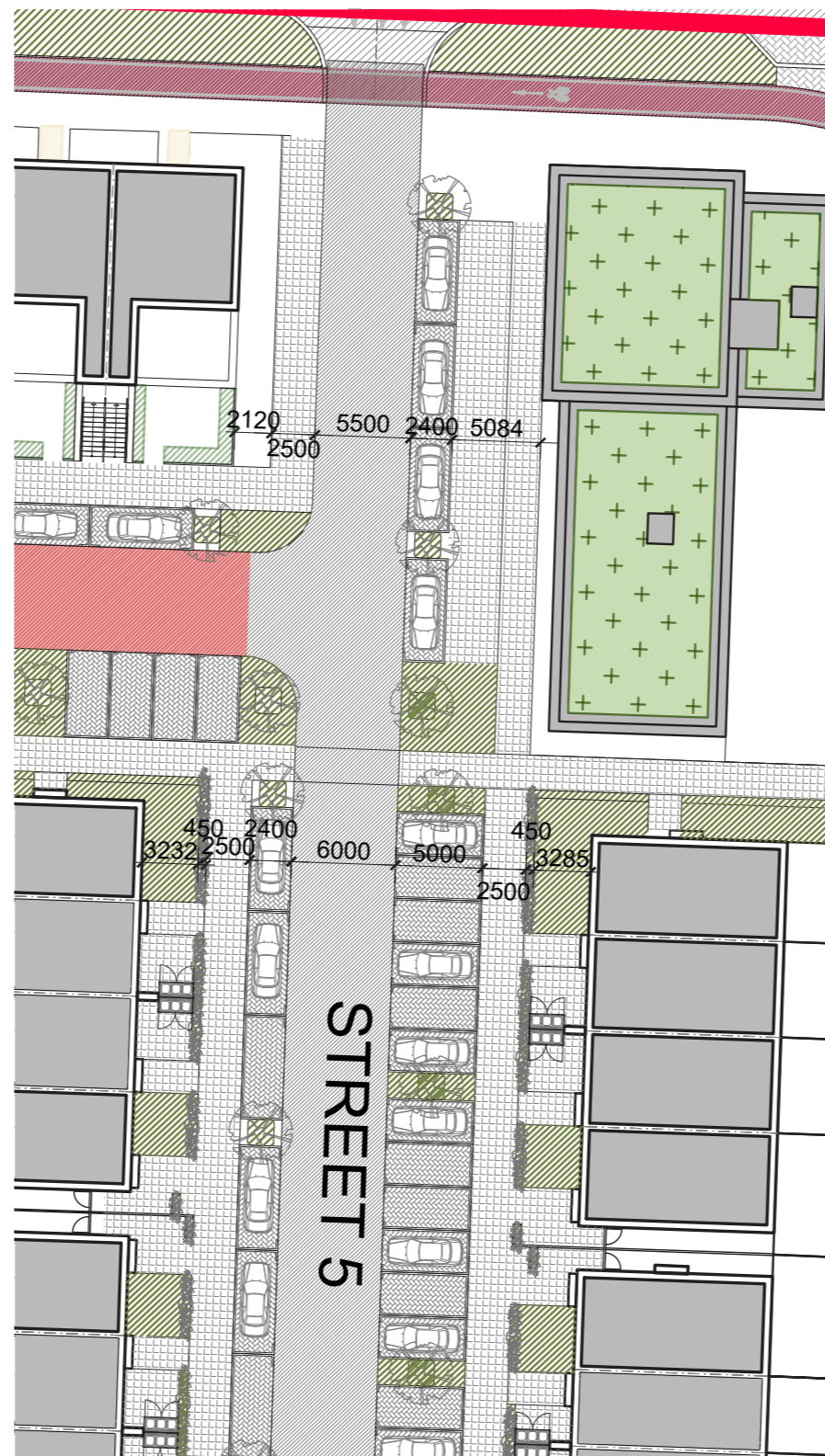
Response

Street 5 has been designed in accordance with the conditions. The element between the community building and dwelling 309 is designed in general accordance with Figure 2.2.6 'Indicative Local Street B'.

- The street has a carriageway width of 5.5 meters; only parallel parking has been provided and it is 2.4m deep; a footpath of 2.5 meters has been provided; and street trees in accordance with Condition 7 have been provided.

The element south of the community building is designed in general accordance with Figure 2.2.6 'Indicative Local Street A'.

- The street has a carriageway width of 6 meters; perpendicular bays are 5m deep and parallel are 2.4m deep; perpendicular parking is provided on one side only; a footpath of 2.5 meters has been provided; privacy strips of between 1.8 and 3.8 meters have been provided; and street trees in accordance with Condition 7 have been provided.



Plan of Street 5 / Drawing Ref: CLB-1-00-SW-ZZ-DR-CWO-AR-1000

2.0 Street Hierarchy, Design & Layout

2.8 Street 6

Condition 2

2(g) Street 6: This street shall be retained as a homezone and shall be redesigned in general accordance with Figure 2.2.6 'intimate scale'.

- The street shall have a carriageway width of no greater than 4.8m
- Only parallel parking shall be provided and it shall be a minimum of 2.4m deep.
- A footpath width of between 2.5 and 4 meters shall be provided between the shared carriageway and landscaped privacy area. This shall also be shared surface
- Privacy strips/short gardens that range from 1 to 3 metres in depth shall be provided
- Street trees shall be provided in accordance with Condition 7

Response

The north / south element of Street 6 has been designed in accordance with Figure 2.2.6 'intimate scale'.

- The street has a carriageway width of 4.8 meters;
- Only parallel parking has been provided and bays are a minimum of 2.4m deep;
- A footpath width of 2.5 meters has been provided and this is a shared surface;
- Privacy strips that range from 1.7 to 3.6 metres in depth have been provided;
- Street trees have been provided in accordance with Condition 7.

The east / west element of Street 6 has been designed in accordance with Figure 2.2.6 Indicative Local Street A.

- The street has a carriageway width of 6 meters; 6m has been provided for reversing as perpendicular parking is proposed
- Perpendicular parking bays are a minimum of 5m deep and parallel are a minimum of 2.4m.
- Perpendicular parking is provided on one side of the road only;
- A footpath width of 2 to 2.5 meters has been provided;
- Privacy strips of minimum 1.4 metres in depth have been provided;
- Street trees have been provided in accordance with Condition 7,.



Plan of Street 6 / Drawing Ref: CLB-1-00-SW-ZZ-DR-CWO-AR-1000

2.0 Street Hierarchy, Design & Layout

2.9 Street 7

Condition 2

2 (h) Street 7: This shall be redesigned in general accordance with Figure 2.2.6 Indicative Local Street A. The following detail shall be provided.

- The street shall have a carriageway width of no less than 5 meters and no more than 6 meters; 6m shall be provided for reversing if perpendicular parking is proposed
- Perpendicular parking bays shall be a minimum of 5m deep and parallel shall be a minimum of 2.4m.
- At any point along the road, perpendicular parking shall be provided on one side only;
- A footpath width of between 2.5 and 4 meters shall be provided;
- Privacy strips/short gardens that range from 1 to 3 metres in depth shall be provided
- Street trees shall be provided in accordance with Condition 7
- If feasible without negatively impacting on the open space to the west, parallel car parking may be provided adjacent to the park.

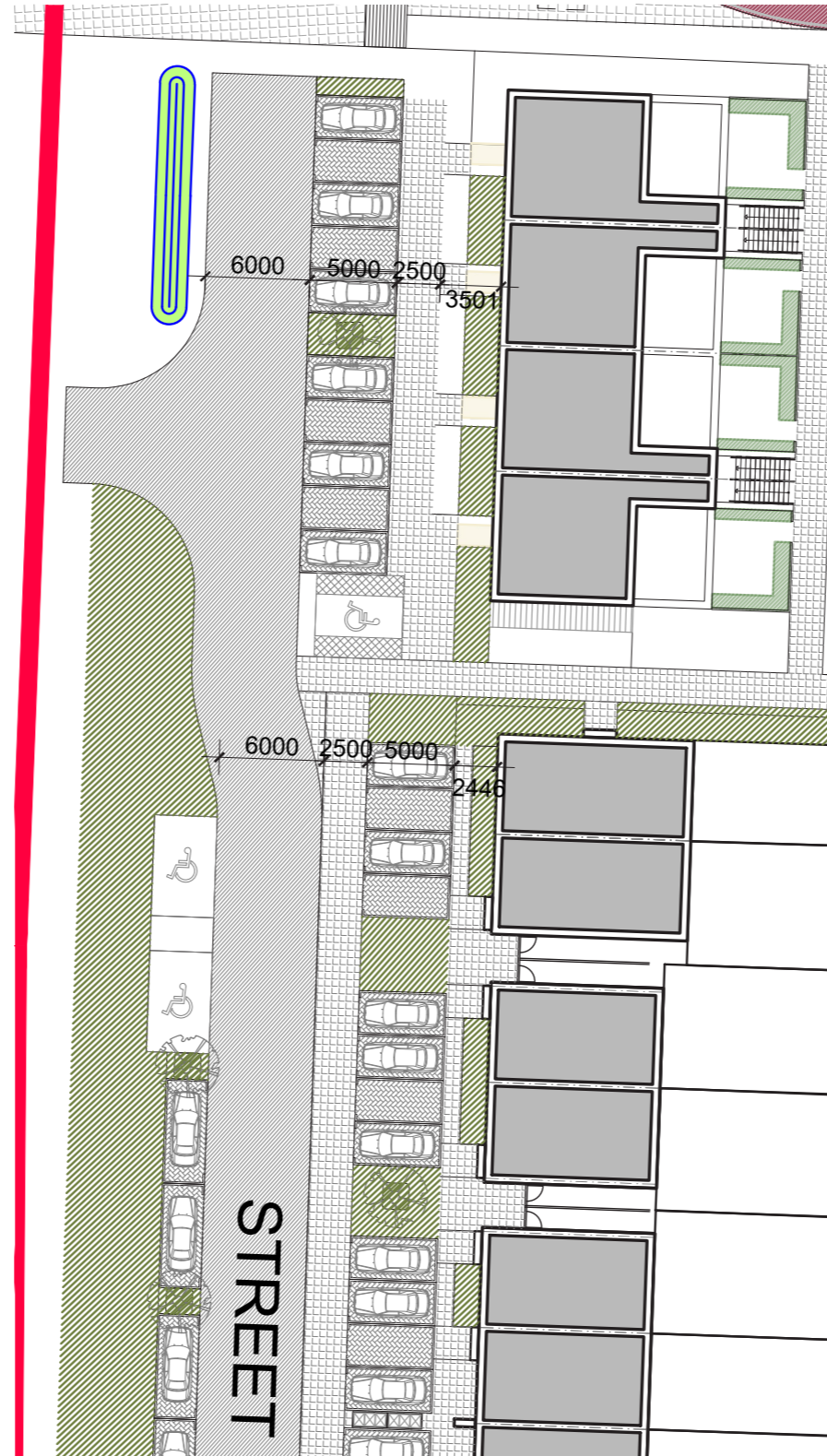
Response

Street 7 has been designed in accordance with Figure 2.2.6 Indicative Local Street A.

- The street has a carriageway width of 6 meters; 6m has been provided for reversing as perpendicular parking is proposed
- Perpendicular parking bays are a minimum of 5m deep and parallel are a minimum of 2.4m.
- Perpendicular parking is provided on one side of the road only;
- A footpath width of 2.5 meters has been provided;
- Privacy strips of 2.4 metres in depth have been provided;
- Street trees have been provided in accordance with Condition 7;
- Parallel car parking has been provided adjacent to the park.



Key Plan



Plan of Street 7 / Drawing Ref: CLB-1-00-SW-ZZ-DR-CWO-AR-1000



2.0 Street Hierarchy, Design & Layout

2.10 Street 8

Condition 2

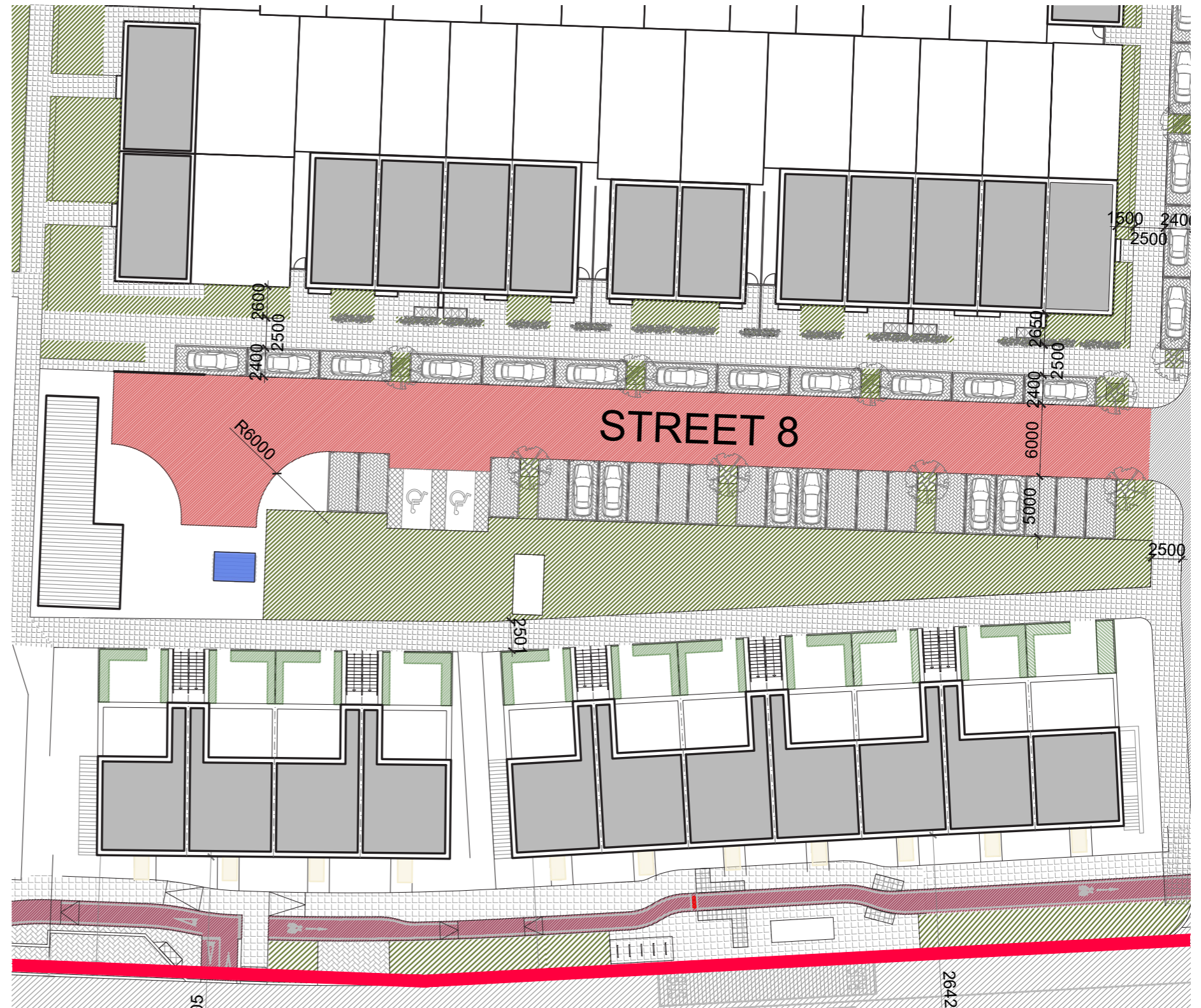
2 (i) Street 8: This shall be redesigned in general accordance with Figure 2.2.6 Indicative Local Street A. The following detail shall be provided:

- The street shall have a carriageway width of no less than 5 meters and no more than 6 meters; 6m shall be provided for reversing if perpendicular parking is proposed
- Perpendicular parking bays shall be a minimum of 5m deep and parallel shall be a minimum of 2.4m.
- At any point along the road, perpendicular parking shall be provided on one side only;
- A footpath width of between 2.5 and 4 meters shall be provided;
- Privacy strips/short gardens that range from 1 to 3 metres in depth shall be provided
- Street trees shall be provided in accordance with Condition 7

Response

Street 8 has been designed in accordance with Figure 2.2.6 Indicative Local Street A.

- The street has a carriageway width of 6 meters; 6m has been provided for reversing as perpendicular parking is proposed
- Perpendicular parking bays are a minimum of 5m deep and parallel are a minimum of 2.4m.
- Perpendicular parking is provided on one side of the road only;
- A footpath width of 2.5 meters has been provided;
- Privacy strips of 2.6 metres in depth have been provided;
- Street trees have been provided in accordance with Condition 7.



Plan of Street 8 / Drawing Ref: CLB-1-00-SW-ZZ-DR-CWO-AR-1000

2.0 Street Hierarchy, Design & Layout

2.11 Street 9

Condition 2

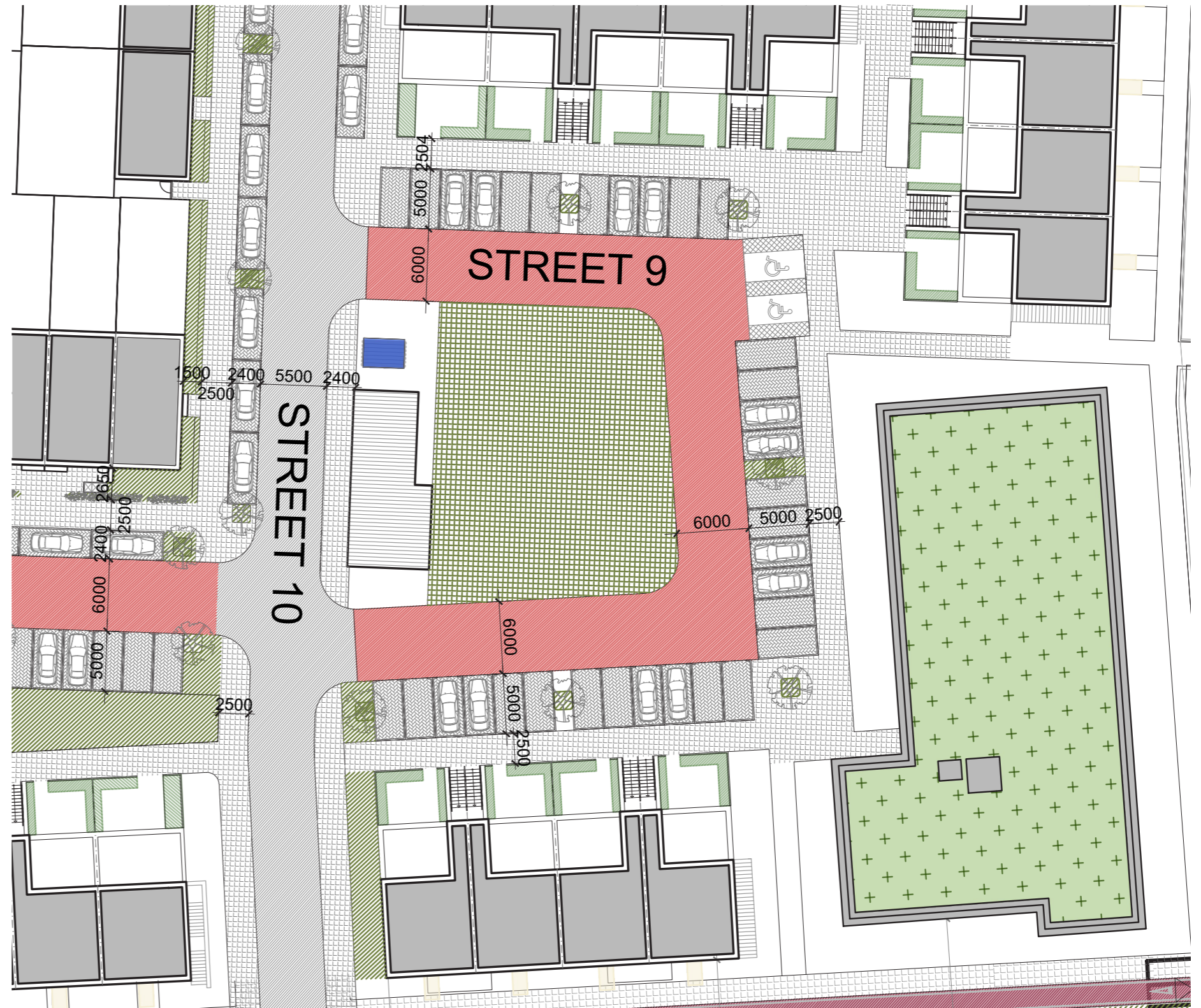
2 (j) Street 9: This street fronts open space. The perpendicular parking shall be retained in this home zone as an exception. The following detail shall be provided:

- The street shall have a carriageway width of 6 meters; 6m shall be provided for reversing for perpendicular parking
- Perpendicular parking bays shall be a minimum of 5m deep
- No parking shall be provided adjacent to the park
- A footpath width of between 2.5 and 4 meters shall be provided;
- Carriageway and footpath shall be shared surface
- Privacy strips/short gardens that range from 1 to 3 metres in depth shall be provided
- Street trees shall be provided in accordance with Condition 7

Response

Street 9 has been designed in accordance with the condition.

- The street has a carriageway width of 6 meters; 6m has been provided for reversing as perpendicular parking is proposed
- Adjacent street has a carriageway width of 5.5 meters.
- Perpendicular parking bays are a minimum of 5m deep.
- No parking has been provided adjacent to the park;
- A footpath width of 2.5 meters has been provided;
- Carriageway and footpath are a shared surface;
- Street trees have been provided in accordance with Condition 7.



Plan of Street 9 / Drawing Ref: CLB-1-00-SW-ZZ-DR-CWO-AR-1000

2.0 Street Hierarchy, Design & Layout

2.12 Street 10

Condition 2

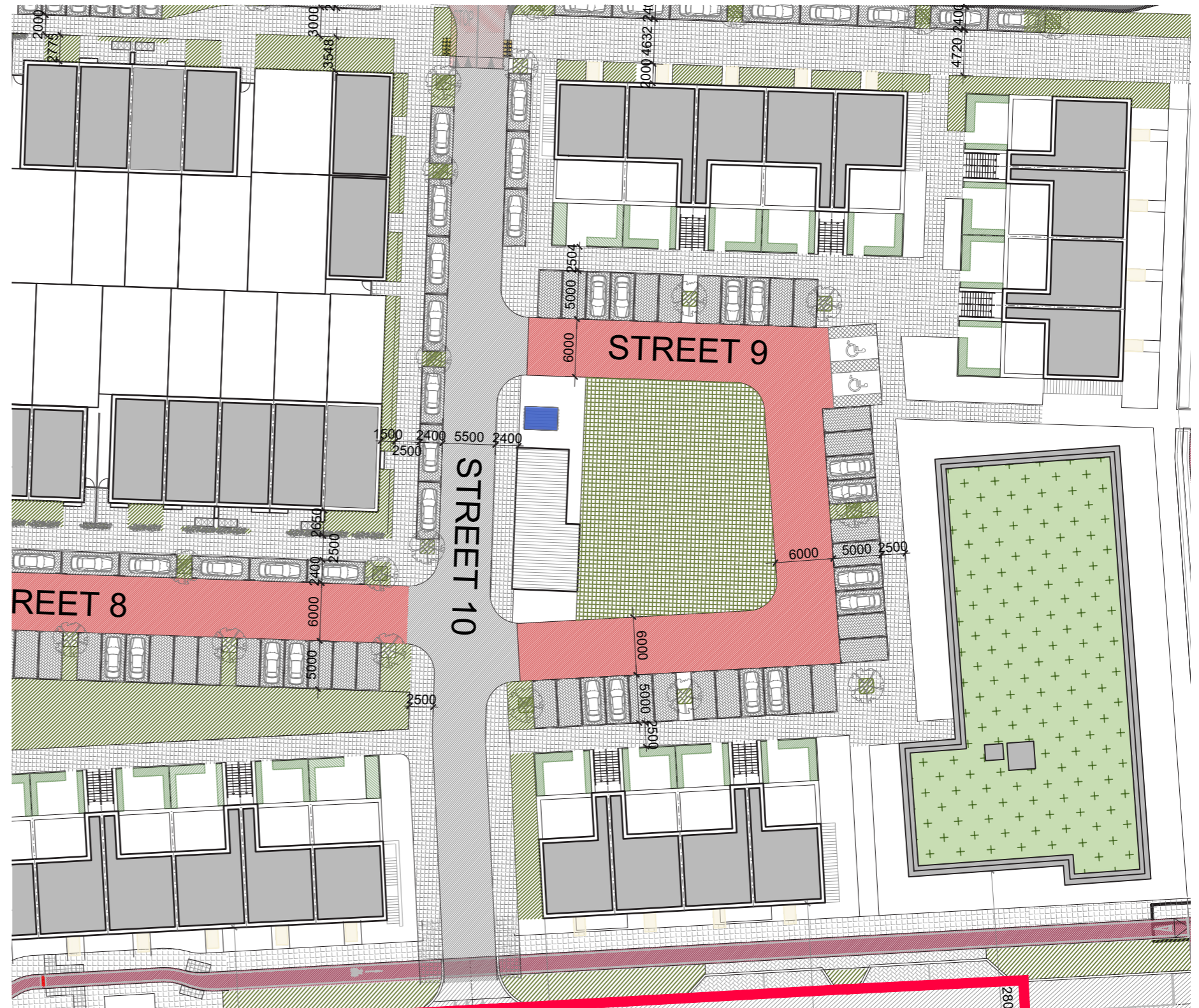
2 (k) Street 10: This street shall be redesigned in general accordance with Figure 2.2.6 Indicative Local Street B. The following detail shall be provided.

- The street shall have a carriageway width of no less than 5 meters and no more than 5.5 meters;
- Only parallel parking shall be provided and it shall be a minimum of 2.4m deep.
- A footpath width of between 2.5 and 4 meters shall be provided;
- Privacy strips/short gardens that range from 1 to 3 metres in depth shall be provided
- No car parking shall be provided adjacent to the communal open space to the east
- Street trees shall be provided in accordance with Condition 7

Response

Street 10 has been designed in accordance with the Figure 2.2.6 'Indicative Local Street B'.

- The street has a carriageway width of 5.5 meters;
- Only parallel parking has been provided and it is 2.4m deep.
- A footpath width of 2.5 meters has been provided;
- Privacy strips of 1.5 meters in depth have been provided;
- No car parking is provided adjacent to the communal open space to the east;
- Street trees have been provided in accordance with Condition 7.



Plan of Street 10 / Drawing Ref: CLB-1-00-SW-ZZ-DR-CWO-AR-1000

2.0 Street Hierarchy, Design & Layout

2.13 Street 11

Condition 2

2 (I) Street 11: This shall be redesigned in general accordance with Figure 2.2.6 Indicative Local Street A. The following detail shall be provided:

- The street shall have a carriageway width of no less than 5 meters and no more than 6 meters; 6m shall be provided for reversing if perpendicular parking is proposed
- Perpendicular parking bays shall be a minimum of 5m deep and parallel shall be a minimum of 2.4m.
- At any point along the road, perpendicular parking shall be provided on one side only;
- A footpath width of between 2.5 and 4 meters shall be provided;
- Privacy strips/short gardens that range from 1 to 3 metres in depth shall be provided
- Street trees shall be provided in accordance with Condition 7
- If feasible without negatively impacting on the open space to the west, parallel car parking may be provided adjacent to the park.

Response

Street 11 has been designed in accordance with Figure 2.2.6 'Indicative Local Street A'.

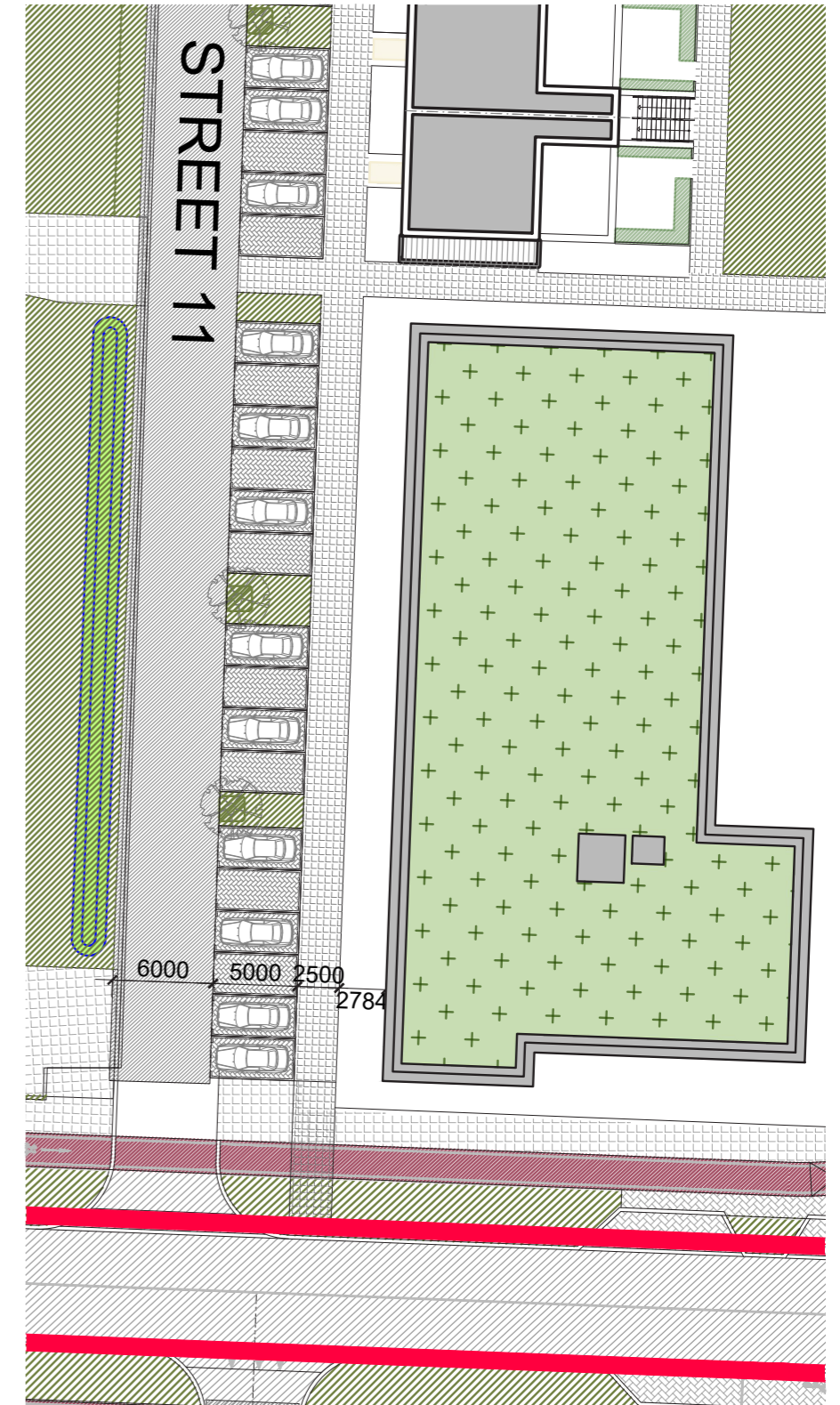
- The street has a carriageway width of 6 meters; 6m has been provided for reversing as perpendicular parking is proposed
- Perpendicular parking bays are a minimum of 5m deep.
- Perpendicular parking is provided on one side of the road only;
- A footpath width of 2.5 meters has been provided;
- Privacy strips of 2 to 2.7 meters have been provided;
- Street trees have been provided in accordance with Condition 7.



Key Plan



Plan of Street 11 / Drawing Ref: CLB-1-00-SW-ZZ-DR-CWO-AR-1000



2.0 Street Hierarchy, Design & Layout

2.14 Street 12

Condition 2

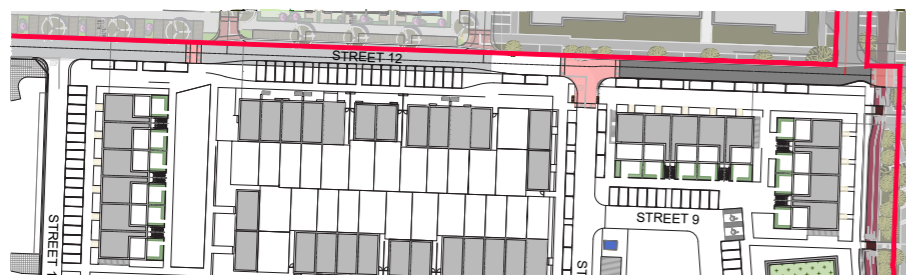
2 (m) Street 12: This street is situated adjacent to a future development site. The overall width is currently unknown. The street shall be redesigned in general accordance with either Figure 2.2.6 Indicative Local Street A or B. i.e.:

- The street shall have a carriageway width of no less than 5 meters and no more than 6 meters; 6m shall be provided for reversing if perpendicular parking is proposed
 - Perpendicular parking bays shall be a minimum of 5m deep and parallel shall be a minimum of 2.4m.
 - At any point along the road, perpendicular parking shall be provided on one side only;
 - A footpath width of between 2.5 and 4 meters shall be provided;
 - Privacy strips/short gardens that range from 1 to 3 metres in depth shall be provided
 - Street trees shall be provided in accordance with Condition 7
- OR
- The street shall have a carriageway width of no less than 5 meters and no more than 5.5 meters;
 - Only parallel parking shall be provided and it shall be a minimum of 2.4m deep.
 - A footpath width of between 2.5 and 4 meters shall be provided;
 - Privacy strips/short gardens that range from 1 to 3 metres in depth shall be provided
 - Street trees shall be provided in accordance with Condition 7

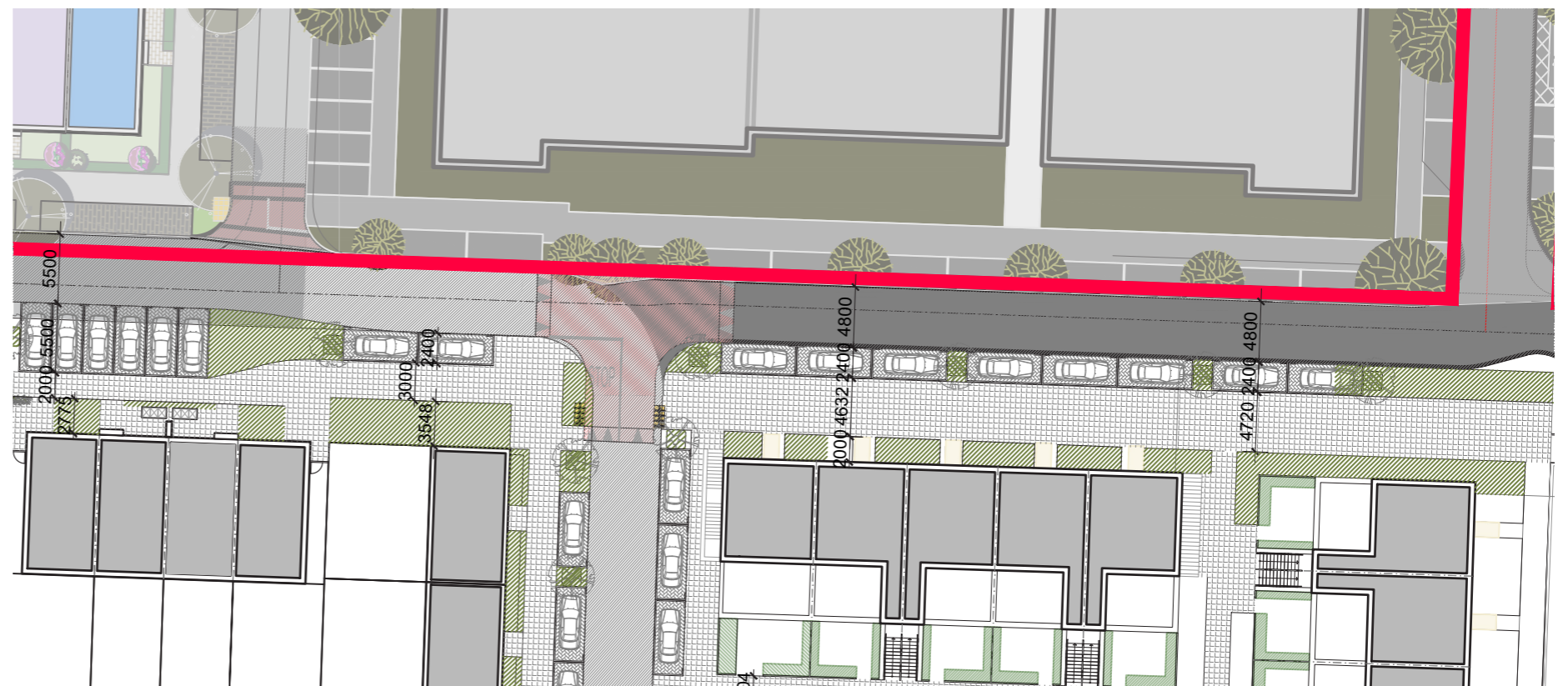
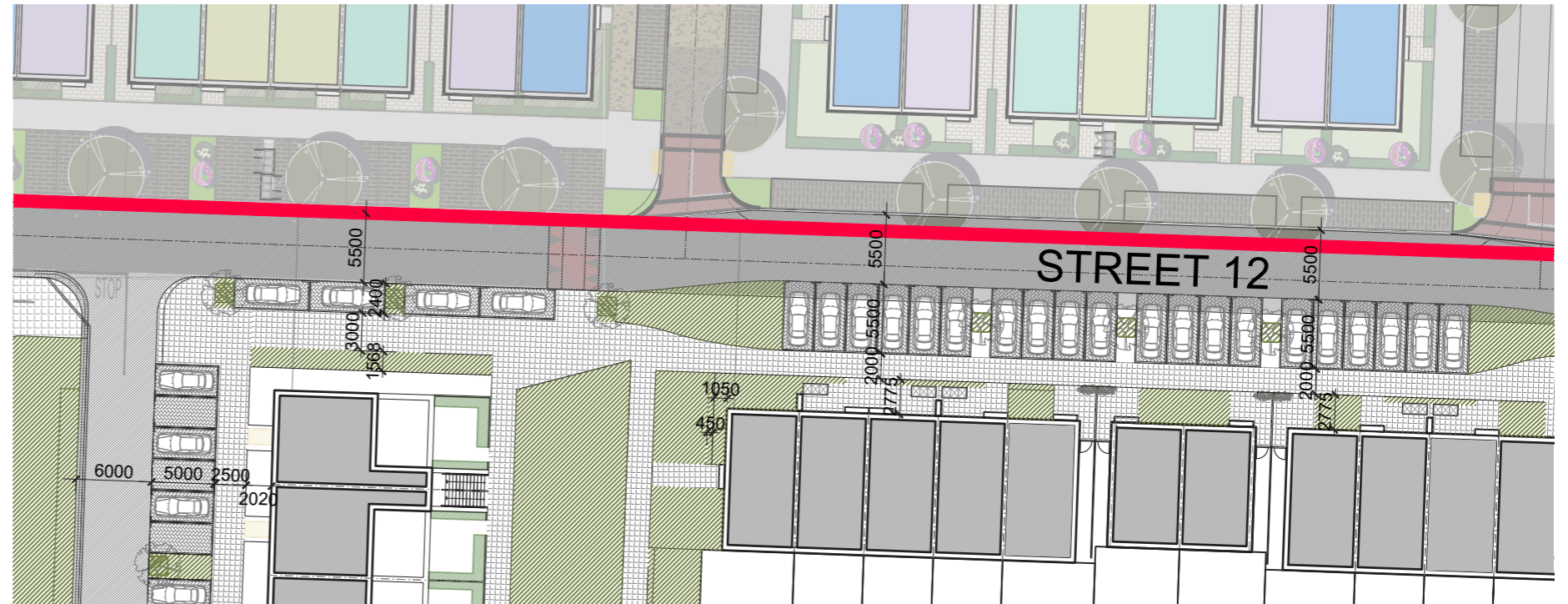
Response

Street 12 has been designed in accordance with Figure 2.2.6 'Indicative Local Street A' and with reference to the emerging proposed design for the opposite side of the street.

- The street has a carriageway width of 5.5 meters;
- Perpendicular parking bays are a minimum of 5.5m deep to allow for reversing.
- Perpendicular parking is provided on one side of the road only;
- A footpath width ranging from 2 to 3 meters has been provided;
- Privacy strips of 1.5 to 2.7 meters have been provided;
- Street trees have been provided in accordance with Condition 7.



Key Plan



Plan of Street 12 / Drawing Ref: CLB-1-00-SW-ZZ-DR-CWO-AR-1000

2.0 Street Hierarchy, Design & Layout

2.15 Canal Road

Condition 2

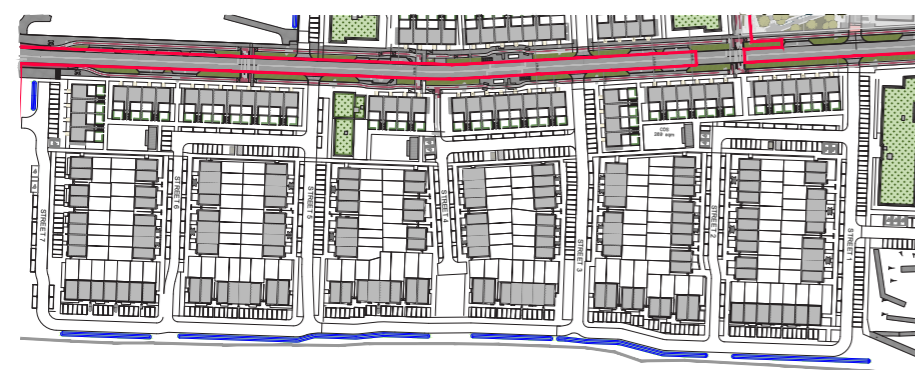
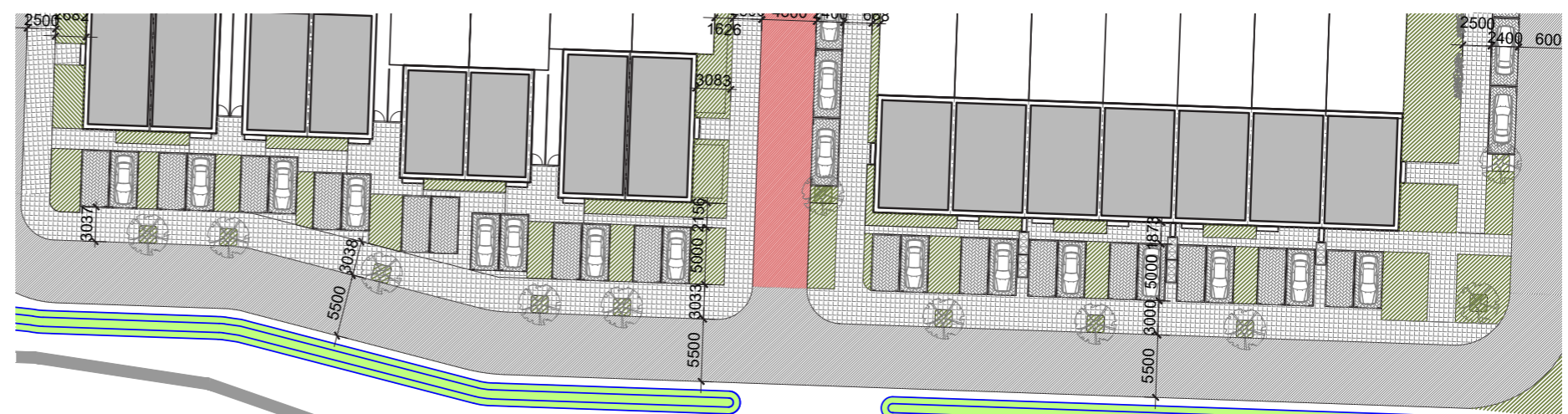
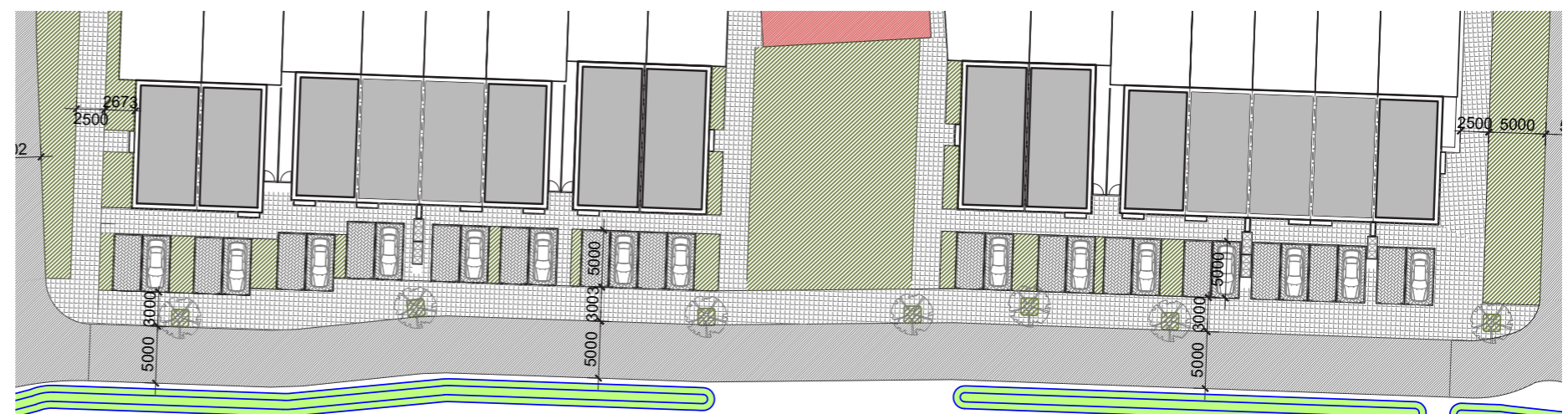
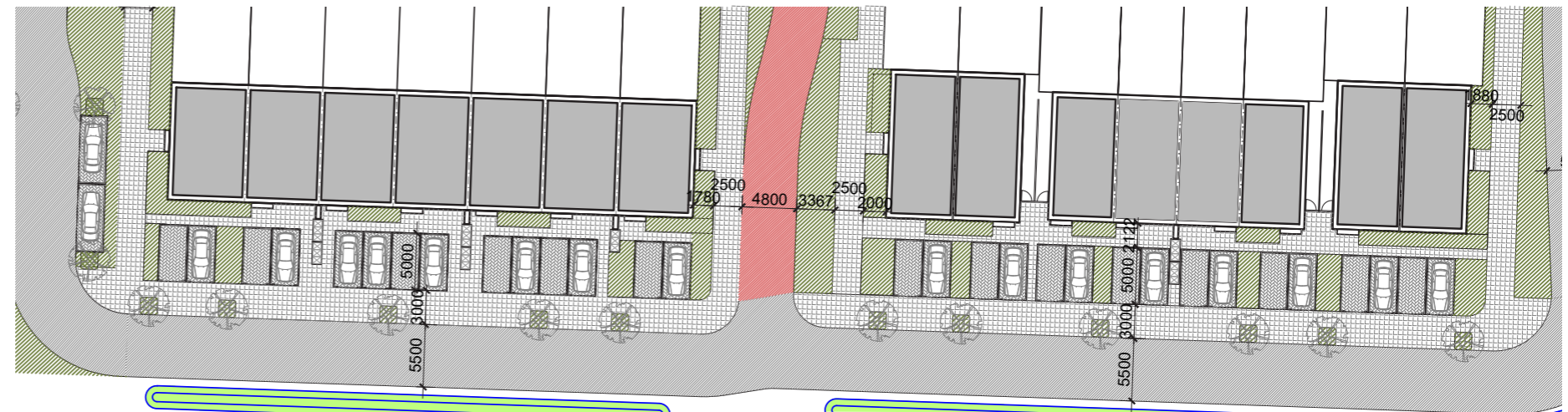
2 (n) Canal Road: This shall be redesigned in general accordance with Figure 2.2.6 Indicative Local Street A. The following detail shall be provided:

- The street shall have a carriageway width of no less than 5 meters and no more than 6 meters; 6m shall be provided for reversing if perpendicular parking is proposed
- Perpendicular parking bays shall be a minimum of 5m deep and parallel shall be a minimum of 2.4m.
- At any point along the road, perpendicular parking shall be provided on one side only;
- A footpath width of between 2.5 and 4 meters shall be provided;
- Privacy strips/short gardens that range from 1 to 3 metres in depth shall be provided
- Street trees shall be provided in accordance with Condition 7
- No car parking shall be located adjacent to the canal park.

Response

Canal Road has been designed in accordance with Figure 2.2.6 'Indicative Local Street A'.

- The street has a carriageway width of between 5m and 5.5m has been provided.
- Perpendicular parking bays are a minimum of 5m deep.
- Perpendicular on-curtilage parking is provided on one side of the road only;
- A footpath width of 3 meters has been provided throughout;
- Privacy strips of 1.6 to 2.1 meters have been provided;
- Street trees have been provided in accordance with Condition 7;
- No car parking has been located adjacent to the canal park.



Key Plan

Plan of Canal Road / Drawing Ref: CLB-1-00-SW-ZZ-DR-CWO-AR-1000



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