


LANDS WEST OF OLD BELGARD ROAD AND NORTH, SOUTH AND WEST OF COOKSTOWN ROAD, COOKSTOWN INDUSTRIAL ESTATE

DESIGN STATEMENT - PLANNING

FEBRUARY 2021

C+W O'BRIEN
ARCHITECTS

CONTENTS

Development Team

Introduction

Key Development Statstics

Exectutive Summary

C+W O'Brien Architects
- About us
- Practice Credentials & Awards

1.0 Design Context
- 1.1 Context
- 1.2 Context - Site Location
- 1.3 Context - Site Description
- 1.4 Context - Site Photos
- 1.5 Context - Site Local
- 1.6 Context - Site Zoning
- 1.7 Context - LAP

2.0 Connectivity
- 2.1 Existing Connectivity - Pedestrian
- 2.2 Existing Connectivity - Transport
- 2.3 Existing Connectivity - Bus Connects
- 2.4 Proposed Connectivity - Site Permeability
- 2.5 Proposed Connectivity - Streetscape

3.0 Inclusivity
- 3.1 Inclusivity - Ground Floor
- 3.2 Inclusivity - First Floor Podium

4.0 Variety
- 4.1 Variety - Apartment Mix

5.0 Efficiency
- 5.1 Design Efficiency

6.0 Distinctiveness
- 6.1 Distinct Developments

7.0 Layout
- 7.1 Development Layout

8.0 Public Realm
- 8.1 Public Open Space

9.0 Adaptability
- 9.1 Adaptability Statement

10.0 Privacy + Amenities
- 10.1 Privacy + Amenities
- 10.2 Amenity: Indicative Concierge / Reception Area
- 10.3 Amenity: Indicative Gym Spaces
- 10.4 Amenity: Indicative Large Communal Spaces
- 10.4 Amenity: Indicative Smaller Communal Spaces

11.0 Parking
- 11.1 Car + Bicycle Parking

12.0 Detail Design
- 12.1 Proposed Massing
- 12.2 Contextual Elevations
- 12.3 Proposed Materials
- 12.4 Proposed CGI's

It should be noted that drawings within this document are not to scale

Introduction | About Us

We make exceptional places + spaces

C+W O'Brien is a leading, award winning architects practice and part of the Corstorphine + Wright Architects Group with 10 offices across Ireland and the UK, including Dublin, London, Warwick, Manchester, Liverpool, Newcastle and Glasgow and two offices within the Birmingham area.

Marrying 35 years of professional experience with cutting edge technologies, we produce design solutions that enhance the built environment, transform cities and communities and achieve outstanding commercial success for our clients.

Across our network of offices, our 140+ strong team of people includes some of the most talented and dedicated professionals in the industry, working on projects across all sectors and regions of the country.

Our exciting portfolio of innovative clients includes Ireland's largest property PLCs, along with the leading developers and property and pension funds. Whilst our specialisms cover a wide range of sectors, the bulk of our revenue arises from complex and large scale, mixed use developments featuring residential, student accommodation, commercial, hotel and leisure.

Recently, our achievements have included becoming part of the Architects Journal top 100 practices in 2015 and 2016, and receiving a number of prestigious awards such as the Irish Public Sector Magazine's Excellence in Business Award for Architecture and Project Management two years in a row. We have also received awards from a number of UK bodies including the British Council for Offices, the British Council of Shopping Centres and the International Council for Shopping Centres.

The Dublin branch is led by Arthur O'Brien, who joined Corstorphine + Wright's London office having previously run OBK Architects in Dublin, a thriving architects practice in Ireland with a team of 70+ staff. After initially working as a director at Corstorphine + Wright's London office, Arthur made the move to re-establish the Dublin office.

The opening of the Dublin office was part of a programme of expansion, which has since continued with the opening of new offices in Galway, Glasgow, Leeds and Birmingham City Centre. We are now in talks to form additional offices to further increase our geographical coverage.

As a practice, we stand out as one of the few architects with the range of skills to take projects through from concept to completion, offering both the vision to design world-class schemes and the technical skills and commercial awareness required to deliver them on time and within budget. We understand that great architectural designs need to be aspirational, but they also need to be deliverable and to work in the real world and so we take a holistic approach to our projects, making sure that we consider them from every angle.

We ensure that our developments don't just look good; they also deliver incredible and long-term value, meeting our clients' objectives and the needs and desires of the end users for whom they were built.

In addition to our architectural talent, we employ an in house team of graphic designers and 3D animators who add value for clients throughout a project. By helping us to accurately convey the vision for the project and forming the basis for developed virtual environments that can be tested and altered, these sketch models and animations help to speed up the design process. Always at the forefront of industry developments, we invest in the latest technology and skills to help us to continually innovate and go the extra mile for our clients.

It should be noted that drawings within this document are not to scale

Introduction | Practice Credentials & Awards

C+W O'Brien Architects are a registered architectural practice with the RIAI and RIBA, and an ISO 9001 certified company. As a part of the Corstorphine + Wright Architects Group with 10 offices across Ireland and the UK, we are currently an Architects' Journal Top 100 practice, and have been for a number of years.

In 2019, C+W O'Brien was awarded the The Public Sector Magazine award for Excellence in Architecture & Project Management for the fourth consecutive year. We were also shortlisted finalists in four categories at the Irish Construction Industry Awards.

In the last 6 months we have been shortlisted for a number of awards including for "Housing Project of the Year" at the Building and Architect of the Year Awards for our project Stoneleigh in Craddockstown.

We have been shortlisted for two awards at the Fit Out Awards, with Nicola Kelly shortlisted for Project Manager of thr Year, and Jen McAuley shortlisted for Young Designer of the Year.

Our Student Residence project "Carman's Hall" with Heyday, was shortlisted for both the Interior Project of the Year, and Fit Out Project of the Year at the Irish Building and Design Awards.

IRISH CONSTRUCTION INDUSTRY AWARDS 2018

AJ100

THE PUBLIC SECTOR MAGAZINE

Building and Architect of the Year Awards 2018

UVDB empowered by Achilles

BCO

Constructionline Part of Capita plc

ICSC

BDA

ISO 9001 REGISTERED

RISQS RAILWAY INDUSTRY SUPPLIER QUALIFICATION SCHEME

UK GREEN BUILDING COUNCIL Member

Acclaim Accreditation

Bury Street
ABINGDON

BCSC Gold Awards
Winner of the 'Refurbishment and/or Extension (under £5m)'.

The Council House
DERBY

BCO National Award 2014
Best Refurbished / Recycled Workplace category for Derby City Council

Civic Trust Award 2012
Derby City Council

Regional Excellence Award 2013
The best large commercial building for Derby Council

Gold Award 2012
Derby Council House

Whiteley Town Centre
FAREHAM

ICSC European Shopping Centre Awards 2014
Winner – 'Best New Development' in the medium retail projects category

BCSC Gold Award
Shortlisted for the 'New Centre' 2013 award

It should be noted that drawings within this document are not to scale

Development Team

Developer
Absolute Limousines Ltd and Boherkill Property Development Ltd

Architect
C+W O'Brien Architects

Planning Consultant
Hughes Planning & Development Consultants

Transport Planning
NRB Consulting Engineers

Civil / Structural Engineer
GDCL Consultant Engineers

M&E Engineers
JAK Consulting Engineers

Landscape
Cunnane Stratton Reynolds Landscape

Fire / DAC Consultant
DFA Ltd

Aviation Consultant
O'Dwyer & Jones

Verified Views / CGI's
3D Design Bureau

Agent
Cushman & Wakefield

Quantity Surveyor
Hardy Partnership

BTR Consultant
LIV Group

It should be noted that drawings within this document are not to scale

Introduction

This Design Statement (DS) has been prepared by C+W O'Brien Architects Ltd, Sarsfield Quay, Dublin, as part of the planning application submission for the redevelopment of the lands west of Old Belgard Road, and north, south and west of Cookstown Road, Cookstown Industrial Estate, Tallaght, Dublin 24.

This document explores the stages of the proposed design, with an understanding of the site constraints and conditions, design development of the proposal, with reference to a number of Pre-Planning meetings with both An Bord Pleanála and South Dublin County Council. The document includes a break-down of the proposed design and proposed materials to be used within the development etc.

The proposed development, as designed by C+W O'Brien Architects, comprises the demolition of existing industrial units/buildings (totaling approx. 16,000 sq.m) and the construction of a mixed-use development, featuring 1104 no. apartments (142no. studios, 463 no. 1-bed apartments, 454 no. 2-bed apartments, 45 no. 3-bed apartments), in 5 no. blocks varying in height upto eleven storeys over basement. The proposed development retains the existing petrol station (associated with Circle K Belgard) located in the north-eastern corner of the larger land parcel. The proposed development shall be 'Build-To-Rent'.

It is intended that this Design Statement is read in conjunction with the documents and drawings supplied as part of the planning application.

It should be noted that drawings within this document are not to scale

Executive Summary | 0.1 Executive Summary

This document, along with the accompanying drawings, schedules and reports that form this planning application, sets out a design proposal that represents the optimal solution that accounts for planning policy (both local and national) and the commercial requirements to make the development of the site viable. The Design Team have completed an intensive period to redesign the scheme to take account of recent planning inspector reports, both from An Bord Pleanala and SDCC.

This Architect's Design Statement presents the background and design solutions that have led to the form of this proposal. It has been structured to align with the 12 principles as set out in the Urban Design Manual. The following pages are a summary of the contents of this report.

We note that there are many other documents that form part of this planning application submission and while every event has been made to summarise the contents in this document we refer the reader to the other planning documents submitted with this application.

A summary of the proposed development can be seen over the next number of pages which each selection afterward delving deeper into each topic.

Gross Internal Area
91,281.76m²

Commercial Space
762.1m²

Office Space
1500m²

Creche
245.6m²

Internal Communal Space
2741.05m²

External Communal Space
5106.70m²

Total Communal Space
7847.75m²

Public Open Space
6680m² (18%)

Plot Ratio
2.4

Number of Units
1104

Studios
132 (12%)

One Bedroom
475 (43%)

Two Bedroom
452 (41%)

Three Bedroom
45 (4%)

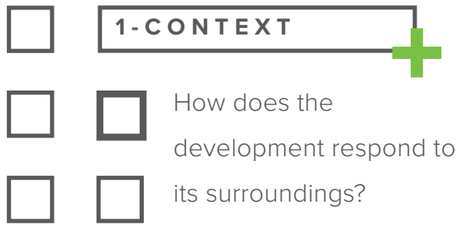
Dual Aspect
50%

Carparking
351

Bicycle Parking
1860

It should be noted that drawings within this document are not to scale

Executive Summary | 0.1 Executive Summary



How does the development respond to its surroundings?

The proposed residential scheme appraised the surrounding context, in order to develop an appropriate site layout which would set a standard for the future development of this northern section of the Cookstown regeneration lands.

The proposed residential buildings range in height from 4 to 11 storeys, increasing to visually connect with the height of proposed future developments in line with the LAP.

The development proposes the modernising and upgrading of a large portion of the public realm to ensure the creation of a new residential quarter.

The development responds to the primary route of Cookstown Road with active frontage, a large pedestrian plaza and landscaped corridors opening onto such.

While acknowledging the proposed site sits within a former light industrial regeneration zone we have sought to improve the connections to near by sites and developments through our scheme and allow for sensible connections to future developments.

How well connected is the new neighbourhood?

The development proposes to greatly improve connectivity from the site and surrounding area to the Belgard Luas stop through the introduction of new access corridors. The Belgard Luas Stop is conneced to both Tallaght, City West and the City Centre.

The design approach of the proposed development ensures the passive surveillance of all routes and pedestrian footpaths within the site which stimulates connectivity with the adjoining developments.

The design proposes to upgrade all of the perimeter paths and roads along all boundaries to residential standards. In addition, a new Tertiary route in line with the LAP will be provided to the South-East boundary connecting from Cookstown Road to the Old Belgard Road. Bridging between this tertiary road and Cookstown Road will be local access routes.

The proposed site is very well connected to Tallaght Town Centre and through the Luas line to Dublin City Centre and as such is a site for appropriate sequential development of the regeneration zoned lands.

How easily can people use and access the development?

The design of the proposed blocks provide active frontages which enable easy access by all. The scheme also includes a range of public, communal amenity spaces and facilities for children of different ages, parents and the elderly.

The Landscape composition by Cunnane Stratton Reynolds, including streets and footpaths to provide for movement by any person with mobility impairment. The layout and landscape comprises with roll-over kerbs and level crossing of all streets which will comply with the requirements of Part M of the Building Regulations– Access for People with Disabilities. The development will also provide 17 no. of accessible car parking spaces.

The client and design team have included within the proposal the creation of two landscaped pedestrian corridors that will allow simple and easy access to the Belgard Luas stop. These corridors will include micro parks among other elements for the benefit of the tenants & wider community. Please refer to landscaping report by CSR for further information.

The proposed development contains multiple access routes for pedestrians, cyclists and vehicles. creating an easy to navigate scheme for all users.

How does the development promote a good mix of activities?

The development balances the provision of amenity spaces with residential apartments while providing for renewed commercial and retail activity off the Cookstown Road and Old Belgard Roads.

The proposed development provides for a mix of Studio, One, Two and Three bed apartments which varies in sizes and orientation in order to ensure a mix of tenures across the scheme. In addition the scheme includes for Duplex 2 storey two bed apartments as a design solution to avoid north facing units and to maximize the number of Dual Aspect units.

The proposed scheme provides for amenity spaces for the residents, such as gyms, cinema rooms, lounges and meeting rooms.

The scheme includes for a creche and children's play areas to provide facilities to attract families and foster a diverse neighbourhood.

All of the above combined with the proximity to Tallaght town centre will create a sustainable development in a central location.

Executive Summary | 0.1 Executuve Summary

5-EFFICIENCY

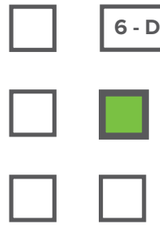
How does the development make appropriate use of resources, including land?

The site is located in close to proximity to many infrastructural elements such as the Red Luas (both the Tallaght & Citywest Lines), the M50, M7/M8 & M9 motorways, Tallaght Hospital, TU Dublin Tallaght Campus, Tallaght Shopping Centre. The proposal is for a high density development that maximizing the sites proximity to these infrastructural elements.

The higher density of the proposed scheme makes efficient use of these valuable residential zoned lands and includes an appropriate area of public open space through various size plazas etc.

The carefully considered design of the apartment units means they are suitable for all family and age demographics, and are designed such that there is adequate space and generously sized communal and private open space available within the development.

C+W O'Brien Architects have a policy of designing buildings that incorporate the principles as laid out in Section 5 of this document. These are set to minimize the impact of the proposed development on the environment and to maximize the return from the use of the appropriate resources required to construct the development.



6-DISTINCTIVENESS

How does the development promote a good mix of activities?

The proposed scheme will create a high quality, distinctive resideantial neighborhood and is of a density and character that embraces its proximity to a high capacity rail service.

The proposed layout of the streets and design of the buildings will create a high quality urban living environment which contributes visual landmarks to the surrounding regeneration lands.

The apartment blocks are designed to create distinct character areas, each characterized by a distinct palette of finishes and landscaping.

Section 6 of this document outlines the key features of distinctiveness that this development contains.

7-LAYOUT

How does the proposal create people-friendly streets and spaces?

The design approach considered the improvement of the existing environment and attractiveness of the proposed public realm; activeness and permeability connections; and appropriate screening of the development as viewed from outside the subject site.

The site is bounded to the east by the Old Belgard Road and the north & West by the Cookstown road both of which are identified as primary routes in the LAP. A number of Tertiary routes have been included for in line with the LAP. These routes provided for the natural creation of Urban blocks. The southern section is further bisected by a linear park running east-west that allows for biodiversity to infiltrate these blocks and for a natural route for future movement through the site.

All the streets have been designed and will be constructed in accordance with DMURS principles. These will be softened with landscaping features to make them amenable to all.

Refer to CSR & NRB drawings and reports for additional information on the proposed streets and paths.

A blend of mixed uses are spread along the ground level of each block ranging from residential to communal amenities and commercial spaces in order to create active street fronts throughout the development.

8-PUBLIC REALM

How safe, secure and enjoyable are the public areas?

The site layout proposes to maximize the permeability and connectivity to and through the site prioritizing the quality of open space within the development with an emphasis on pedestrian movement. Given the urban setting and the LAP desire for an urban grain the spaces consist mainly of enhanced routes with a large public plaza provided south western corner.

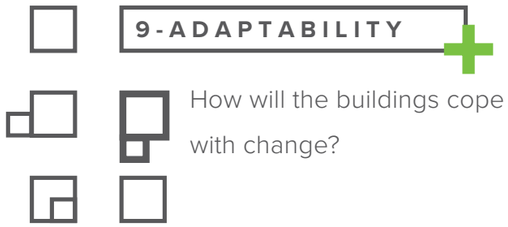
A central landscaped corridor runs through the scheme with pathways branching off of it. The Linear park creates an open and easily navigable scheme throughout. A new pedestrian and bicycle corridor is proposed to create an open and flowing connection from the development to the Belgard Luas stop. This will enable a comfortable urban street grain and an easy route for ease for the residents commuting needs and passive active frontages in the area.

The proposed development will also benefit from its close proximity to the Urban Square as proposed in the Tallaght LAP. This significant Open Space is to be provided to the south of the proposed development The design offers a public plaza to connect to this and bring people through deep into the proposed development

Please refer to CSR Landscape Design Rationale Report for more detail on the proposals for the Public Realm of this proposed development.
*Site area - 49,900sqm (4.99Ha)

It should be noted that drawings within this document are not to scale

Executive Summary | 0.1 Executuve Summary



9-ADAPTABILITY

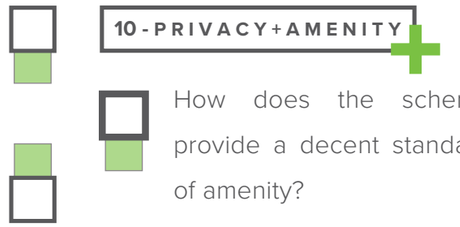
How will the buildings cope with change?

The development provides a mix of units which can be reconfigured to adapt to the changing life cycles and personal needs of residents.

The apartments meet and exceed the minimum standard for unit size and can be adapted to follow the needs of the future residents.

The architectural style is contemporary and reflects the modern requirements of the elevations to balance high quality finises and reducing energy objectives

Section 9 of this document sets out the principles that the Design Team have incorporated to date with this same principles guiding future decision making as the development proceeds to tender and construction phases.



10-PRIVACY+AMENITY

How does the scheme provide a decent standard of amenity?

All the residential units have an area of usable communal open space and private open space in balconies / terraces as well as being compliant with storage requirements.

All the proposed balconies are in compliance with the minimum size and depth of 1.5 metres as per Sustainable Urban Housing - Design Standards for New Apartments (March 2018).

The proposed design considered the orientation of the development in order to maximize the solar gain and natural light aspect of each apartment, 50% of the apartments are dual aspect.

Communal open space consists of a number of unique spaces accessible to all. A number of spaces are provided at ground level throughout the scheme. More spaces are provided are first floor podium level over the car parks. These are access through Part M compliant stairs and lifts.

Privacy and overlooking has been at the forefront in the design of the apartments and the positioning of balconies. The design has ensured that people can seek the privacy within their own dwellings.

11-PARKING

How will the parking be secure and attractive?

The development has a low-car-traffic street design and has been designed to promote activity with pedestrian and bicycle friendly elements combined with a proposed easy access route to the Belgard Luas stop.

A total of 351 car parking space are provided including 14 disabled parking spaces. These are located under a podium which provides added security.

A total of 1860 bike parking spaces have been provided (including 396 for visitor parking) with the majority covered.

Refer to Section 11 for an outline of the location of the proposed parking and to the relevant supporting documentation submitted with this application.

12-DETAILED DESIGN

How well thought through is the building and landscape design?

The design has been subject to feasibility studies as well as pre-application and subsequent local authority consultations between the design team and South Dublin County Council.

The proposed development represents a high-quality design whilst optimizing the appropriate use of the site which will help meet the ever-increasing demand for residential accommodation.

The design treatment incorporate the latest technologies to achieve the highest standards in energy efficiency, also the selected brick finishes, window selection, rendered walls will complement the current building stock in the area.

The drawings, reports and other supporting documents submitted as part of this application contain the detail design of this planning application. The principle points are summarized in Section 12 of this report. Please refer to the relevant documents for greater detail.

It should be noted that drawings within this document are not to scale

1.0
Design Context | 1.1 Context - District

1-CONTEXT

How does the development respond to its surroundings?

The proposed residential scheme appraised the surrounding context, in order to develop an appropriate site layout which would set a standard for the future development of this northern section of the Cookstown regeneration lands.

The proposed residential buildings range in height from 4 to 11 storeys, increasing to visually connect with the height of proposed future developments in line with the LAP.

The development proposes the modernising and upgrading of a large portion of the public realm to ensure the creation of a new residential quarter.

The development responds to the primary route of Cookstown Road with active frontage, a large pedestrian plaza and landscaped corridors opening onto such.

While acknowledging the proposed site sits within a former light industrial regeneration zone we have sought to improve the connections to near by sites and developments through our scheme and allow for sensible connections to future developments.

1 Location of Site
2 Tallaght Town Centre
3 Tallaght Village
4 Aldi Shopping centre
5 Belgard Retail Park
6 SDCC Offices
7 Amazon Data centre
Town Centre
Red Luas Line
L Bancroft Park
T Tallaght Campus - TUD
H Tallaght University Hospital
S Square Shopping Centre
L LUAS Stop

It should be noted that drawings within this document are not to scale

1.0
Design Context | 1.1 Context - Local

1 Application Site - Development

Permitted Schemes

Planning Under design development

Cookstown Way Road extension

2 SHD Bord Pleanala Ref 301204 for 196 PRS Apartments.

3 SHD Bord Pleanala Ref 308398-20 for 252 Apartments

4 SHD Bord Pleanala Ref 303306 for 438 Apartments and 408 Student Bedspaces

5 SHD Bord Pleanala Ref 303306 for 328 Apartments

6 Phase 2 of SHD Bord Pleanala Ref 30898-20

7 Glenabbey site under design development

8 Comans site under design development

9 Bartra Site under design development

10 Marlet Site - Phase 2 under design development

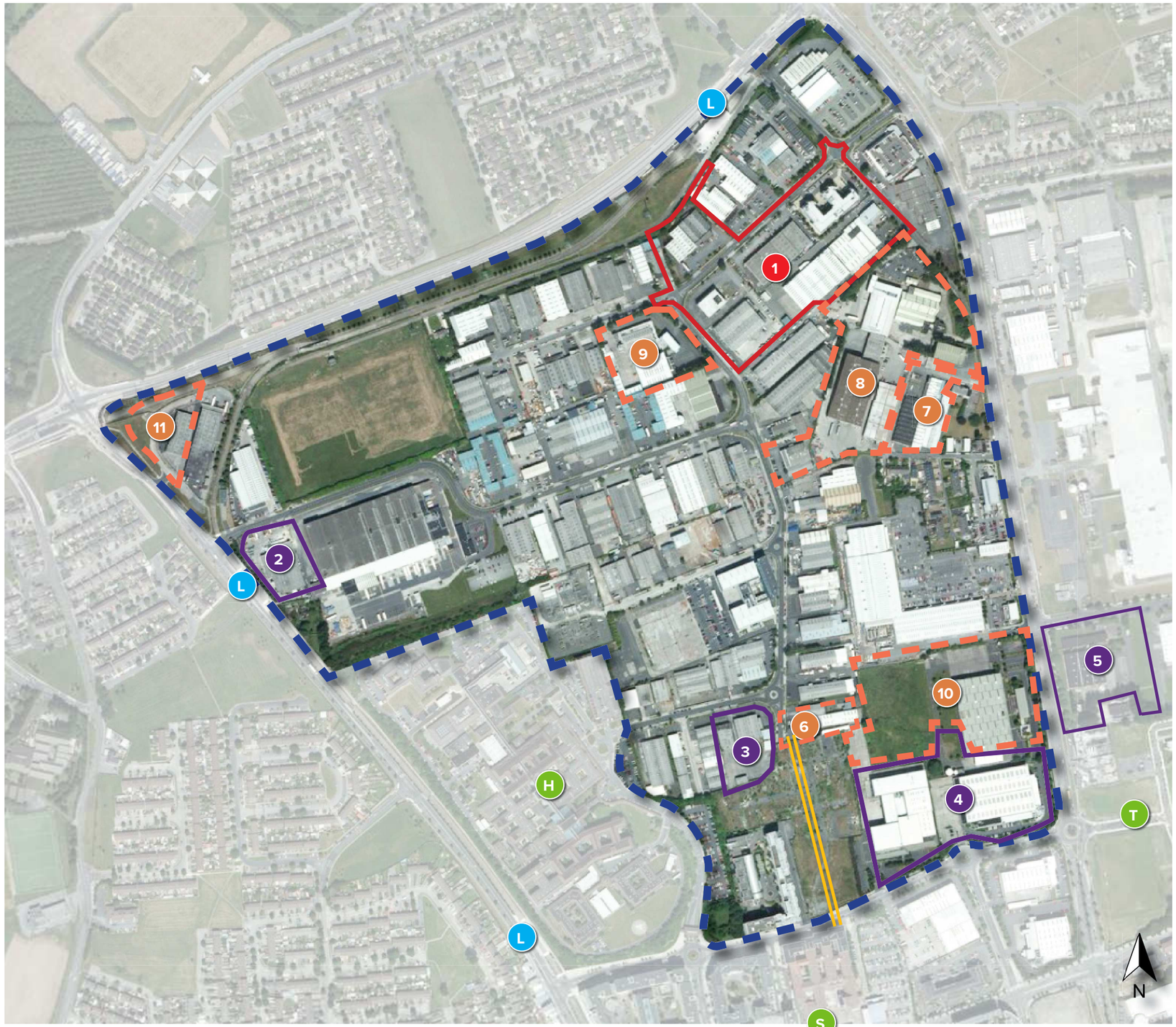
11 Unit 1 Cookstown under design development

H Tallaght Hospital

S The Square Shopping Centre

T Technology University Dublin Tallaght Campus

L Luas Stops



It should be noted that drawings within this document are not to scale

1.0
Design Context | 1.2 Context - Site Location

Aerial Image of Site and Surrounding Context

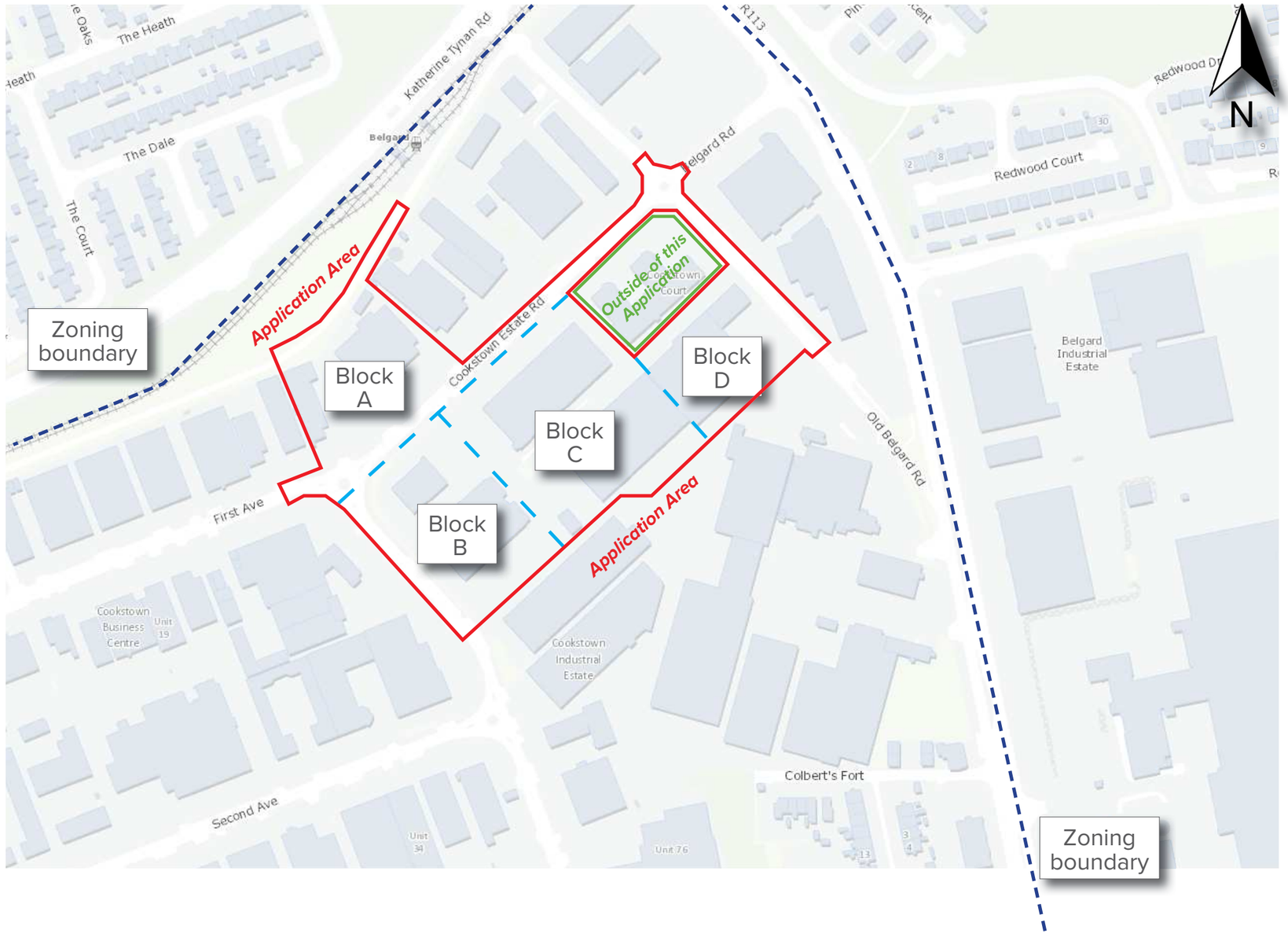
It should be noted that drawings within this document are not to scale

1.0
Design Context | 1.2 Context - Site Location

Site Location and Breakdown

The site is located within the regeneration zoned Cookstown Industrial Estate between the junction of Cookstown Road / Old Belgard Road and the junction of Cookstown Road / First Avenue, Tallaght. The site is well connected to a number of transport links such as the M50 motorway and N81. The Belgard red line Luas stop is an approx. 5 minute walk from the site. A number of bus routes are available within a 10-15 minute walk from the site, such as the 27, 54a, 65 75, 76, etc.

The surrounding industrial estate is primed to undergo large amounts of redevelopment under the regeneration zoning and current L.A.P. In the coming years, much of the existing low-rise, low-density manufacturing and commercial sites are set to be redevelopment into medium-high rise/density accommodation and community services.



Site Location Map

It should be noted that drawings within this document are not to scale

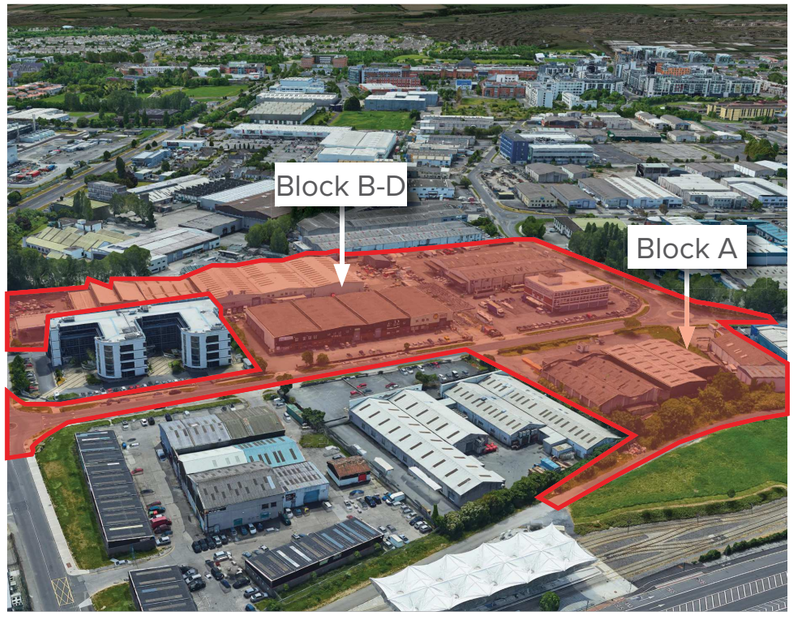
1.0
Design Context | 1.3 Context - Site Description

Site Description

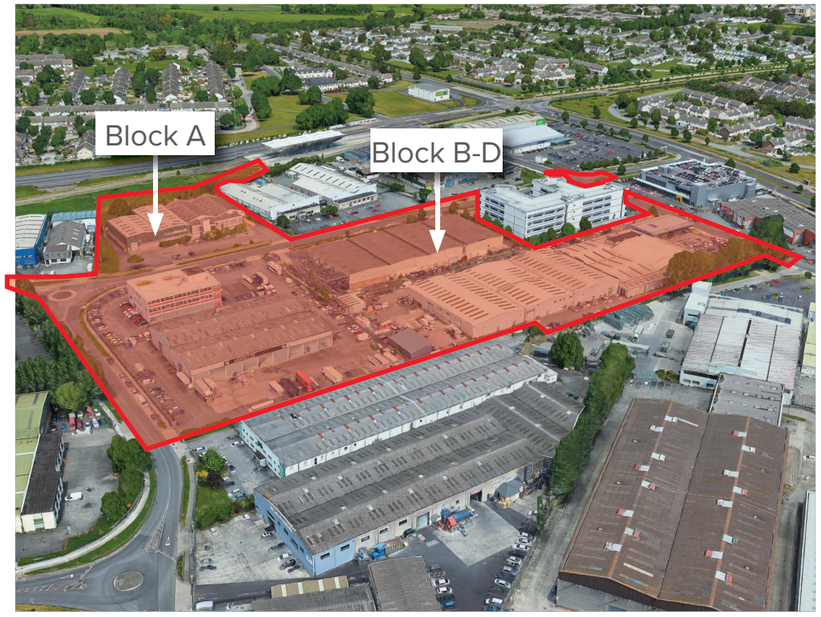
The subject application involves two parcels of land (along with stretches of SDCC and DCC land) located east of the intersection of First Avenue and Cookstown Road in the Cookstown Industrial Estate, Tallaght, Dublin 24. The larger of the two parcels comprises an area of approximately 3.21Ha (7.93 acres) located to the west of Old Belgard Road and south and west of Cookstown Road. This parcel is currently occupied by a number of low rise industrial units s (1-3 storeys) and the Circle K Belgard premises. The smaller of the two parcels comprises an area of approximately 0.81Ha (1.99 acres) located to the north of Cookstown Road, immediately east of the intersection of First Avenue and Cookstown Road. This parcel is currently occupied by a number of low rise industrial units (2 storeys). The two parcels together equate to a total area of c. 4Ha (c. 9.9 acres). There are existing low-rise industrial buildings (which have a total floor area of 16,020m2) featuring on the subject site. These are proposed for demolition as part of the subject proposal.

The site is located within an area comprising industrial land use immediately east, west and south. The subject site's northern boundary is flanked by a reserve and a pedestrian path which leads to the Belgard Luas stop which is located north-east of the subject site. Further north, is the Katherine Tynan Road. The area immediately surrounding the subject site is known as the Cookstown Industrial Estate and features industrial and commercial land uses. The Cookstown Industrial Estate is expected to be the subject of extensive urban renewal in the coming years, with existing industrial buildings being replaced with higher density development. Currently, the majority of the immediately surrounding buildings are older building stock, save for a recently constructed 4-storey office building featuring immediately north-east of the larger parcel at the Old Belgard Road and Cookstown Road roundabout. However, a number of large scale residential and mixed-use developments have been approved in the surrounding area in recent times, discussed later in this document.

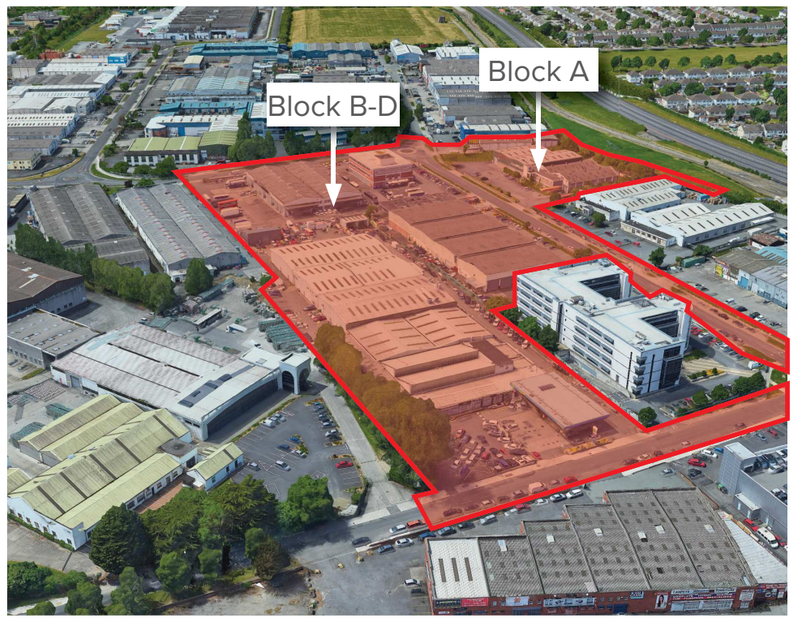
For more context information, refer to Hughes Planning & Development Consultants submitted documents.



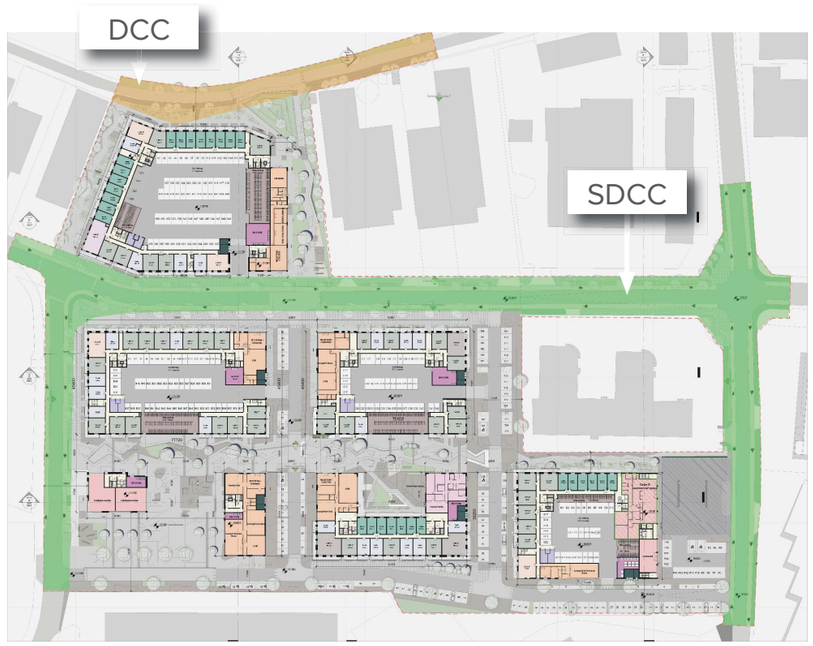
Aerial view from North of Site



Aerial view from South of Site



Aerial view from East of Site

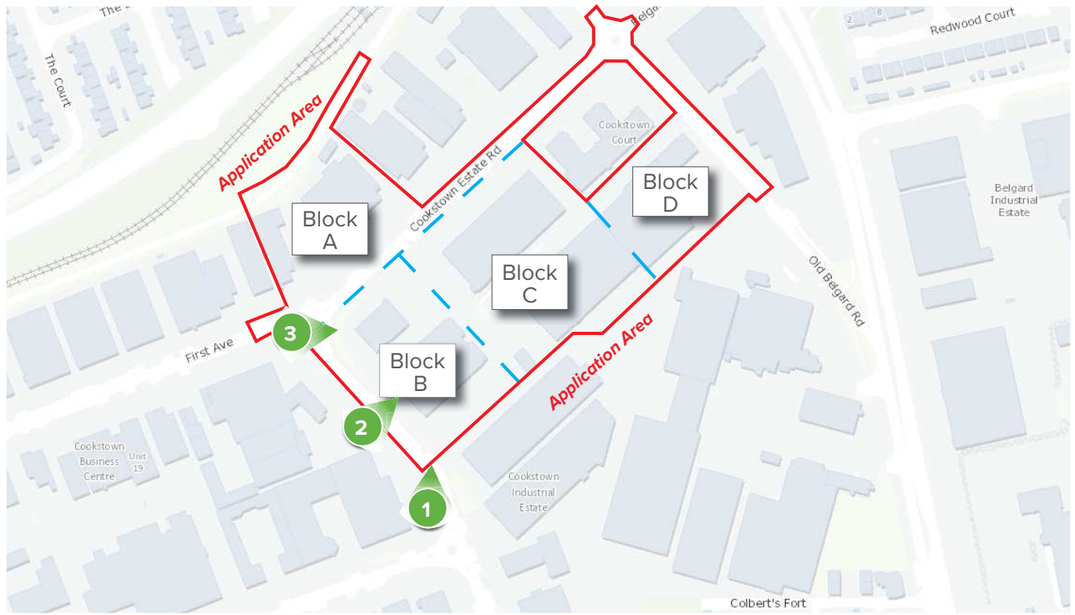


DCC and SDCC lands included in Masterplan

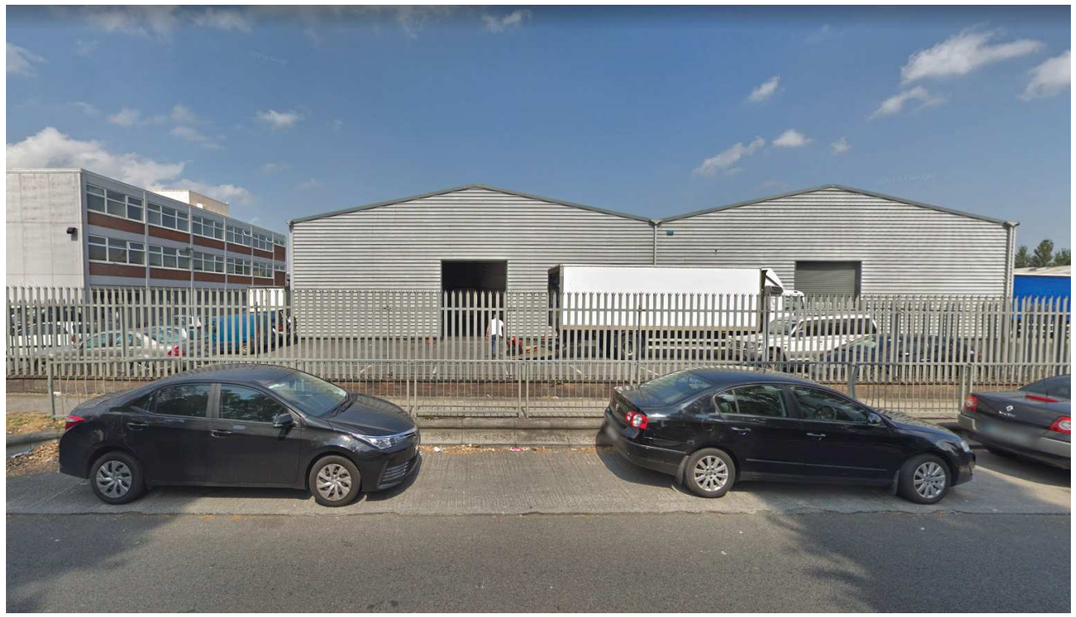
It should be noted that drawings within this document are not to scale

1.0
Design Context | 1.4 Context - Site Photos

1. View of the Southern corner of Block B from Cookstown Road.



Key Map



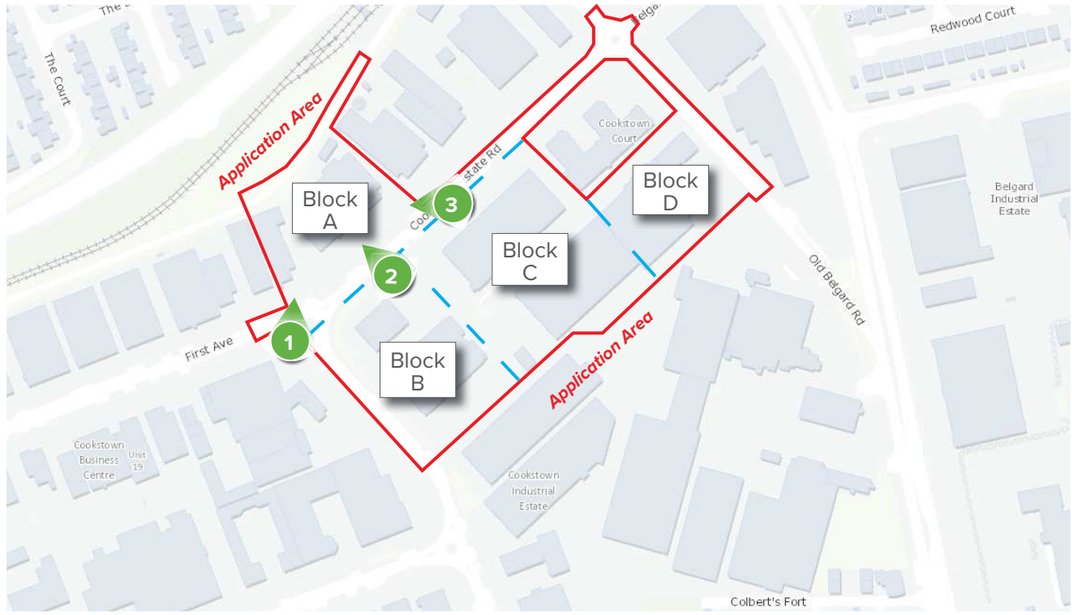
2. View of the SW Boundary of Block B from the Cookstown Road.

3. View of Block B from the Cookstown Road / First Avenue roundabout.

It should be noted that drawings within this document are not to scale

1.0
Design Context | 1.4 Context - Site Photos

1. View of Block A from the Cookstown Road / First Avenue roundabout.



Key Map

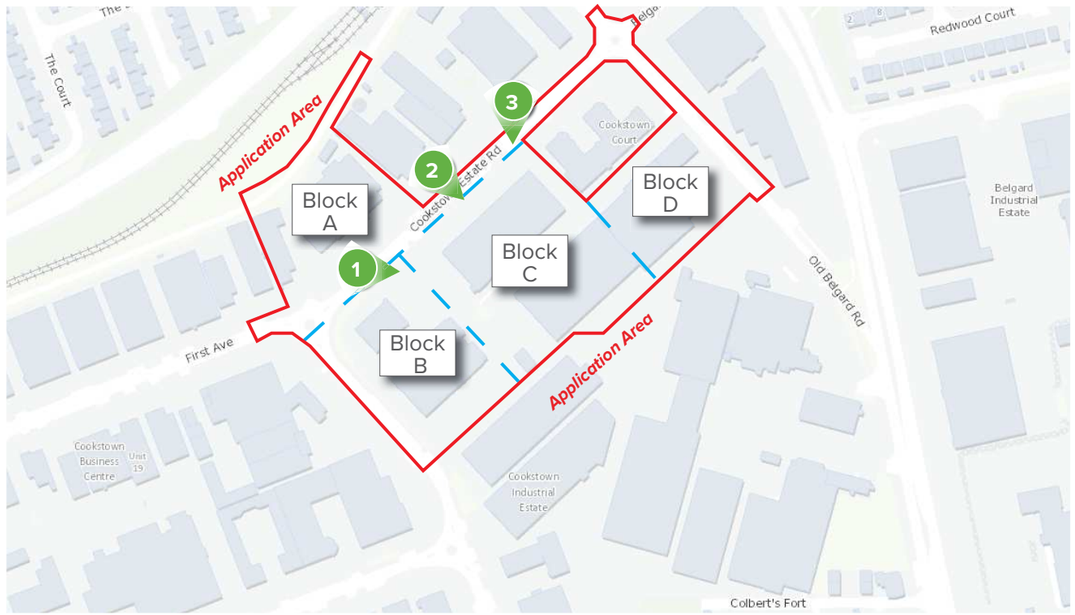
2. View of Block A from the Cookstown Road

3. View of Block A from the Cookstown Road

It should be noted that drawings within this document are not to scale

1.0
Design Context | 1.4 Context - Site Photos

1. View of Block B-C from Cookstown Road.



Key Map

2. View of Block C from Cookstown Road.

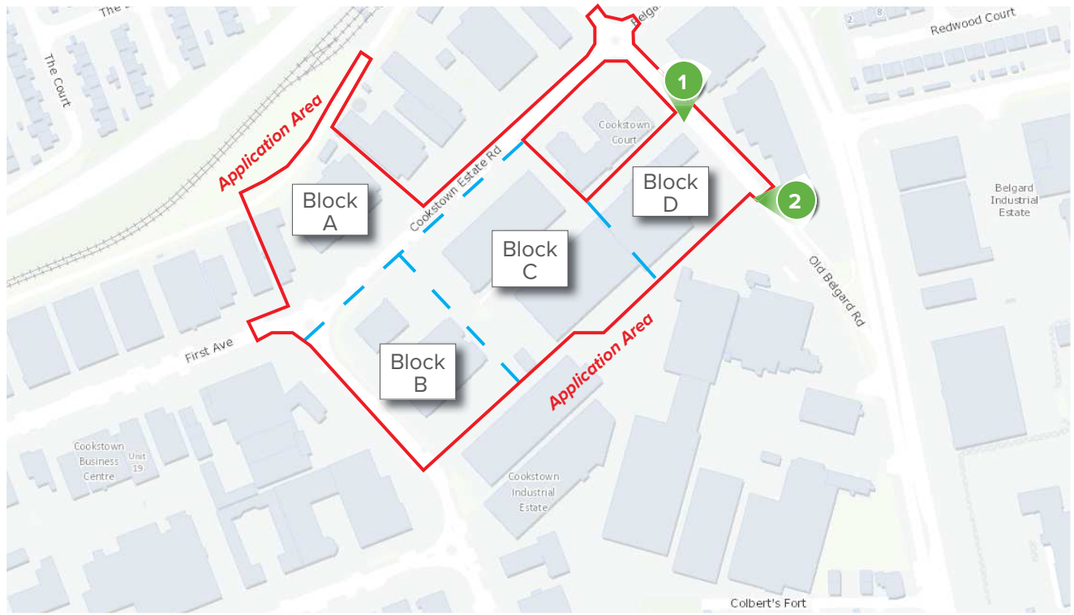
3. View of Block C, north, from Cookstown Road.

It should be noted that drawings within this document are not to scale

1.0
Design Context | 1.4 Context - Site Photos

1. View of Block D from the Old Belgard Road.

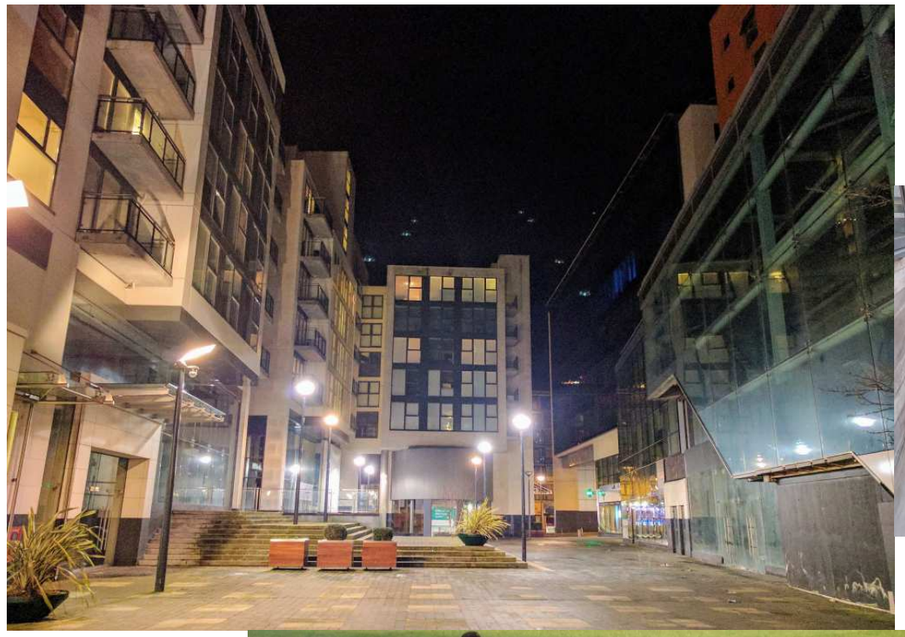
2. View of Block D from the Old Belgard Road.



Key Map

It should be noted that drawings within this document are not to scale

1.0
Design Strategy | 1.5 - Context - Site Local



It should be noted that drawings within this document are not to scale

1.0
Design Strategy | 1.6 - Context - Site Zoning

South Dublin County Development Plan 2016-2022:

Core Strategy:

Set out in Chapter 1 of the South Dublin County Development Plan 2016-2022 is the 'Core Strategy', which outlines the medium to long term strategy for the spatial development for the county by way of policies and objectives, translating the strategic planning framework set out at national and regional levels.

The following policies and objectives set out in the 'Core Strategy are relevant to the application site:

- *Policy CS1:* It is policy of the Council to promote the consolidation and sustainable intensification of development to the east of the M50 and south of the River Dodder
  - *1. CS1 Objective 2:* To promote and support the regeneration of underutilised industrial areas in areas designated with Zoning Objective Regeneration 'REGEN' (to facilitate enterprise and/or residential led development).
- *Policy CS2:* It is the policy of the Council to support the sustainable long term growth of Metropolitan Consolidation Towns through consolidation and urban expansion.
  - *1. CS2 Objective 4:* To promote and support the regeneration of underutilised industrial areas within areas designated with Zoning Objective Regeneration 'REGEN' (to facilitate enterprise and/or residential led regeneration).
  - *2. CS2 Objective 6:* To promote higher residential densities at appropriate locations, adjacent to town centres or high capacity public transport nodes (Luas/Rail).

The objective of the 'Core Strategy' is to focus residential-led development to areas with capacity to absorb more intensified forms of development that support the long term growth of the Metropolitan Consolidation Towns set out in the Regional Planning Guidelines for the Greater Dublin Area 2010-2022. The 'Core Strategy' makes particular reference to higher residential densities being supported at appropriate locations in close proximity to town centres or high capacity public transport nodes, noting underutilised industrial lands, or 'REGEN' zoned lands, adjacent to LUAS and Rail services as priority sites.

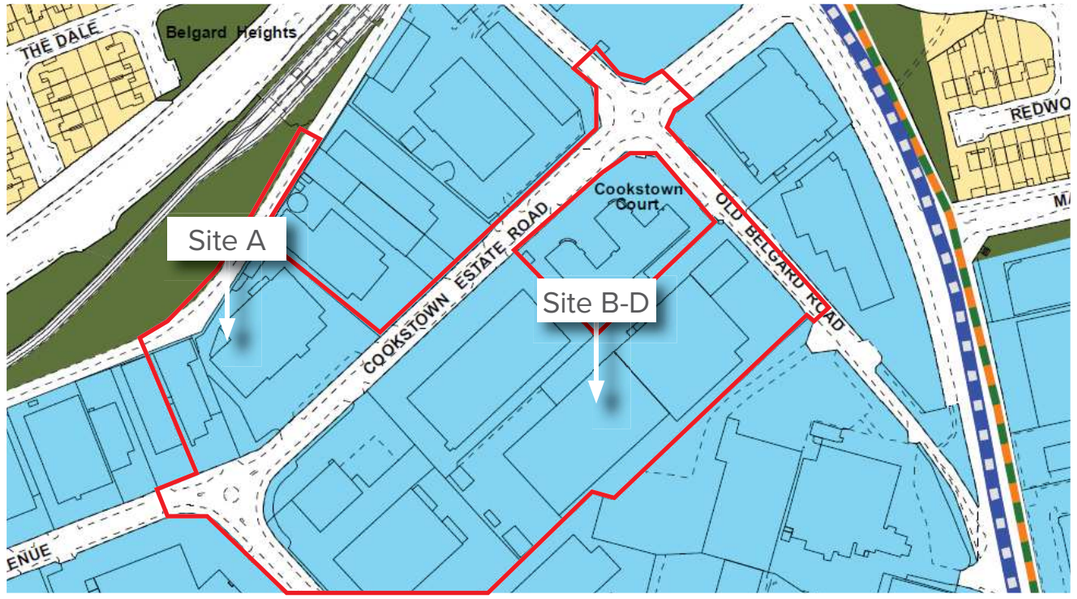
The proposed development will provide for the intensification of an otherwise underutilised industrial site that is zoned for residential-led led regeneration and is well served by high capacity public transport services, in terms of the Belgard LUAS stop, which is immediately north-east of the northern boundary of the site, and is less than 1 kilometre north-west of the town centre of the Metropolitan Consolidation Town of Tallaght. It is submitted that the proposed development is therefore in accordance with the objectives of the 'Core Strategy' as set out in the South Dublin County Development Plan 2016-2022.

Zoning:

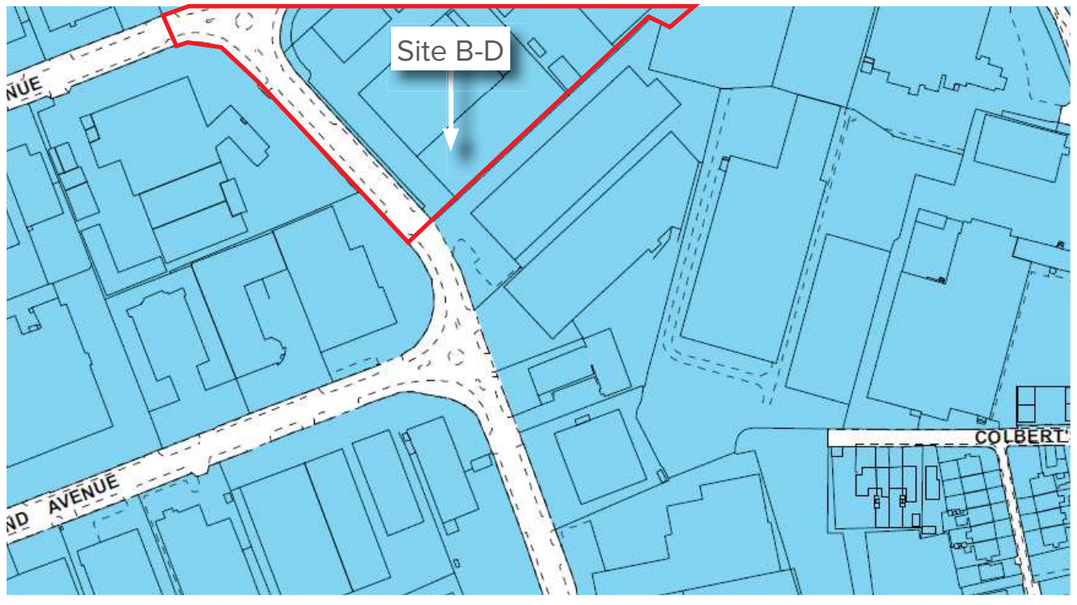
Under the South Dublin County Development Plan 2016-2022, the subject site is zoned 'REGEN', the objective of which is 'To facilitate enterprise and/or residential-led regeneration'. Land uses permitted in principle in this zoning consist of the following:

"Advertisements and Advertising Structures, Childcare Facilities, Community Centre, Education, Enterprise Centre, Health Centre, Home Based Economic Activities, Hotel/Hostel, Housing for Older People, Industry-Light, Live-Work Units, Motor Sales Outlet, Office-Based Industry, Office less than 100 sq.m, Offices 100 sq.m –1,000 sq.m, Offices over 1,000 sq.m , Open Space, Petrol Station, Public Services, Recreational Facility, Residential, Restaurant/Café, Residential Institution, Science and Technology Based Enterprise, Shop-Local, Sports Club/Facility, Stadium, Traveller Accommodation."

The 'REGEN' zone is a new addition to the land-use zoning classifications, in the recently adopted South Dublin County Development Plan 2016-2022, and is aimed at supporting and facilitating the regeneration of underutilised industrial lands that are within close proximity to town centres and/or public transport nodes, with a particular emphasis on more intensive enterprise and residential led development. The 'REGEN' zone is a relatively broad zoning designation under which a wide range of uses may be permitted.



Extract from South Dublin County Development Plan 2016-2022 zoning Map No. 5 showing the application site (outlined in red) within lands with Zoning Objective 'REGEN'



Extract from South Dublin County Development Plan 2016-2022 zoning Map No. 9 showing the application site (outlined in red) within lands with Zoning Objective 'REGEN'

It should be noted that drawings within this document are not to scale

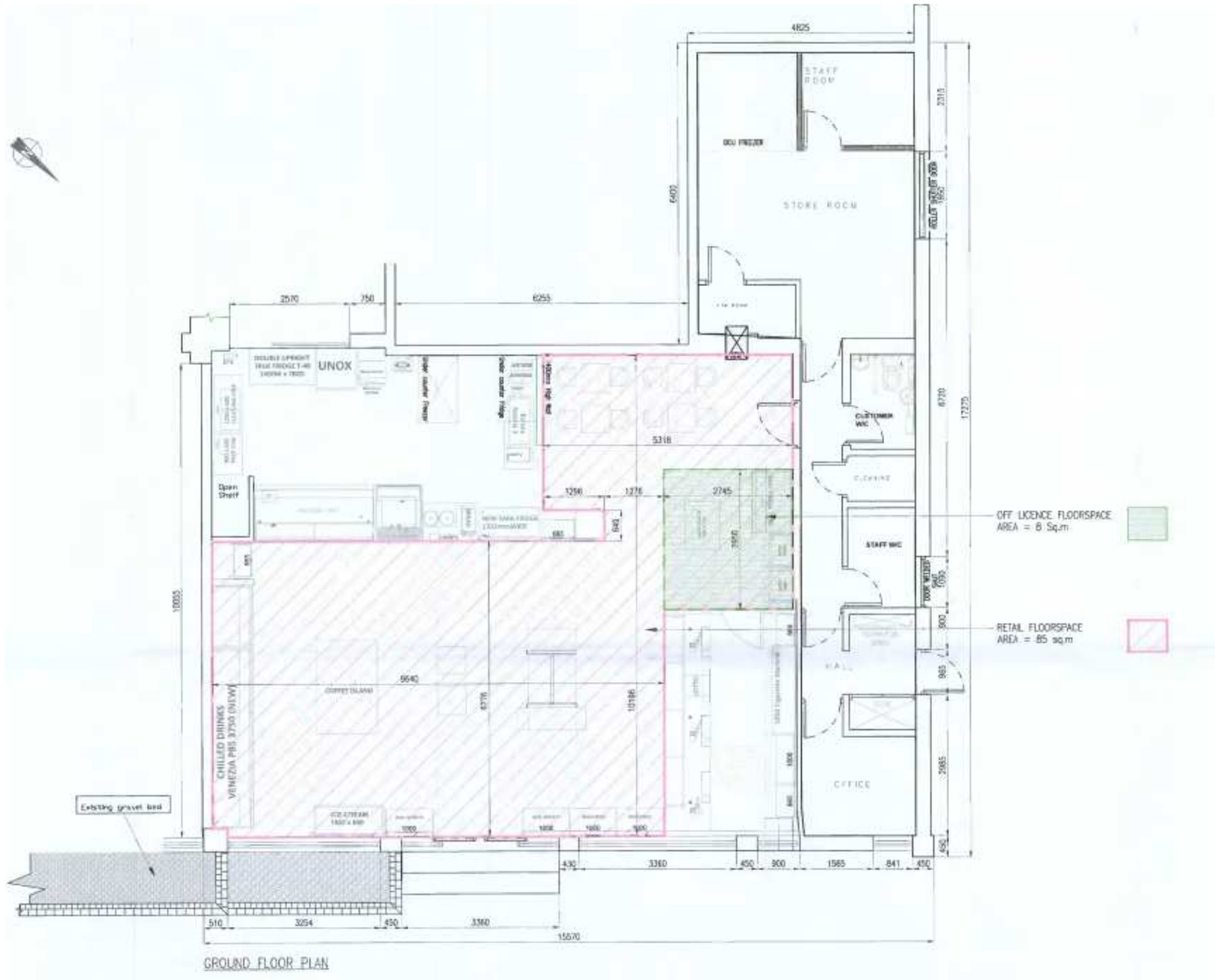
1.0
Design Strategy | 1.6 - Context - Site Zoning

Planning History:

This section provides a review of the planning history for the application site. A review of South Dublin County Council and An Board Pleanála's planning registers revealed one recent planning application relating to part of the subject site. The details are as follows:

Circle K Belgard, Old Belgard Road, Tallaght, Dublin 24 (north-eastern most corner of the subject site)

- *SD19A/0259:* Permission was granted by South Dublin County Council on 10th October 2019 for (i) Change of use from retail use to retail use with ancillary off-licence use; (ii) associated alteration of existing retail unit; (iii) all associated site and development works.



Ground floor plan of the development approved under Reg. Ref. SD19A/0259

It should be noted that drawings within this document are not to scale

1.0
Design Strategy | 1.7 - Context - LAP

Tallaght Town Centre Local Area Plan 2020-2026

On 20th July 2020, the Tallaght Town Centre Local Area Plan was taken into effect. This LAP established a number of goals for the development of the area for the next 6 years. These goals included the following:

- The emergence of vibrant mixed use residential neighbourhoods.
- Create new urban block structure.
- Deliver a mix of new open spaces.
- Improve legibility throughout the area and provision of new streets linking to nearby hubs and 'The Centre'
- Delivery of a variety of building types around Luas stops
- Support provision of a new primary school if deemed necessary by Department of Education and Science.

Extracts from said Local Area Plan can be seen over. ication site covers a large portion of the 'Cookstown' area.

Extract of 'Cookstown' from Tallaght Town Centre LAP 2020-2026

Extract of 'The Centre' from Tallaght Town Centre LAP 2020-2026

It should be noted that drawings within this document are not to scale

1.0
Design Strategy | 1.7 - Context - Masterplan of Cookstown

Context:

While the LAP has been considerered for this proposal it should also be noted that Cookstown neighbourhood currently has no urban grain in terms of residentail development as there is no historical fabric. This lends a unique oppertunity for creative design and moulding a new urban grain.

Recent Developments within the LAP Lands:

In response to the Pre-Application Consulation, in review of the subject site and the surrounding lands, there is currently a large number of developments, in progress, in the planning system or granted within the Local Area Plans constraints. C+W O'Brien Architects have been approached to undertake a number of schemes in the area and for the purposes of context these have been included in the graphic opposite. The footprint of these potential developments along with some recently approved/ lodged developments have been combined with the local area plan on a map to depict a greater potential masterplan of the area.

Legend taken from LAP

- Existing Improved Primary Route
- Existing Improved Secondary Route
- Proposed Secondary Route
- Existing Improved TertiaryRoute
- Proposed Tertiary Route

Current developments within the boundary of the draft LAP.

C+W O'BRIEN ARCHITECTS DEVELOPMENTS

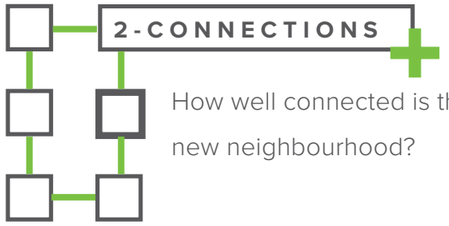
1. LOCATION OF SITE; OLD BELGARD RD AND COOKSTOWN
2. GLEN ABBEY COMPLEX
3. COMAN BEVERAGES SITE
4. 73 COOKSTOWN RD
5. COOKSTOWN CROSS
6. UNIT 1 COOKSTOWN EXTENSION
7. COOKSTOWN CRESENT
8. ABB BELGARD RD; FEASIBILITY
9. BELGARD RD; FEASIBILITY

OTHER LOCAL DEVELOPMENTS

10. AIRTON RD AND BELGARD RD SHD
11. MARLET BELGARD GARDENS PHASE 1
12. MARLET BELGARD GARDENS PHASE 2
13. SDCC PART VIII DEVELOPMENT SITE

It should be noted that drawings within this document are not to scale

2.0 Connections | 2.1 - Existing Connectivity - Pedestrian



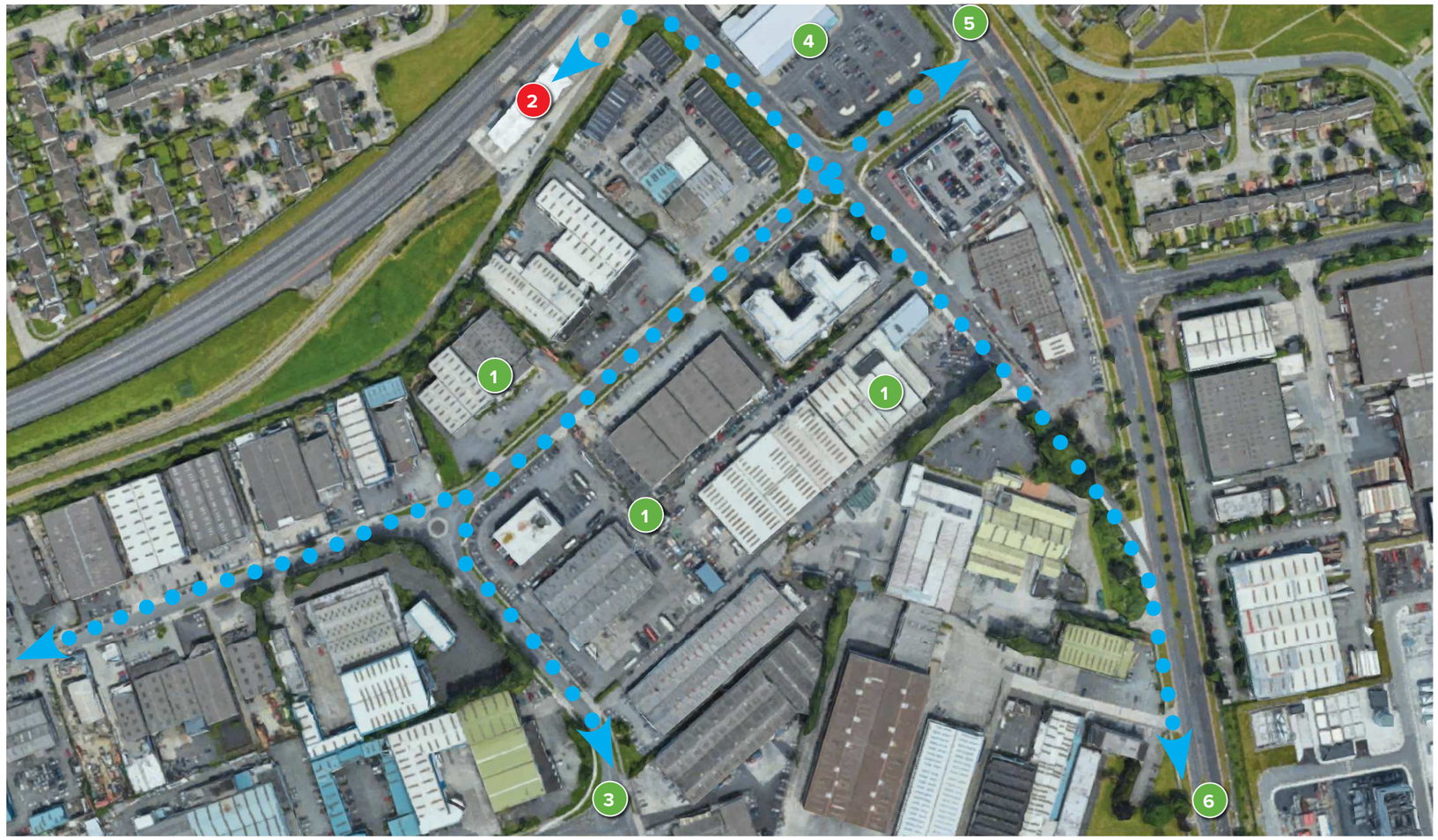
How well connected is the new neighbourhood?

The development proposes to greatly improve connectivity from the site and surrounding area to the Belgard Luas stop through the introduction of new access corridors. The Belgard Luas Stop is conneced to both Tallaght, City West and the City Centre.

The design approach of the proposed development ensures the passive surveillance of all routes and pedestrian footpaths within the site which stimulates connectivity with the adjoining developments.

The design proposes to upgrade all of the perimeter paths and roads along all boundaries to residential standards. In addition, a new Tertiary route in line with the LAP will be provided to the South-East boundary connecting from Cookstown Road to the Old Belgard Road. Bridging between this tertiary road and Cookstown Road will be local access routes.

The proposed site is very well connected to Tallaght Town Centre and through the Luas line to Dublin City Centre and as such is a site for appropriate sequential development of the regeneration zoned lands.



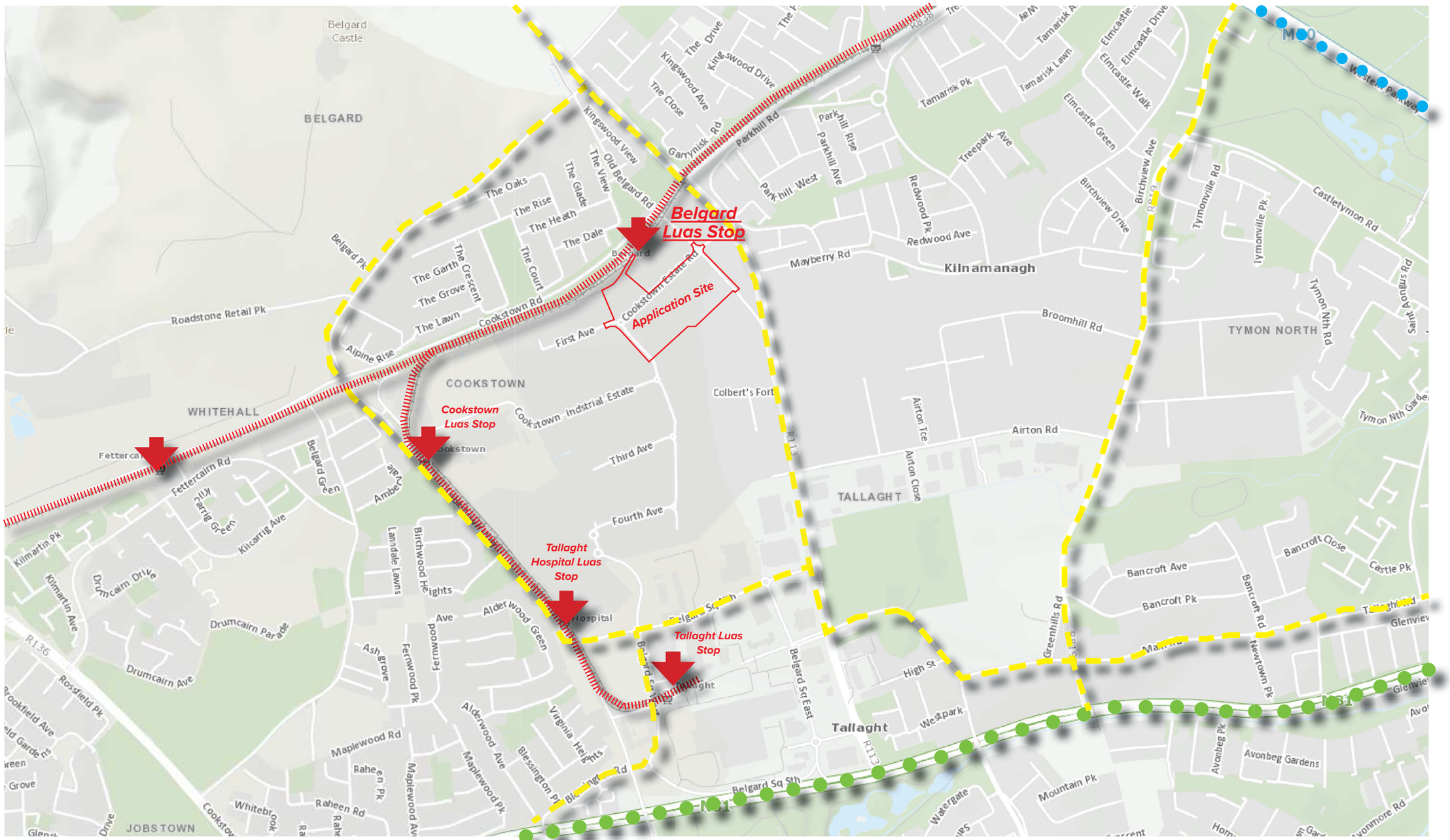
Map Legend

1. Site
2. Belgard Luas Stop (Red Line)
3. To Tallaght Hospital /The Square Shopping Centre
4. Aldi
5. To Belgard Communty Centre / M50
6. To T.U.D /The Square Shopping Centre

Existing Pedestrian Routes

It should be noted that drawings within this document are not to scale

2.0
Connections | 2.2 - Existing Connectivity - Transport



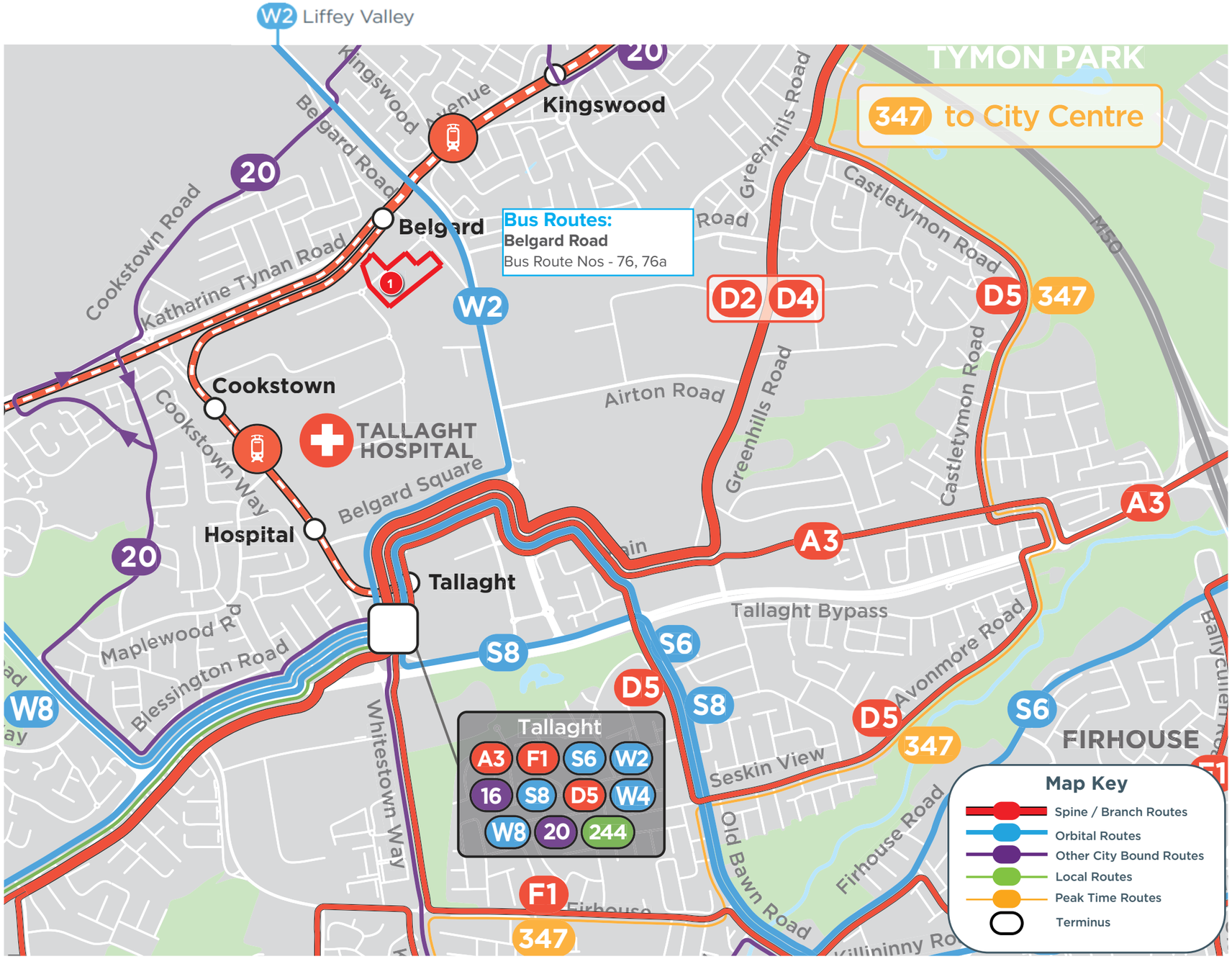
Bus Routes: *Luas Line:* *N81 Major Road Link:* *M50 Motorway:*

It should be noted that drawings within this document are not to scale

2.0
Connections | 2.3 - Existing Connectivity - Bus Connects

Key / Legend

1 — Location of Site



It should be noted that drawings within this document are not to scale

2.0
Connections | 2.4 - Proposed Connectivity - Site Permeability

Key / Legend

Create Pedestrian routes and permeability through the development.

Provide Vehicular Access Points

Create vehicular connectivity through the development

Prioritising pedestrian movement with shared surfaces through the public square

Access to basement carparking

Upgrade to the current petrol station while maintaining operation during delivery

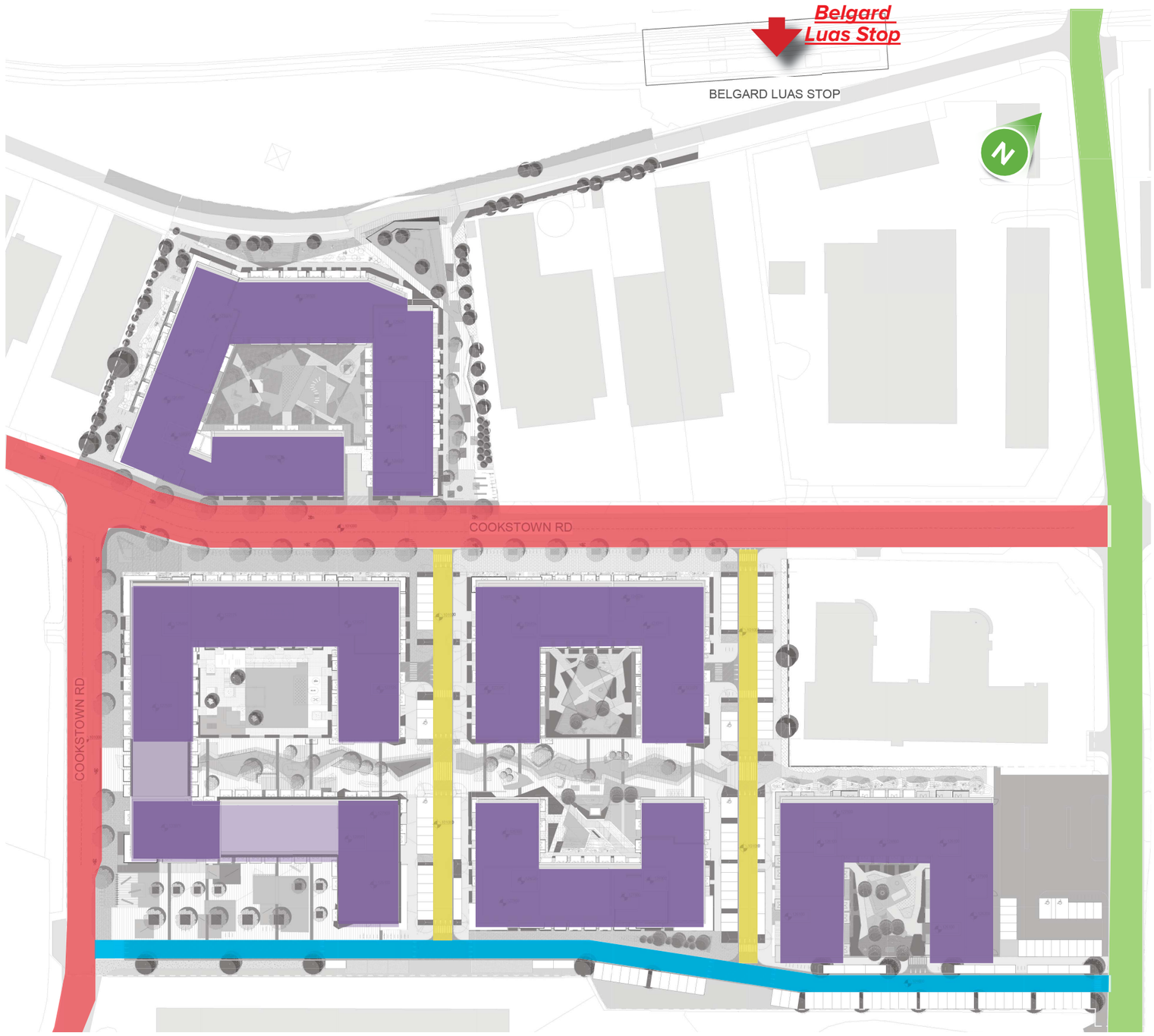
Proposed Site Permeability and Access Diagram

It should be noted that drawings within this document are not to scale

2.0
Connections | 2.5 - Proposed Connectivity - Streetscape

Key / Legend

- Cookstown Road - Primary Route
- Old Belgard Road - Primary Route
- Proposed New Road - Secondary Route
- Proposed New Road - Tertiary Route Local Access.



Proposed Site Streetscape

It should be noted that drawings within this document are not to scale

3.0
Inclusivity | 3.1 - Inclusivity - Ground Floor

3-INCLUSIVITY +

How easily can people use and access the development?

The design of the proposed blocks provide active frontages which enable easy access by all. The scheme also includes a range of public, communal amenity spaces and facilities for children of different ages, parents and the elderly.

The Landscape composition by Cunnane Stratton Reynolds, including streets and footpaths to provide for movement by any person with mobility impairment. The layout and landscape comprises with roll-over kerbs and level crossing of all streets which will comply with the requirements of Part M of the Building Regulations– Access for People with Disabilities. The development will also provide 17 no. of accessible car parking spaces.

The client and design team have included within the proposal the creation of two landscaped pedestrian corridors that will allow simple and easy access to the Belgard Luas stop. These corridors will include micro parks among other elements for the benefit of the tenants & wider community. Please refer to landscaping report by CSR for further information.

The proposed development contains multiple access routes for pedestrians, cyclists and vehicles. creating an easy to navigate scheme for all users.

Belgard Luas Stop

GROUND FLOOR KEY ELEMENTS

1. Street level access to Blocks / Apartments
2. Carpark Vehicular Access Point
3. Resident's Amenity Spaces
4. Creche
5. Commercial Space
6. Bike Storage
7. Landscaped Public Plaza

Pedestrian Link to Luas Station

It should be noted that drawings within this document are not to scale

3.0
Inclusivity | 3.1 - Inclusivity - First Floor Podium

3-INCLUSIVITY

How easily can people use and access the development?

C+W O'Brien Archtiects Inclusive Design Statement

Inclusive design, universal design and design for all are terms used to describe an approach of developing products, services and environments, which are usable and attractive for a large number of people regardless of age, gender, language and ability.

The three terms inclusive design, universal design and design for all, are today often used interchangeably. The principal behind them is basically the same, "to promote an approach to design that understands and respects the needs of a diverse range of users". The terms are used in different parts of the world as a result of their origin. Even though the goal is primarily the same, methods have been developed with a close connection to specific terms.

The quality of buildings and spaces has a strong influence on the quality of people's lives. Decisions about the design, planning and management of places can enhance or restrict a sense of belonging. They can increase or reduce feelings of security , stretch or limit boundaries, promote or reduce mobility, and improve or damage health. They can remove real and imagined barriers between communities and foster understanding and generosity of spirit.

Even though accessibility has improved over the last decade, and planning policy has shifted, with investment providing new facilities to once-excluded communities, the fact remains that poor and disadvantaged people are far more likely to live in poor quality environments. Social , cultural and economic inequalities are still being literally built into new places , and planners and designers need to examine more closely the impact of their decisions.

At C+W O'Brien Architects we have a policy of inclusivity first in all our designs. We promote this in all of our building types, especially in our multi unit residential projects which have an added advantage of being a place where people of many persuasions can come together to break down the barriers that exist between them.

Belgard Luas Stop

FIRST FLOOR PODIUM KEY ELEMENTS

1. Communal Space / Podiums
2. Commercial Spaces
3. Landscaped Public Plaza
- Pedestrian Link to Luas Station

It should be noted that drawings within this document are not to scale

4.0
Variety | 4.1 - Variety - Apartment Mix

4-VARIETY

How does the development promote a good mix of activities?

The development balances the provision of amenity spaces with residential apartments while providing for renewed commercial and retail activity off the Cookstown Road and Old Belgard Roads.

The proposed development provides for a mix of Studio, One, Two and Three bed apartments which varies in sizes and orientation in order to ensure a mix of tenures across the scheme. In addition the scheme includes for Duplex 2 storey two bed apartments as a design solution to avoid north facing units and to maximize the number of Dual Aspect units.

The proposed scheme provides for amenity spaces for the residents, such as gyms, cinema rooms, lounges and meeting rooms.

The scheme includes for a creche and children's play areas to provide facilities to attract families and foster a diverse neighbourhood.

All of the above combined with the proximity to Tallaght town centre will create a sustainable development in a central location.

Number of Units
1104

Studios
132 (12%)

One Bedroom
475 (43%)

Two Bedroom (3 Person)
102 (9%)

Two Bedroom (4 person)
106 (10%)

Two Bedroom (Duplex)
244 (22%)

Three Bedroom
45 (4%)

Creche
245.6m²

Commercial Space
762.1m²

Amenity Space
2,741.05m²

Carparking
351 Spaces

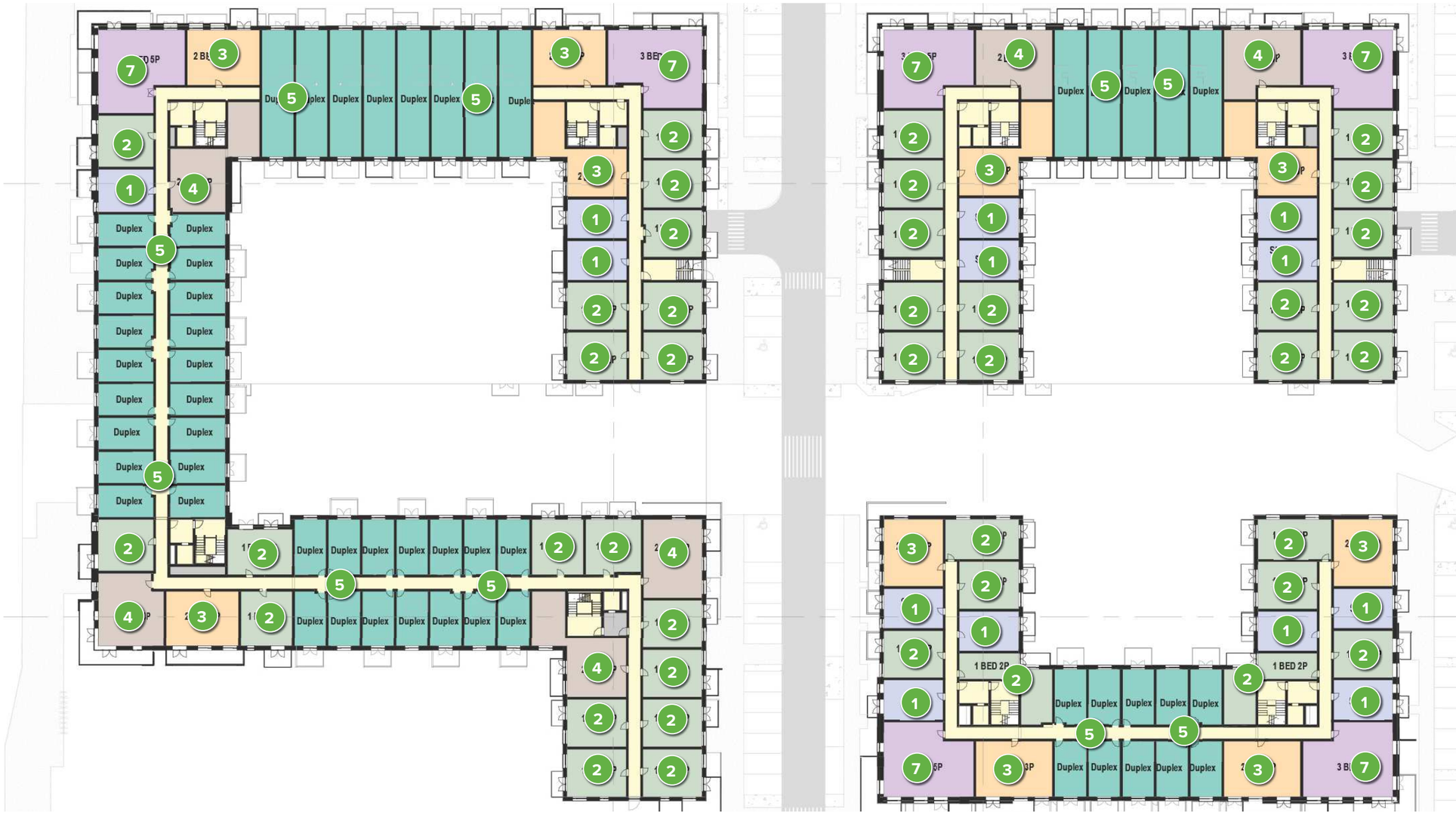
Bicycle Parking
1860 Spaces

EXAMPLE OF BLOCK A UNIT MIX:

1. Studio Apartment
2. One Bed Apartment
3. Two Bed Apartment (3 Person)
4. Two Bed Apartment (4 Person)
5. Two Bed Duplex Unit
7. Three Bed Apartment

It should be noted that drawings within this document are not to scale

4.0
Variety | 4.1 - Variety - Apartment Mix



EXAMPLE OF BLOCK B UNIT MIX:

1. Studio Apartment
2. One Bed Apartment
3. Two Bed Apartment (3 Person)

EXAMPLE OF BLOCK C UNIT MIX:

4. Two Bed Apartment (4 Person)
5. Two Bed Duplex Unit
7. Three Bed Apartment

It should be noted that drawings within this document are not to scale

4.0
Variety | 4.1 - Variety - Apartment Mix

EXAMPLE OF BLOCK D UNIT MIX:

1. Studio Apartment
2. One Bed Apartment
3. Two Bed Apartment (3 Person)
4. Two Bed Apartment (4 Person)
5. Two Bed Duplex Unit
7. Three Bed Apartment

It should be noted that drawings within this document are not to scale

5.0 Efficiency | 5.1 - Design Efficiency

+A 5-EFFICIENCY +

How does the development make appropriate use of resources, including land?

The site is located in close to proximity to many infrastructural elements such as the Red Luas (both the Tallaght & Citywest Lines), the M50, M7/M8 & M9 motorways, Tallaght Hospital, TU Dublin Tallaght Campus, Tallaght Shopping Centre. The proposal is for a high density development that maximizing the sites proximity to these infrastructural elements.

The higher density of the proposed scheme makes efficient use of these valuable residential zoned lands and includes an appropriate area of public open space through various size plazas etc.

The carefully considered design of the apartment units means they are suitable for all family and age demographics, and are designed such that there is adequate space and generously sized communal and private open space available within the development.

C+W O'Brien Architects have a policy of designing buildings that incorporate the principles as laid out in Section 5 of this document. These are set to minimize the impact of the proposed development on the environment and to maximize the return from the use of the appropriate resources required to construct the development.

Whole Building Design Approach For a Multi Unit Residential Building

C+W O'Brien Architects are committed to achieving efficiencies in all aspects of what we do. On a daily basis we examine all aspects of our designs to ensure they meet our own exacting standards. To manage this we have taken a Whole Building Design Approach to our design work.

The Whole Building Design Approach encourages integration and optimization among all building measures. It is important to note that many green building programs also help foster this balance by requiring mandatory attention to all principles, not just one area. These concepts serve as the underlying basis for the design solutions developed by C+W O'Brien Architects for all our buildings.

Buildings using the whole building approach will consider the following eight design objectives in order to create a high-performance building:

- Accessibility and adaptability,
- Aesthetics,
- cost effectiveness,
- Functionality,
- Productivity and health,
- History,
- Safety/security,
- Sustainability.

Unlike the more traditional approach in which design decisions are made one after the other, the whole building approach relies on careful consideration and integration of all key design objectives during every phase of the project.

This approach works particularly well when applied to a single home or larger, more complex, multi unit or mixed-use developments. Although it may not be obvious at first glance, green strategies such as conserving energy and water, selecting the right materials, focusing on durability, or ensuring great acoustical comfort, all affect which other attributes are incorporated and how successful they will be.

Some groups who previously concentrated on just one of these attributes have added green elements to their programs. For instance, many advocates for affordable housing have decided to go green because homes that save energy free up money for other living expenses.

The eight design objectives that contribute to building a high-performance residential building are as follows.

Accessibility and Adaptability

This design objective considers accommodating persons who are permanently disabled or temporarily disabled due to an injury. The concepts of visitability and aging in place are becoming more popular as the percentage of our aging population grows. The visitability movement advocates for constructed homes to consider aspects such as the location of stairs and the width of interior doors. The goal is to ensure equal use of the home for all and the potential to adapt our homes in the future if circumstances change. Both Accessibility & Adaptability form key criteria for all C+W O'Brien Architects projects.

Aesthetics

What qualifies as beautiful is open to personal interpretation and varies with client, climate, context, construction and culture. Aesthetics applies not just to the outside architecture, but to the interior design, the surrounding landscape, the neighbouring buildings and the community at large. At C+W O'Brien Architects we design our buildings to sit within their local context, with reference to the history of the vernacular of a particular area.

Cost Effectiveness

There is no one specific measure for true cost effectiveness, but some considerations are noted here. Does the developer want the lowest first cost or the lowest operations and maintenance (O&M) costs? Is it the building with the longest life span? Will the building be used for a combination of purposes, such as a home office? If so, it must accommodate the public. All of these questions form important considerations in all buildings and it is important to realise from the outset that buildings have budgets, having this in mind we can selected appropriate materials at the outset that do not need to be substituted at a later stage or value engineered.

Functionality

Understanding how the building will fit its users/occupants means defining the size and proximity of the different spaces needed for activities and equipment. We consider the users future needs, such as potential spatial changes for remodelling, and provide proper clearances for replacing or expanding building systems and equipment. We find ourselves trying to anticipate the ever changing world information technology (IT) and other building systems equipment, so it is important to anticipate change and be able to adapt for it.

Productivity and Health

The indoor environment of the home can have a strong effect on health and the productivity of occupants, particularly young children and the elderly, whose auto-immune systems are more susceptible to toxic materials and off-gassing fumes. Excessive noise, glare, drafts, heat, humidity or cold can be potentially damaging or dangerous. As a Design Team we strive to design the building enclosure, building systems, equipment, and appliances to work together as a unified system to achieve a truly healthy home. This is more important in the current times as we see a shift to working from home and periods of time where we must stay in them.

Historic Preservation

Some practical and/or intangible benefits of historic preservation include: retaining history

It should be noted that drawings within this document are not to scale

5.0 Efficiency | 5.1 - Design Efficiency

and authenticity; commemorating the past; increasing commercial value when homes feature materials and ornaments that are not affordable or readily available any longer; and reducing the need for new materials.

Safety and Security
Designing and constructing safe, secure homes and communities is our primary goal. We have considered different issues, such as improved indoor air quality, electrical safety, ergonomics, and accident prevention. Resisting natural hazards requires protection from storms and other natural events. Gated and/or guarded communities are becoming more and more popular and may often require special maintenance and equipment. In these instances it is more important to incorporate spaces where people can meet and form communities.

Sustainability
The construction, use, and demolition of homes have many direct impacts on the environment. To ensure the sustainability of a building, we have considered the following principles:

Optimizing Site Potential.
This principle covers such aspects as proper site selection, consideration of any existing buildings or infrastructure, orientation of streets and homes for passive and active solar features, location of access roads, parking, potential hazards, and any high-priority resources that should be conserved such as, trees, waterways and animal habitats.

Minimizing Energy Use and Use Renewable Energy Strategies.
This principle covers aspects such as the importance of dramatically reducing the overall energy loads (through insulation, efficient equipment and lighting, and careful detailing of the entire enclosure), limiting the amount of fossil fuels required, incorporating renewable energy systems such as photovoltaics, geothermal heat pumps, and solar water heating whenever feasible, and purchasing green power in order to minimize the creation of greenhouse gasses.

Conserving and Protecting Water.
This principle covers aspects such as reducing, controlling or treating site runoff; designing and constructing the home to conserve water used inside and outside; and minimizing leaks by ensuring proper inspections during construction.

Using Environmentally Preferable Products.
This principle covers such aspects as specifying products that are salvaged, made with recycled content, are easily disassembled for reuse or recycling, conserve natural resources, reduce overall material use, are exceptionally durable or low maintenance, naturally or minimally processed, save energy and/or water, and/or reduce pollution or waste from operations.

Enhance Indoor Environmental Quality.
This principle covers strategies to provide excellent acoustical, thermal, and visual qualities which have a significant impact on health, comfort, and productivity. Other attributes to be considered: maximize daylight, appropriate ventilation, and moisture control, and the use of low- or no-VOC products.

Optimizing Operations and Maintenance Practices.
This principle covers materials and systems that simplify and reduce operational requirements, require less water, energy, and toxic chemicals and cleaners to maintain, are cost-effective and reduce life-cycle costs.

Flexible Design.
Also called "loose fit, long life," this design principle anticipates and allows for future adaptations needed to extend a building's useful life.

Design for End of Life.
This principle encourages design for the disassembly, reuse, and/or recycling of building components and materials at the end of their useful life.

It should be noted that drawings within this document are not to scale

6.0
Distinctiveness | 6.1 - Distinct Developments

6-DISTINCTIVENESS

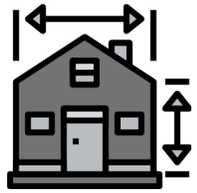
How does the development promote a good mix of activities?

The proposed scheme will create a high quality, distinctive resideantial neighborhood and is of a density and character that embraces its proximity to a high capacity rail service.

The proposed layout of the streets and design of the buildings will create a high quality urban living environment which contributes visual landmarks to the surrounding regeneration lands.

The apartment blocks are designed to create distinct character areas, each characterized by a distinct palette of finishes and landscaping.

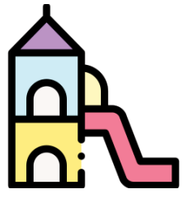
Section 6 of this document outlines the key features of distinctiveness that this development contains.



The proposed development includes for the provision of a mix of home types ranging from Studios to 3 Bed apartments that will attract a mix of individuals, families and elderly people to occupy the development. Facilities have been included to provide for all of these types.

The buildings have been designed to create a distinctive style that is modern and contemporary in nature. The use of quality materials will help to create a distinctive building.

A large landscaped public plaza is to be provided at the southern corner of the scheme onto the Cookstown road, blending between the residential and commercial spaces.



Childcare is an important aspect of all residential developments, especially in a time of undersuplly in the market. We have included a creche to attrach young families to the development.

It is proposed to include a gym facility in each block of the development. This will allow for residents to exercise and provides a central point for communal interaction.

Open space has been provided for in a number of ways. A public plaza in the south corner is proposed, this leads into an open landscaped corridor that runs through the length on the proposal.

The landscape design by CSR includes for a variiety of spaces including spaces to relax, spaces to play and spaces where children can be secure.

Spaces has been provided for commerical activity. These spaces will allow for the provision of retail or services in the locality.

A large amount of bike storage facilities has been allowed for to ensure that there are no impediments to people being able to store them.

Homezones have been provided to all the ground floor units to allow for privacy. In addition the development has been designed to ease pedestrian circulation through the site with landscaped corridors running throughout.

It should be noted that drawings within this document are not to scale

7.0
Layout | 7.1 - Development Layout

7-LAYOUT

How does the proposal create people-friendly streets and spaces?

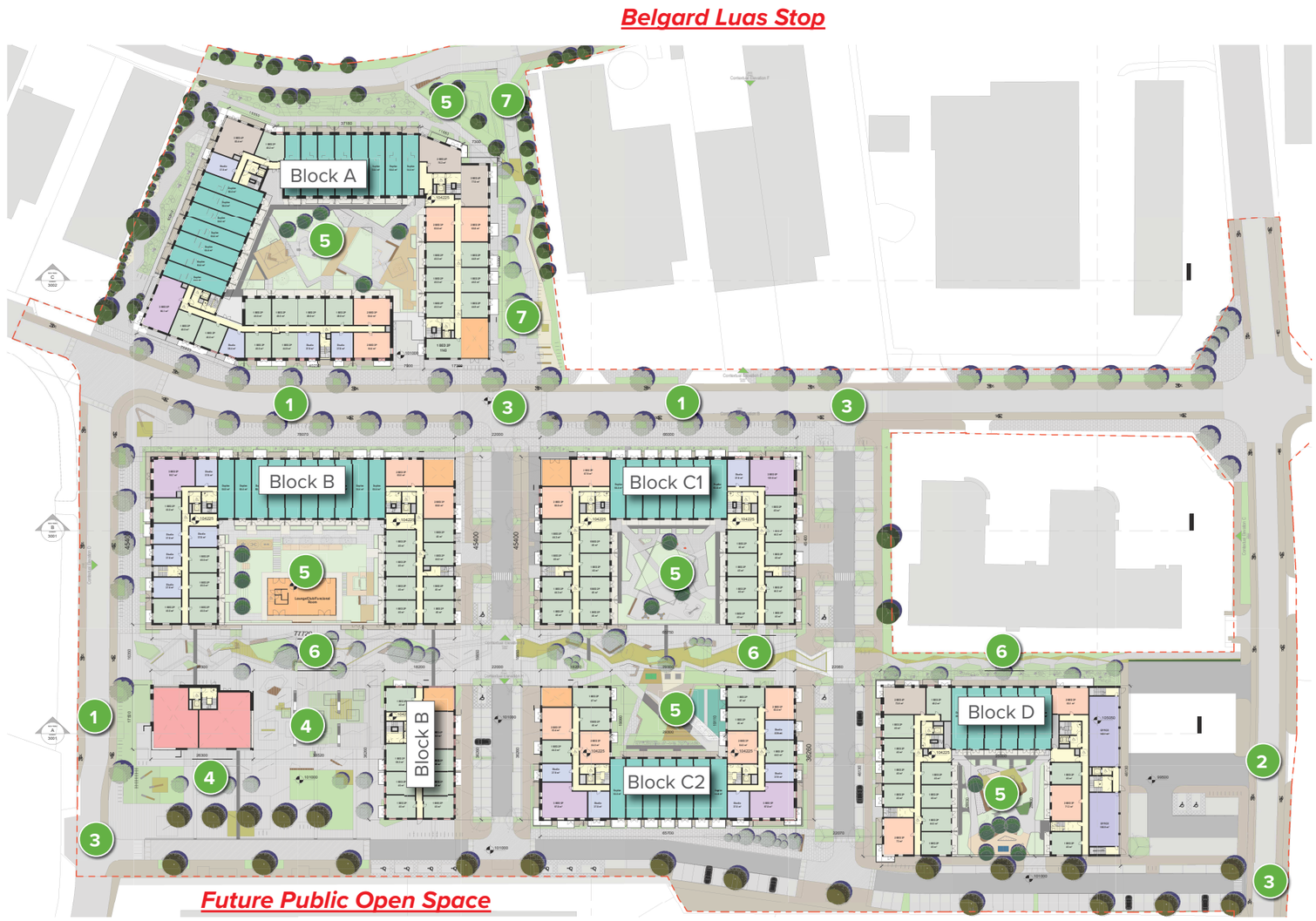
The design approach considered the improvement of the existing environment and attractiveness of the proposed public realm; activeness and permeability connections; and appropriate screening of the development as viewed from outside the subject site.

The site is bounded to the east by the Old Belgard Road and the north & West by the Cookstown road both of which are identified as primary routes in the LAP. A number of Tertiary routes have been included for in line with the LAP. These routes provided for the natural creation of Urban blocks. The southern section is further bisected by a linear park running east-west that allows for biodiversity to infiltrate these blocks and for a natural route for future movement through the site.

All the streets have been designed and will be constructed in accordance with DMURS principles. These will be softened with landscaping features to make them amenable to all.

Refer to CSR & NRB drawings and reports for additional information on the proposed streets and paths.

A blend of mixed uses are spread along the ground level of each block ranging from residential to communal amenities and commercial spaces in order to create active street fronts throughout the development.



1. **Cookstown Road** - the road will be upgraded with paths converted from industrial to residential standards
2. **Old Belgard Road** - Where necessary, paths will be upgraded to facilitate the works proposed.
3. **New Road Junction** - A new junction shall be built to connect in with the existing roads. Junctions will include all necessary crossings etc.
4. **Public Plaza** - A large landscaped public plaza is to be provided at the southern corner of the scheme onto the Cookstown road, blending between the residential and commercial spaces. This plaza will provide for outdoor seating for cafes and restaurants with a large area covered providing for year round use.
5. **Green Space** - The proposal includes large amount of open multifunctional landscaped around spread throughout the scheme.
6. **Linear Park** - A new linear park to provide biodiversity penetration through the development and a pedestrian route east-west through the site
7. **Luas Pedestrian Route** - The proposal includes opening a new landscaped pedestrian route through to the Belgard Luas stop. This provides easy access for residents to the Luas network and connection to Dublin City.

It should be noted that drawings within this document are not to scale

7.0
Layout | 7.1 - Development Phasing

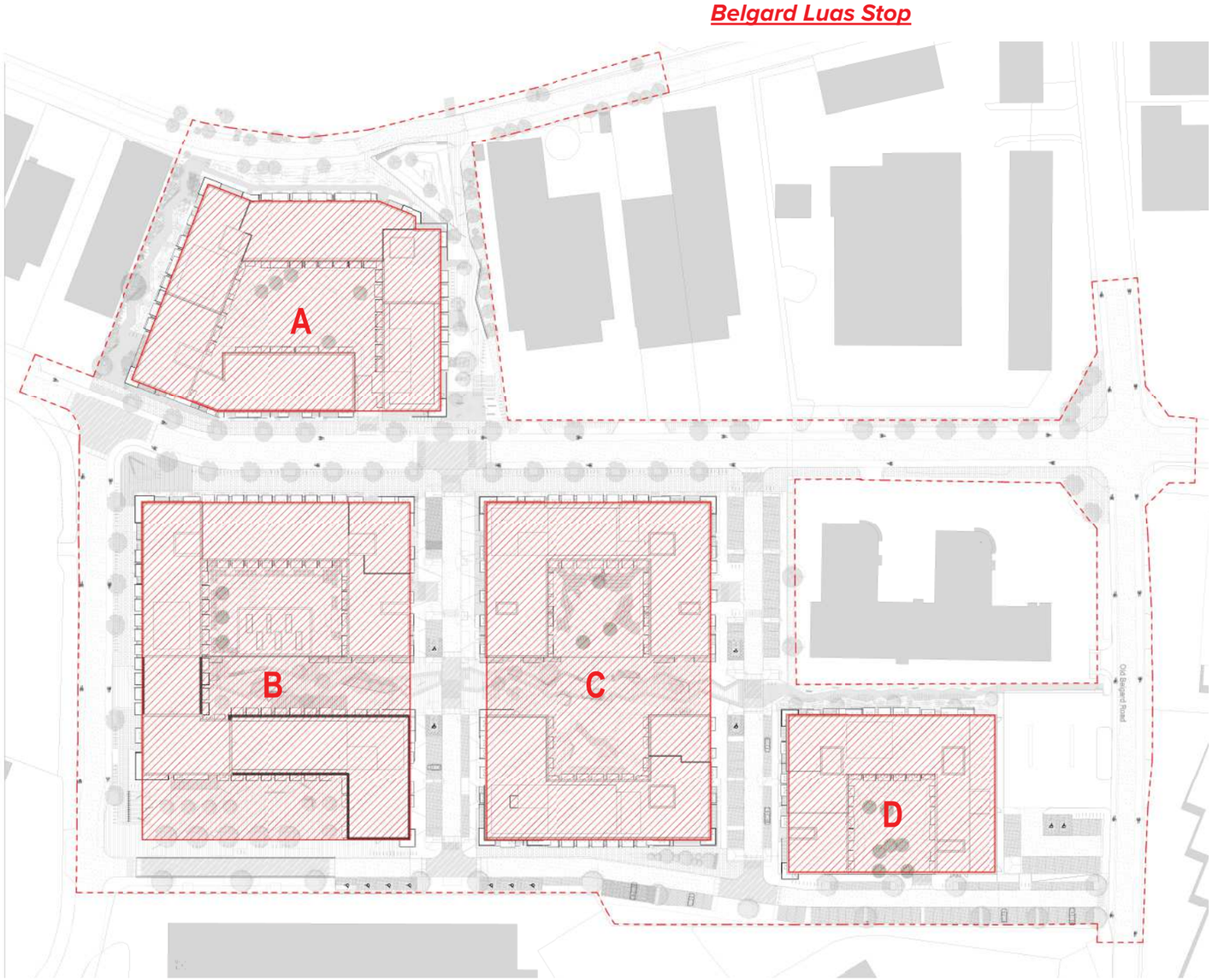
The design approach considered the improvement of the existing environment and attractiveness of the proposed public realm; activeness and permeability connections; and appropriate screening of the development as viewed from outside the subject site.

The site is bounded to the east by the Old Belgard Road and the north & West by the Cookstown road both of which are identified as primary routes in the LAP. A number of Tertiary routes have been included for in line with the LAP. These routes provided for the natural creation of Urban blocks. The southern section is further bisected by a linear park running east-west that allows for biodiversity to infiltrate these blocks and for a natural route for future movement through the site.

All the streets have been designed and will be constructed in accordance with DMURS principles. These will be softened with landscaping features to make them amenable to all.

Refer to CSR & NRB drawings and reports for additional information on the proposed streets and paths.

A blend of mixed uses are spread along the ground level of each block ranging from residential to communal amenities and commercial spaces in order to create active street fronts throughout the development.



Proposed Phasing/ Construction Timeline

	2021				2022				2023				2024				2025				2026				2027			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Block A																												
Block B																												
Block C																												
Block D																												

*Q refers to yearly quarter

Indicative construction timeline

It should be noted that drawings within this document are not to scale

8.0 Public Realm | 8.1 - Public Open Space

8-PUBLIC REALM

How safe, secure and enjoyable are the public areas?

The site layout proposes to maximize the permeability and connectivity to and through the site prioritizing the quality of open space within the development with an emphasis on pedestrian movement. Given the urban setting and the LAP desire for an urban grain the spaces consist mainly of enhanced routes with a large public plaza provided south western corner.

A central landscaped corridor runs through the scheme with pathways branching off of it. The Linear park creates an open and easily navigable scheme throughout. A new pedestrian and bicycle corridor is proposed to create an open and flowing connection from the development to the Belgard Luas stop. This will enable a comfortable urban street grain and an easy route for ease for the residents commuting needs and passive active frontages in the area.

The proposed development will also benefit from its close proximity to the Urban Square as proposed in the Tallaght LAP. This significant Open Space is to be provided to the south of the proposed development The design offers a public plaza to connect to this and bring people through deep into the proposed development

Please refer to CSR Landscape Design Rationale Report for more detail on the proposals for the Public Realm of this proposed development.
*Site area - 49,900sqm (4.99Ha)

Aims for the Provision of Open Spaces within the Development

- Deliver a high quality, attractive, vibrant, fun, energetic and usable landscape.
- Create a strong sense of place for people to identify with.
- Form a permeable and legible landscape and streetscape.
- Create a landscape that leads people through it by integrating landmarks and focal points.
- Develop a hierarchy of public, semi private and private spaces.
- Make a secure environment that people are happy to call home.
- Integrate a variety of active and passive recreation opportunities for all ages.
- Embrace the existing street sports culture present in Tallaght.
- Create vibrant communal gardens, each with their own identity and strong design language, which look attractive from above.
- Plant strong network of trees, using a range of species that are native where possible.
- Integrate functional and attractive SuDs features into the scheme.
- Use a range of planting types to create identity, texture, space and habitat.
- Use high quality and robust materials that support the landscape vision and
- compliment the proposed architecture.
- Incorporate the heritage of Tallaght, where appropriate.
- Use materials and form to define the use of a space and minimise signage.

Public Realm Concept

The public realm of the scheme can be broken down into a number of areas/sections:

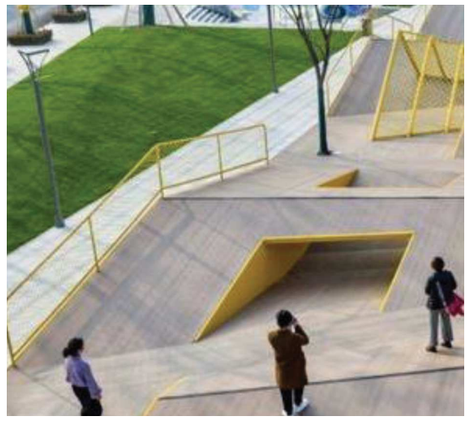
- **Cookstown Plaza:** is a contemporary urban plaza which will become a hub of activity. It will be a place to meet, play, exercise, rest, be entertained, move though and to pause.
- **Geometricity Linear Park:** Geometricity is a contemporary, active, linear urban park which provides users with a daily dose of access to an artful, engaging open space as they move through the Cookstown area. The linear park is designed around the provision of movement and pauses.
- **Pyramid Park:** connects Belgard Station down to Cookstown Plaza. The sculptural pyramid landform has an important role in the landscape. Building on cultural traditions of using landform to mark important places, the pyramid captures views from the LUAS and from the south and draws people through the landscape. It is a waymarker and a placemarker . The pyramid is formed from a series of staggered terraces that are 400mm in height for sitting on and balancing along.
- **Courtyard Gardens:** There are five courtyards gardens included in the scheme across the four blocks. Four of the five courtyards are at podium level. The fifth is at ground level. Each courtyard has been developed to have its own identity linked to the floating geometry concept. These are;

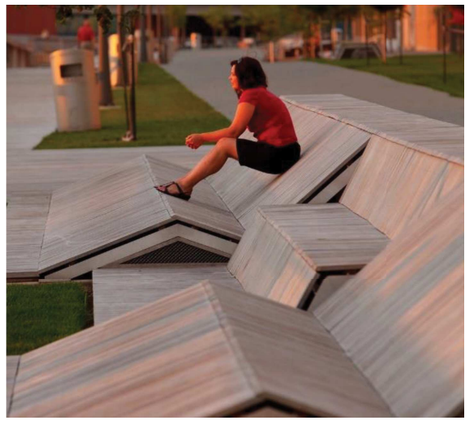
1. Block A Rotation Garden this courtyard has been developed along the idea of rotating and repeating squares
2. Block B Overlap this courtyard contains a series of overlapping squares
3. Block C1 Skewed Square two rectangles offset and skewed are the focus within the garden
4. Block C2 Rhomboid Garden Parallelograms repeat to form spaces here
5. Block D Polygonal Garden sharp edges of the irregular polygons are tumbled and filleted.

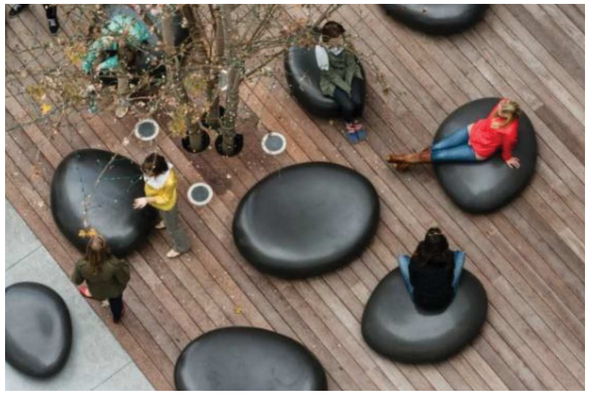
Please refer to Landscape Design Report for greater detail on all the Public and Semi-Private Open Space

It should be noted that drawings within this document are not to scale

8.0
Public Realm | 8.1 - Public Open Space

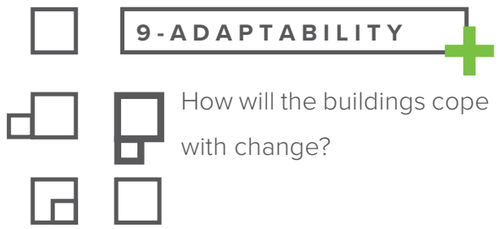






It should be noted that drawings within this document are not to scale

9.0 Adaptability | 9.1 - Adaptability Statement



The development provides a mix of units which can be reconfigured to adapt to the changing life cycles and personal needs of residents.

The apartments meet and exceed the minimum standard for unit size and can be adapted to follow the needs of the future residents.

The architectural style is contemporary and reflects the modern requirements of the elevations to balance high quality finises and reducing energy objectives

Section 9 of this document sets out the principles that the Design Team have incorporated to date with this same principles guiding future decision making as the development proceeds to tender and construction phases.

What is Adaptability?

Adaptability refers to the capacity of buildings to accommodate substantial change. Over the course of a building's lifetime, change is inevitable, both in the social, economic and physical surroundings, and in the needs and expectations of occupants. All other things being equal, a building that is more adaptable will be utilized more efficiently, and stay in service longer, because it can respond to changes at a lower cost. A longer and more efficient service life for the building may, in turn, translate into improved environmental performance over the lifecycle.

The concept of adaptability can be broken down into a number of simple strategies that are familiar to most designers:

- Flexibility, or enabling minor shifts in space planning;
- Convertibility, or allowing for changes in use within the building; and
- Expandability, (alternatively shrinkability) or facilitating additions to the quantity of space in a building.

In practice these strategies can be achieved through changes in design, and through the use of alternative materials and technologies. Adaptability is closely related to – but different from – two other design strategies that attempt to enhance long-term environmental performance:

- Durability: selecting materials, assemblies and systems that require less maintenance, repair and replacement. Since durability extends the useful lifetime of materials and technology in a building, it is complimentary to adaptability.
- Design for Dis-assembly: making it easier to take products and assemblies apart so that their constituent elements can more easily be reused or recycled. Designing for disassembly can reduce the costs and environmental impact associated with adapting buildings to new uses. It is also possible to reduce overall environmental costs by purposely designing a building for a shorter life, and for easier disassembly and reuse of components and materials.

Independence to Integrate systems (or layers) within a building in ways that allow parts to be removed or upgraded without affecting the performance of connected systems.

Upgradability

Choose systems and components that anticipate and can accommodate potential increased performance requirements.

Lifetime compatibility

Do not encapsulate, or strongly interconnect short lifetime components with those having longer life times. It also may be advantageous to maximize durability of materials in locations where long lifetimes are required, like structural elements and the cladding. Durable claddings and foundations can greatly facilitate adaptability, often tipping the scale in favour of conversion over demolition.

Record Keeping

Ensure that information on the building components and systems is available and explicit for future use. It will assist effective decision making with regard to conversion options and prevent costly probing exercises.

Are There Trade-offs Between Adaptability and Quality?

It may be necessary to explicitly recognize the possibility of trading-off adaptable building designs for improvements in overall quality of design and construction. Aesthetically pleasing, long-lasting buildings can be so enjoyable that people will adapt their needs to the existing form of the building, rather than renovate or demolish the structure. This extends building life and improves the use of space in a similar manner to adaptable designs. It means that adaptability in design may be of greatest importance for those buildings that lack high quality design and construction features.

The impact of quality on longevity of buildings has been explored by Stewart Brand in his book How Buildings Learn. Brand divides buildings that learn (namely those that survive changing circumstances abnormally well), into what he describes as low road and high road buildings. About the former he says, "nobody cares what you do in there" or in other words the building is so devoid of aesthetic value that building owners and users have no regrets about altering the building to fit any new purpose. On the other hand 'high road' buildings are those that because of their fine features deserve and receive unusual care and attention. Often these features include durable cladding, well considered detailing, high quality interior finishes, operable windows, numerous private well-lit rooms, and so on. Such buildings may go through major changes in use, despite their relatively low capacity to physically adapt to change.

Trade-offs between adaptability and quality may be especially problematic with design of interior finishes and furnishings. Over the lifetime of a building, the cost of interior finishes may exceed by several times the entire cost of all other elements of a building. While the potential for reductions in costs, embodied energy and emissions is great, it is not clear that more adaptable spaces will actually reduce investments in office fit-out. In fact flexible spaces may encourage re-fitting of offices for reasons of fashion, and thereby contribute to increased lifetime costs and environmental loadings.

The Design Team working on this project led by C+W O'Brien Architects, considers that the adaptability of our buildings is of paramount importance and as such it forms part of the design process at all stages of the project. When it comes to residential properties this is more important and the ability to be able to adapt the properties at a later date is one of the many considerations that lead to a thoughtful and well considered design.

It should be noted that drawings within this document are not to scale

10.0
Privacy + Amenity | 10.1 - Privacy + Amenity

10 - PRIVACY+AMENITY

How does the scheme provide a decent standard of amenity?

All the residential units have an area of usable communal open space and private open space in balconies / terraces as well as being compliant with storage requirements.

All the proposed balconies are in compliance with the minimum size and depth of 1.5 metres as per Sustainable Urban Housing - Design Standards for New Apartments (March 2018).

The proposed design considered the orientation of the development in order to maximize the solar gain and natural light aspect of each apartment, 50% of the apartments are dual aspect.

Communal open space consists of a number of unique spaces accessible to all. A number of spaces are provided at ground level throughout the scheme. More spaces are provided are first floor podium level over the car parks. These are access through Part M compliant stairs and lifts.

Privacy and overlooking has been at the forefront in the design of the apartments and the positioning of balconies. The design has ensured that people can seek the privacy within their own dwellings.

Communal Facilities and Spaces:

A key characteristic of Build-To-Rent schemes is the provision of communal amenity facilities. The use of these facilities can vary depending on the requirements of the proposed scheme and amenities of the local area. The provision of these amenities contributes to the creation of a shared community environment.

There is a large range of potential uses for these proposed communal amenity spaces. Within our proposed scheme we have provided the following amenities:

- Large flexible communal Lounge for social gatherings, events, etc;
- Communal Gym;
- Movie and Games rooms;
- Co-Working Area;
- Meetings Area;
- Reading and Study Area;
- Concierge and Reception Area.

These communal facilities are spread throughout the ground floor of the proposed development.

Open Communal Amenities:

In accordance with Sections 4.10-4.12 of the Sustainable Urban Housing guidelines the proposed scheme gives importance to providing well designed communal open amenity space. This space should be a secured area and should allow for all types of mobility within the residential users such as children and the elderly. It is important that these spaces are provided with adequate daylight levels in order to function as a usable space.

The proposed development contains a large open landscaped communal garden / courtyard at podium level in the centre of the development and is connected to a landscaped roof garden at first floor level on the western portion of the development. These large spaces are proposed to provide the residents with a number of active amenity spaces such as, but not limited to the following:

- Half Basketball Court;
- Child playground facilities;
- Outdoor table tennis facilities;
- Petanque facilities;
- BBQ Area;
- Open grass space;
- Horticultural Garden Plots, etc.

Required Communal Amenity Space

132 Studios @ 4m² = 528m²
475 One Bed @ 5m² = 2,375m²
102 Twp Bed 3 @ 6m² = 612m²
350 Two Bed 4 @ 7m² = 2450m²
45 Three Bed @ 9m² = 405m²
Total Required = 6370m²

Communal Amenity Space Provided

Internal Space = 2,741.05m²
External Space = 5106.7m²

Total Provided =7847.75m²

It should be noted that drawings within this document are not to scale

10.0
Privacy + Amenity | 10.1 - Privacy + Amenity

10 - PRIVACY+AMENITY

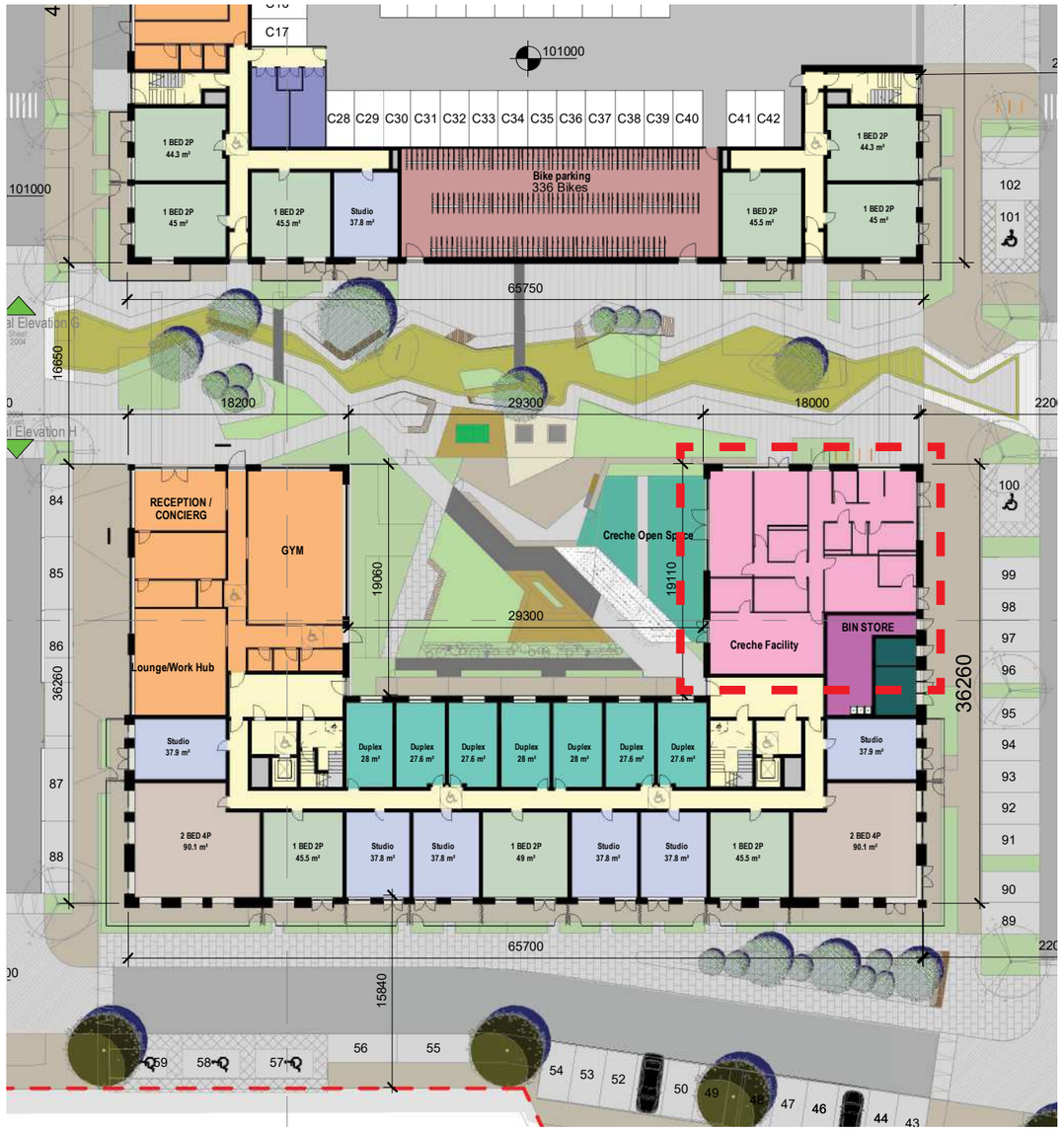
How does the scheme provide a decent standard of amenity?

Childcare Facilities:

Section 3.3.1 of the Guidelines for Planning Authorities on Childcare Facilities issued in June 2001 recommends that new housing areas be provided with childcare facilities at a standard of one facility with 20 spaces for every 75 homes. This calculation method is also based off of 2+ bedroom dwellings and therefore does not include studio's and 1 Bed's.

The proposed development contains a dedicated childcare facility with an internal floor area of approximately 245.6m^2. The proposed crèche facility is capable of providing approx. 75 spaces. Please refer to the planning report prepared by Hughes Planning & Development Consultant for further information and justification on sizing.

The crèche is located centrally in the scheme and is accessible off of a proposed local access road joining to Cookstown Road and the new tertiary road along the SE boundary of the site.

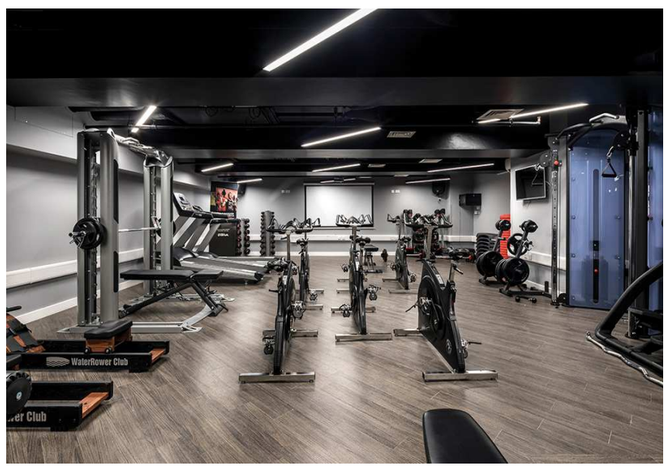


It should be noted that drawings within this document are not to scale

10.0
Privacy + Amenity |10.2 - Amenity: Indicative Concierge / Reception Area

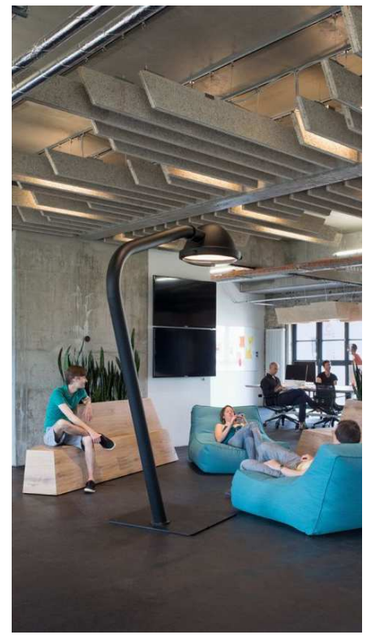
It should be noted that drawings within this document are not to scale

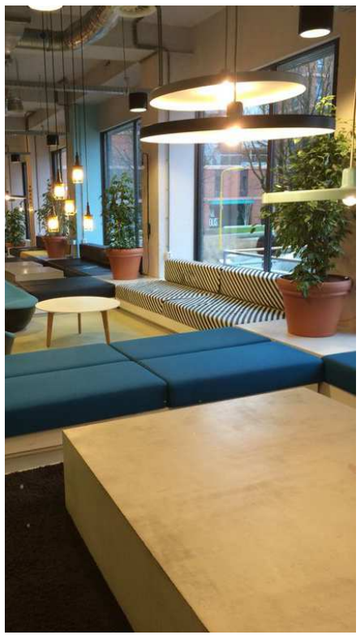
10.0
Privacy + Amenity |10.3 - Amenity: Indicative Gym Spaces



It should be noted that drawings within this document are not to scale

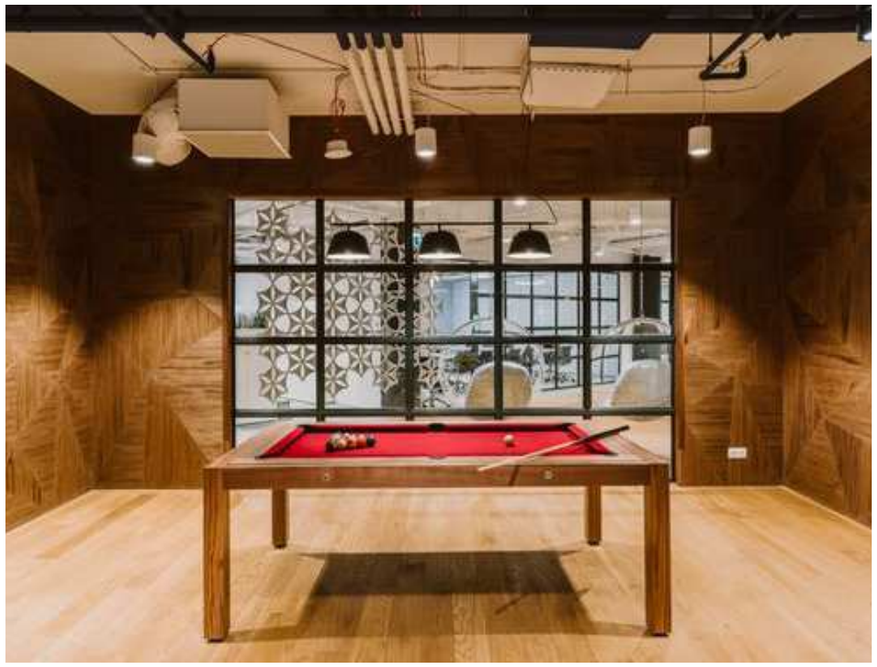
10.0
Privacy + Amenity | 10.4 - Amenity: Indicative Large Communal Spaces





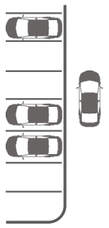
It should be noted that drawings within this document are not to scale

10.0
Privacy + Amenity | 10.5 - Amenity: Indicative Smaller Communal Spaces



It should be noted that drawings within this document are not to scale

11.0
Parking | 11.1 - Car + Bicycle Parking



11 - PARKING

How will the parking be secure and attractive?

The development has a low-car-traffic street design and has been designed to promote activity with pedestrian and bicycle friendly elements combined with a proposed easy access route to the Belgard Luas stop.

A total of 351 car parking space are provided including 14 disabled parking spaces. These are located under a podium which provides added security.

A total of 1860 bike parking spaces have been provided (including 396 for visitor parking) with the majority covered.

Refer to Section 11 for an outline of the location of the proposed parking and to the relevant supporting documentation submitted with this application.

Car Parking:
Specific Planning policy Requirement 8 states the following in the event of a Build-to-Rent Scheme:

"There shall be a default of minimal or significantly reduced car parking provision on the basis of BTR development being more suitable for central locations and/or proximity to public transport services"

Car Parking (Contin):
With this policy in mind and taking into consideration the site location being in close proximity to well-developed public transport links such as Dublin Bus and the red line Luas (particularly the Belgard Luas stop) it is proposed that this development be a "Car-Free Development". The proposed development includes, at ground floor level, a total of 351no. car parking spaces (17 of which are designated wheelchair users' parking spaces).

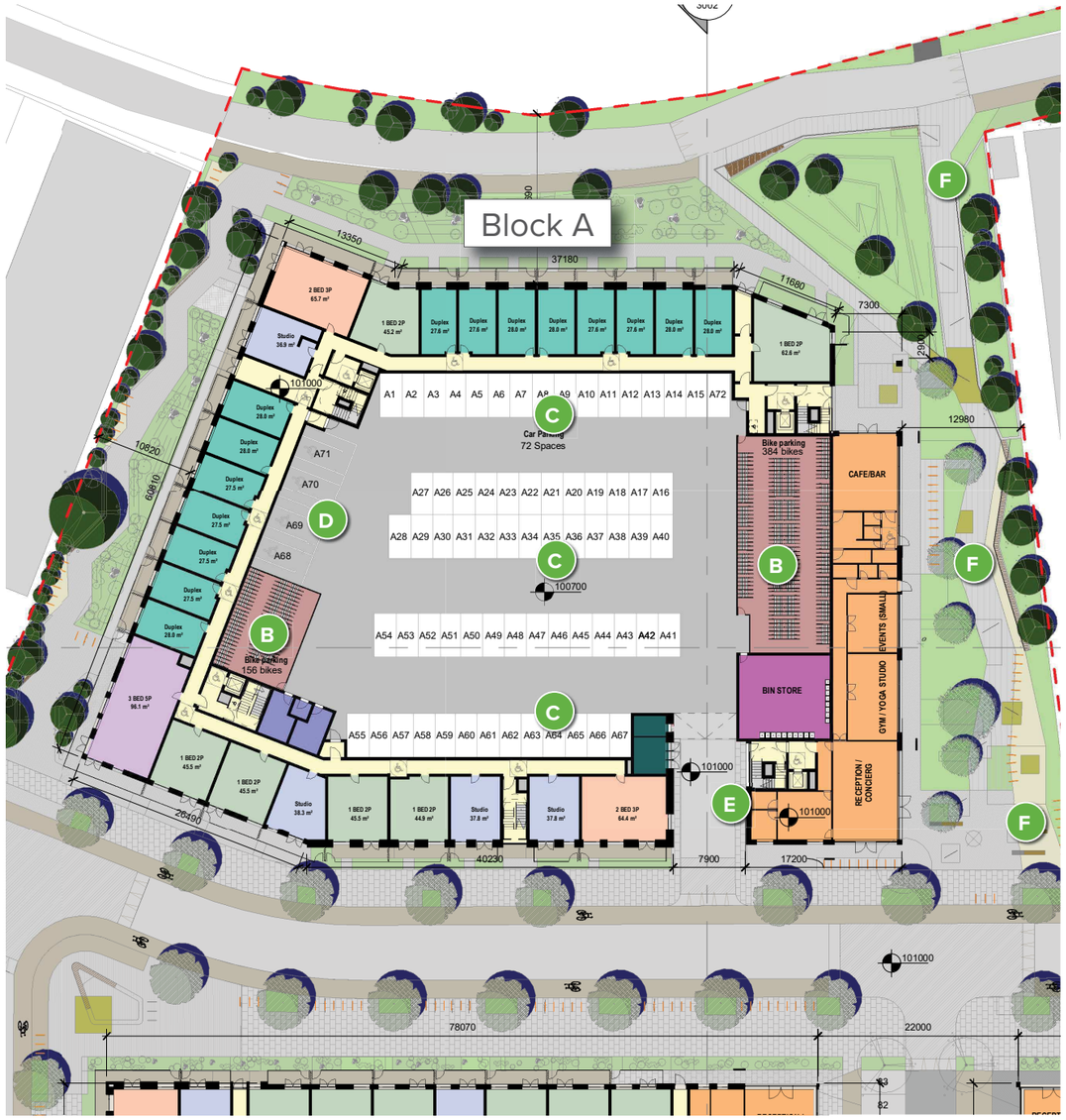
A total of 16 car parking spaces have been allocated for the provision of car sharing clubs/companies such as 'GoCar' to serve the developments residents and visitors.

10% of the overall car parking spaces will be fitted with charging points for battery operated cars. On top of that all the parking spaces will be wired so that they can be upgraded at a later date to allow conversion for Electric Vehicles.

Bicycle Parking:
Section 4.15 through to section 4.17 of "Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities (2018)" discuss the importance of providing sufficient bicycle parking within apartment developments particularly in built-up developed areas where the provision for car-parking requirements is often reduced.

It is stated that a general minimum requirement of 1 bicycle storage space per bedroom be provided in apartment developments, and 1 bicycle storage space per 2 residential units be provided for visitor cycle parking. The proposed development contains 1,464 secured bicycle parking spaces for the residents and a total of 396 bicycle places at grade for visitor parking, providing a total of 1,860 spaces.

Refer to CSR Landscaping and NRB Traffic reports for further information.



C Car Parking

B Secure Bicycle Storage

D Accessible Parking

F Proposed Route to Belgard Luas Stop

E Carpark Vehicular Entrance

It should be noted that drawings within this document are not to scale

11.0
Parking | 11.1 - Car + Bicycle Parking

C Car Parking

B Secure Bicycle Storage

D Accessible Parking

E Carpark Vehicular Entrance

It should be noted that drawings within this document are not to scale

11.0
Parking | 11.1 - Car + Bicycle Parking

C Car Parking

B Secure Bicycle Storage

D Accessible Parking

E Carpark Vehicular Entrance

It should be noted that drawings within this document are not to scale

12.0
Detailed Design | 12.1 - Proposed Massing

12-DETAILED DESIGN

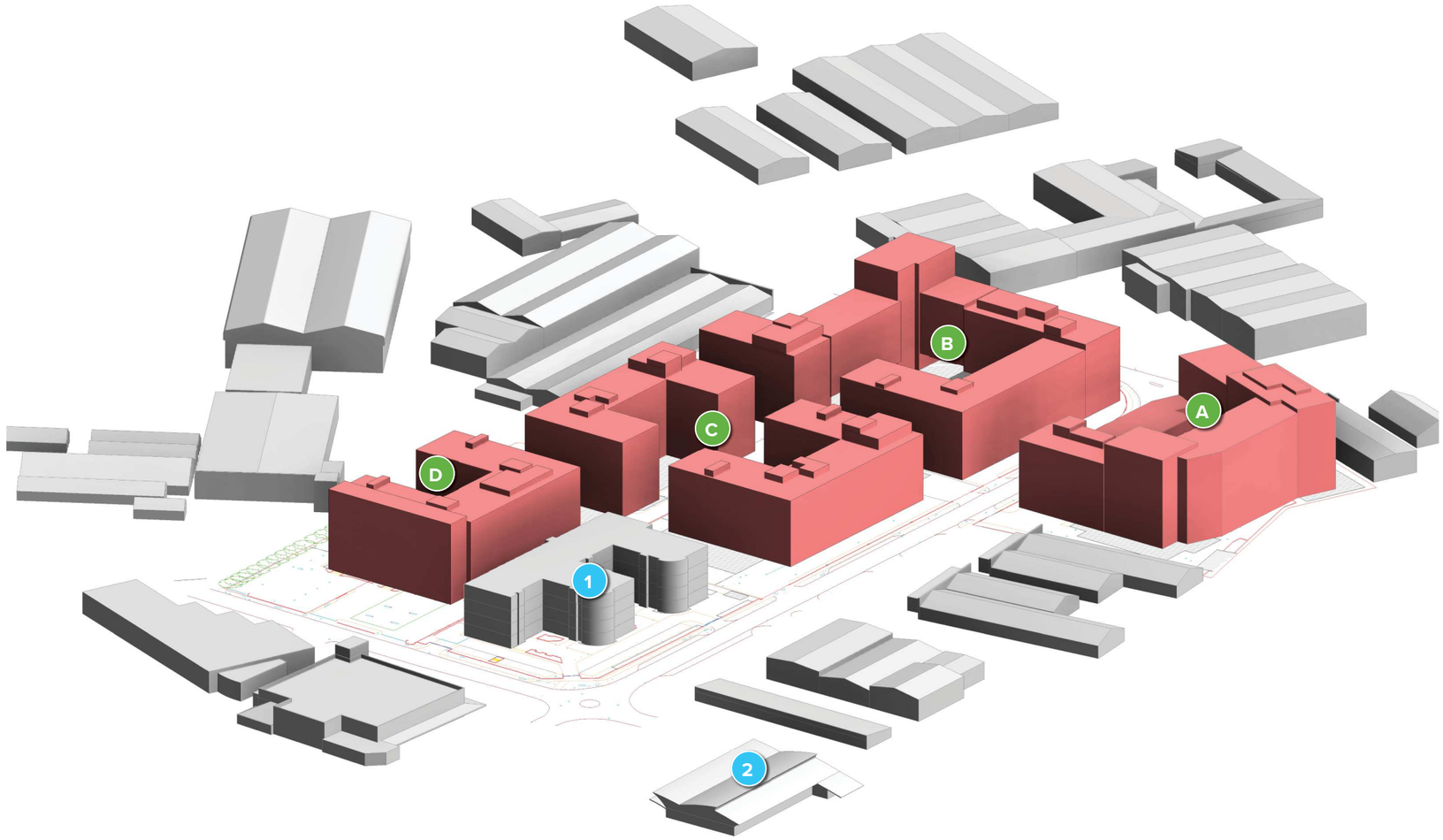
How well thought through is the building and landscape design?

The design has been subject to feasibility studies as well as pre-application and subsequent local authority consultations between the design team and South Dublin County Council.

The proposed development represents a high-quality design whilst optimizing the appropriate use of the site which will help meet the ever-increasing demand for residential accommodation.

The design treatment incorporate the latest technologies to achieve the highest standards in energy efficiency, also the selected brick finishes, window selection, rendered walls will complement the current building stock in the area.

The drawings, reports and other supporting documents submitted as part of this application contain the detail design of this planning application. The principle points are summarized in Section 12 of this report. Please refer to the relevant documents for greater detail.



A **Block A** - The massing of the block ranges from 3-9 storeys and fronts onto Cookstown Road and the Luas line.

B **Block B** - The massing of the block ranges from 7-11 storeys and fronts onto Cookstown Road and proposed new local access road.

C **Block C** - The massing of the block ranges from 7-9 storeys and fronts onto Cookstown Road and proposed new tertiary road.

D **Block D** - The massing block is 7 storeys and fronts onto Old Belgard Road and proposed new tertiary road.

1 **Existing Development** - 5 storey office block development.

2 **Existing Supermarket** - Aldi supermarket

It should be noted that drawings within this document are not to scale

12.0
Detailed Design | 12.1 - Relevant Guidelines

Relevant Guidelines in the Design and Development of Residential Schemes:

There are a number of standards and guidelines to take into consideration in the design and development of residential schemes, in particular Built-To-Rent residential schemes. Some of these are as follows:

Sustainable Residential Development in Urban Areas (2009):

The guidelines for planning authorities on sustainable residential development in urban areas give details on delivering high quality residential development. The subject site in this application would constitute as being brownfield development. These guidelines state that:

'Where such significant sites exist and, in particular, are close to existing or future public transport corridors, the opportunity for their re-development to higher densities, subject to the safeguards expressed above or in accordance with local area plans, should be promoted, as should the potential for car-free developments at these locations.'

The proposed development site is located in an area that is currently served by high capacity, high frequency public transport, with a number of red line Luas stops, (Such as the Belgard Luas stop), and bus stops being within a 10 minute walk from the development. Buses such as the number 27, 54a, 65 and 75 etc. all offer a number of links to Dublin City Centre and Tallaght Town Centre, and is therefore an appropriate site for higher density development.

Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities (2018):

All apartments have been designed to fully comply with the standards set out in Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities, published by the Department of the Environment, Community and Local Government in March 2018. One of the most notable features of the proposed development is the gross floor area for apartments.

The overall apartment floor area sizes required for apartment units area as follows:

- *Studio – 37 sq.m;*
- *One bedroom – 45 sq.m;*
- *Two bedroom – 73 sq.m;*
- *Three Bedroom - 90 sq.m;*

The proposed development comprises of 1104no. apartment units. These units are split as follows: 142no. Studio apartments, 463no. One-bedroom apartments, 454no. Two-bedroom apartments and 45no. Three-bedroom apartments. All apartment units are fully compliant with the various floor area and floor width standards.

Dual Aspect Ratio:

Specific Planning Policy Requirement 4 of the "Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities (2018)" states the following:

"(i) A minimum of 33% of dual aspect units will be required in more central and accessible urban locations, where necessary to achieve a quality design in response to the subject site characteristics and ensure good street frontage where appropriate.

(ii) In suburban or intermediate locations it is an objective that there shall generally be a minimum of 50% dual aspect apartments in a single scheme."

The proposed development provide will comply with the minimum amount of 50% duel aspect ratio for all blocks.

Floor-To-Ceiling Heights:

Stated within the "Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities (2018)" ceiling heights are to be a minimum on 2.4m high in accordance with TGD Part F which deals with ventilation. 'Specific Planning Policy Requirement 5' states that all ground floor apartments should accommodate a minimum of 2.7m ceiling height.

The proposed development meets the above standards and exceeds the minimum of 2.4m on the upper floors, providing 2.9m floor to ceiling.

Lifts and Staircores:

Guidelines state that "A maximum of 12 apartments per floor per core may be provided in apartment schemes", however it should be noted that 'Specific Planning Policy Requirement 8' states that in the event of a Build-to-Rent scheme, the restriction of 12 apartments does not apply.

The vast majority of the proposed development contains a single continuous access corridor throughout the floor plate connecting to multiple stairways. When this is not the case, the number of apartments off of a single staircore in well below 12, therefore complying with either standard.

Storage Requirements:

Section 3.30 through to 3.34 note the storage requirements for apartment developments. The amount of storage to be provided is dependent on apartment sizes and is as follows:

- *Studio: 3 sq.m*
- *One Bed Apartment: 3 sq.m*
- *Two Bed Apartment (3 Person): 5 sq.m*
- *Two Bed Apartment (4 Person): 6 sq.m*
- *Three Bed Apartment (5 Person): 9 sq.m*

In relation to BTR schemes, 'Specific Planning Policy Requirement 8 (ii)' states that flexibility shall apply to the amount of required storage within apartments provided that ***"alternative compensatory communal support facilities and amenities"*** are provided within the proposed development. This is at the discretion of the planning authority.

The proposed development meets all of the above mentioned standards within the apartments without the need for alternative compensatory measures.

Private Amenity Space:

Appendix 1 of "Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities (2018)" states the required amount of private amenity space to be provided for each apartment type. These are as follows:

Studio: 4 sq.m

- *One Bed Apartment: 5 sq.m*
- *Two Bed Apartment (3 Person): 6 sq. m*
- *Two Bed Apartment (4 Person): 7 sq.m*
- *Three Bed Apartment (5 person): 9 sq.m*

It is also stated that all apartments are to have P.A.S accessible from the living space of the dwelling. All P.A.S is to be a minimum of 1.5 meters deep.

The proposed development meets these standards in all cases, and surpasses the minimum sq.m standards in most dwellings.

Security Considerations:

Sections 3.40-3.42 of "Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities (2018)" states that "apartment design should provide occupants and visitors with a sense of safety and security"

The proposed development ensures a passive sense of security through a number of methods.

- The proposed communal courtyards etc. have a large amount of passive surveillance due to the number of dwelling overlooking into the spaces.
- Central core access points through the communal courtyards add to the above surveillance.
- The mix of uses at ground level provides for active street frontage throughout the scheme.

Communal Facilities and Spaces:

A key characteristic of Build-To-Rent schemes is the provision of communal amenity facilities. The use of these facilities can vary depending on the requirements of the proposed scheme and amenities of the local area. The provision of these amenities contributes to the creation of a shared community environment.

It should be noted that drawings within this document are not to scale

12.0
Detailed Design | 12.1 - Relevant Guidelines

Relevant Guidelines Continued:

Communal Facilities and Spaces (Contin):

There is a large range of potential uses for these proposed communal amenity spaces. Currently we are proposing to provide a mixture of the following, but not limited too:

- Communal lounges for social gatherings, events etc.
- Communal gym
- Pool / Table Tennis rooms.
- Smaller lounge spaces for more private gatherings and events.
- Movie / games rooms etc.

These communal facilities are to be spread throughout the proposed development etc. in order to create cross movement and interaction for the residents / visitors throughout the scheme.

Refuse Storage:

Sections 4.8 and 4.9 of Sustainable Urban Housing guidelines discuss the provision for refuse storage. Refuse facilities shall be accessible to each apartment stair / lift core and designed to have sufficient capacity for the expected refuse production of the scheme. The three-bin storage system should be used in developments allowing for the collection of recyclable good, food waste and landfill waste. Waste facilities should not be provided on streets etc.

It is proposed to provide multiple refuse stores throughout the development at ground level. It is proposed to highly encourage the three-bin system for waste management and promotion of waste recycling and reduction.

Sustainability:

Sustainability has been a central consideration at every stage of the design process for the proposed development. The main aims of sustainable development which has underpinned the design process include conservation of resources, energy efficiency and pollution minimisation through the provision of SUDs, Green Roofs and Solar Panels.

Principles of sustainability which have been incorporated into the proposed development seek to ensure that new development does not impose unacceptable burdens on local eco-systems and requires that new development is laid out in such a way so as to:

- Maximise proximity to facilities and public transport and to encourage walking and cycling instead of the use of cars.
- Minimise energy consumption throughout the development life cycle through: (i) use of passive building design specified to use low embodied energy recycled materials during the design / construction phase; (ii) the integration of renewable energy technologies where feasible, to conserve water resources through rainwater harvesting and the use of low water consuming fittings and to reduce waste generated during the operational phase; and, (iii) Construction detailing that allows ease of removal deconstruction during end of life phase.
- Promote adaptability in building design and use to future proof the development.

Conclusion:

The applicant seeks approval for the demolition of the existing structures on the lands West of Old Belgard Road, and North, South and West of Cookstown Road, Cookstown Industrial Estate, Tallaght, Dublin 24. The proposed development is compliant with the various policies and objectives set out in the South Dublin County development plan 2016-2022, and has been purposefully composed to minimise any potential impact of the surrounding area.

Extract of Proposed Site Plan.

It should be noted that drawings within this document are not to scale

12.0
Detailed Design | 12.1 - Relevant Guidelines

Relevant Guidelines Continued:

Dual Aspect Ratio:

Specific Planning Policy Requirement 4 of the "Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities (2018)" states the following:

"(i) A minimum of 33% of dual aspect units will be required in more central and accessible urban locations, where necessary to achieve a quality design in response to the subject site characteristics and ensure good street frontage where appropriate.

(ii) In suburban or intermediate locations it is an objective that there shall generally be a minimum of 50% dual aspect apartments in a single scheme."

The proposed development provide will comply with the minimum amount of 50% duel aspect ratio for all blocks.

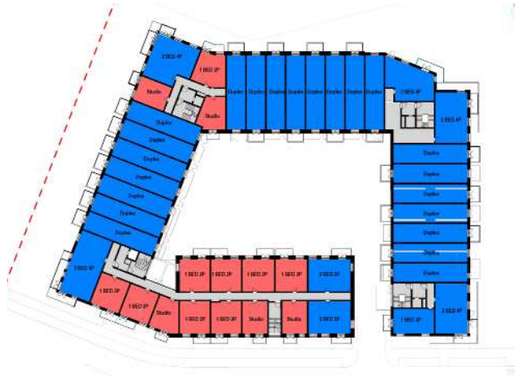
APARTMENT UNITS' ASPECT

SINGLE ASPECT

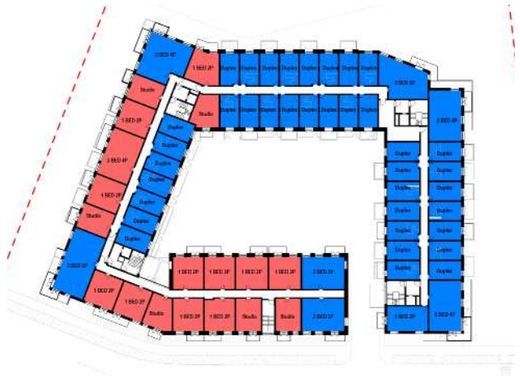
DUAL ASPECT

Proposed Block A: Ground Floor

Proposed Block A: 1st Floor

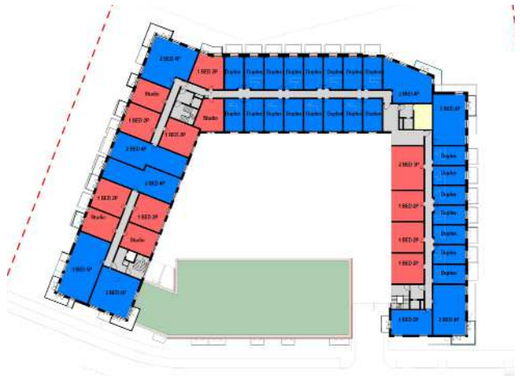


Proposed Block A: 2nd Floor

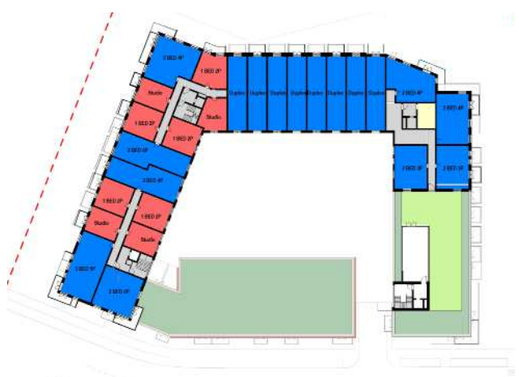


Proposed Block A: 3rd Floor

Proposed Block A: 4th & 5th Floor



Proposed Block A: 6th Floor



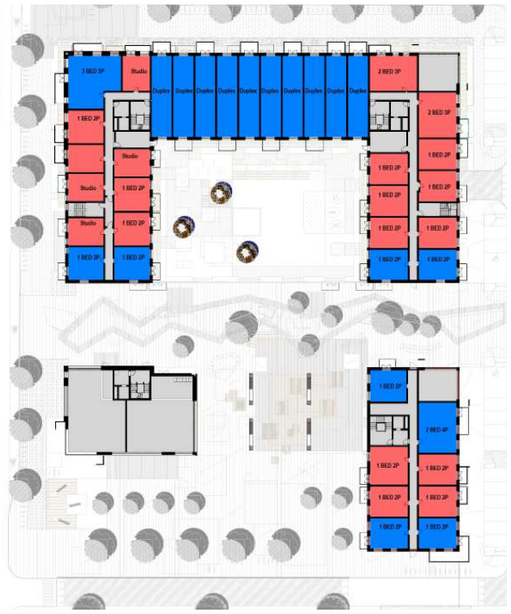
Proposed Block A: 7th Floor

Proposed Block A: 8th Floor

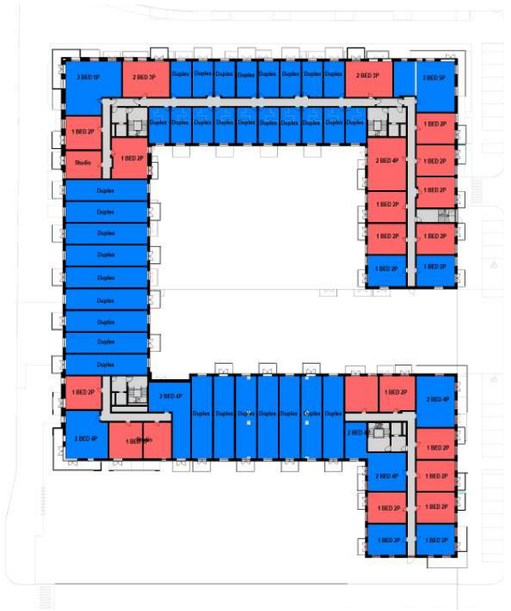
It should be noted that drawings within this document are not to scale

12.0
Detailed Design | 12.1 - Relevant Guidelines

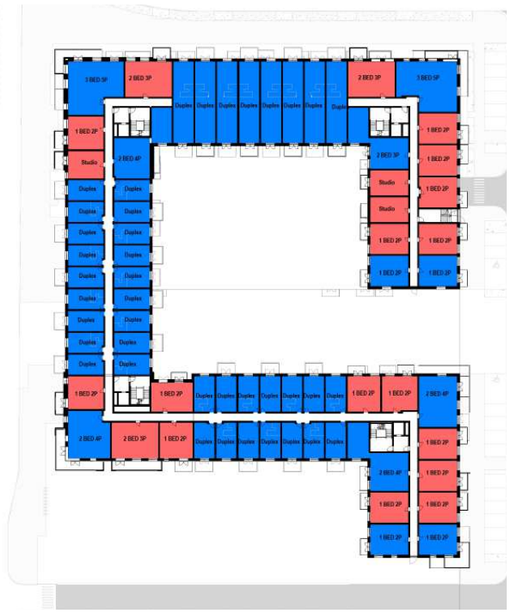
Proposed Block B: Ground Floor



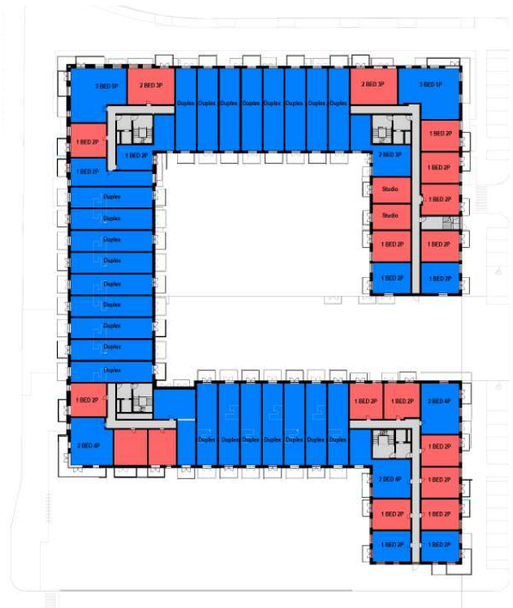
Proposed Block B: 1st Floor



Proposed Block B: 2nd & 5th Floor

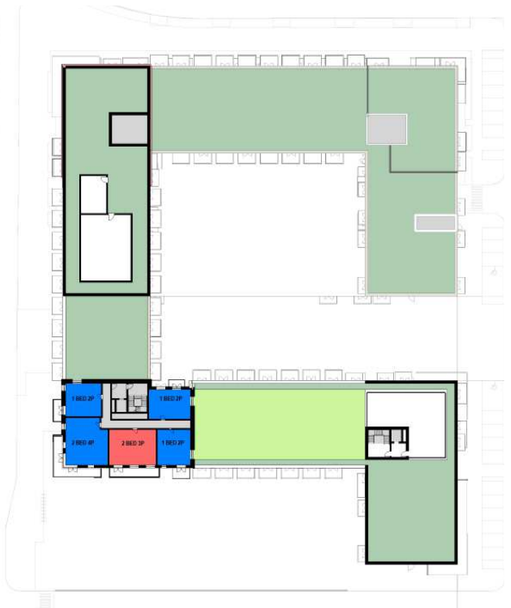


Proposed Block B: 3rd & 6th Floor



Proposed Block B: 4th Floor

Proposed Block B: 7th Floor



Proposed Block B: 8th Floor

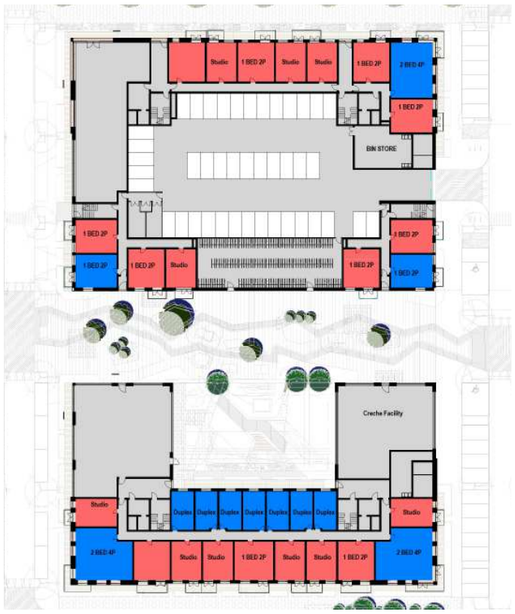
APARTMENT UNITS' ASPECT

SINGLE ASPECT

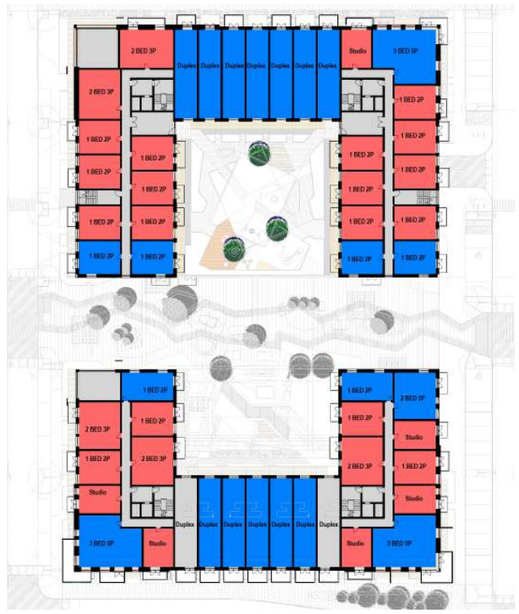
DUAL ASPECT

It should be noted that drawings within this document are not to scale

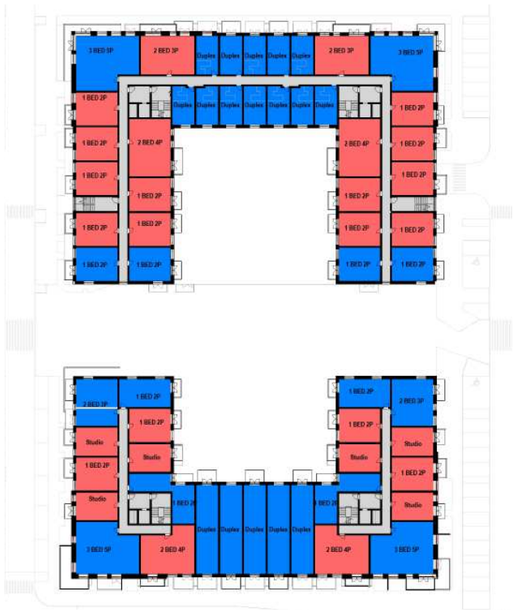
12.0
Detailed Design | 12.1 - Relevant Guidelines



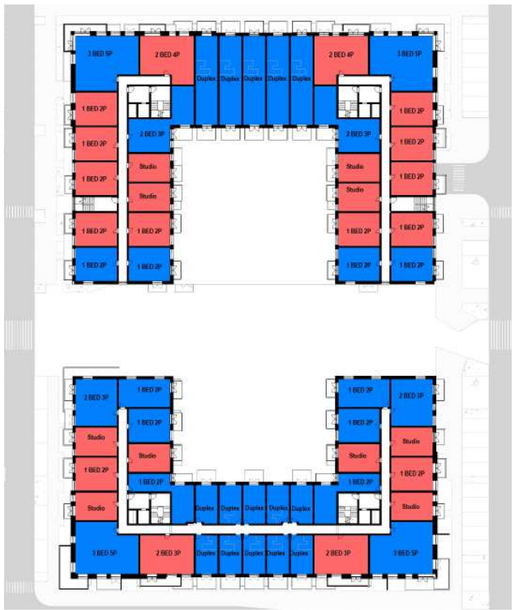
Proposed Block C: Ground Floor



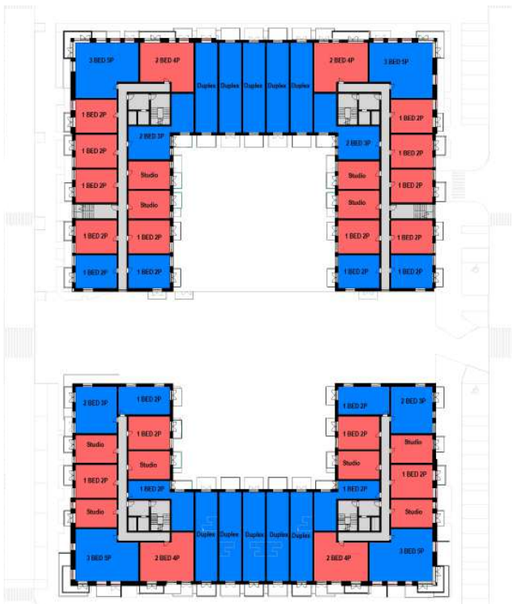
Proposed Block C: 1st Floor



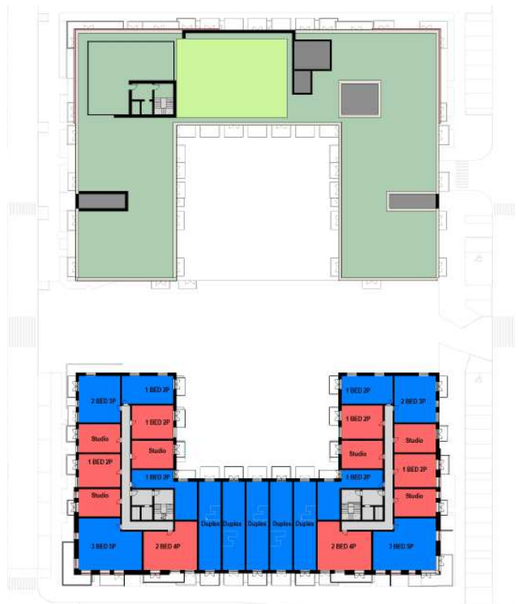
Proposed Block C: 2nd & 5th Floor



Proposed Block C: 3rd & 6th Floor



Proposed Block C: 4th Floor



Proposed Block C: 7th Floor

APARTMENT UNITS' ASPECT

SINGLE ASPECT

DUAL ASPECT

It should be noted that drawings within this document are not to scale

12.0
Detailed Design | 12.1 - Relevant Guidelines

APARTMENT UNITS' ASPECT

SINGLE ASPECT

DUAL ASPECT

Proposed Block D: Ground Floor

Proposed Block D: 1st Floor

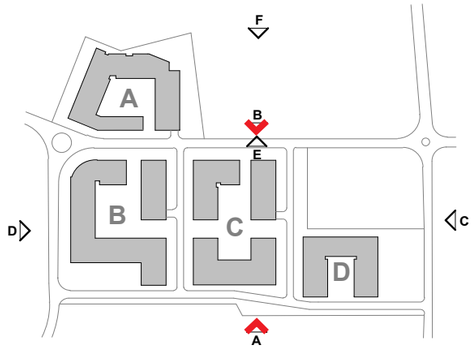
Proposed Block D: 2nd, 4th, 5th & 7th Floors

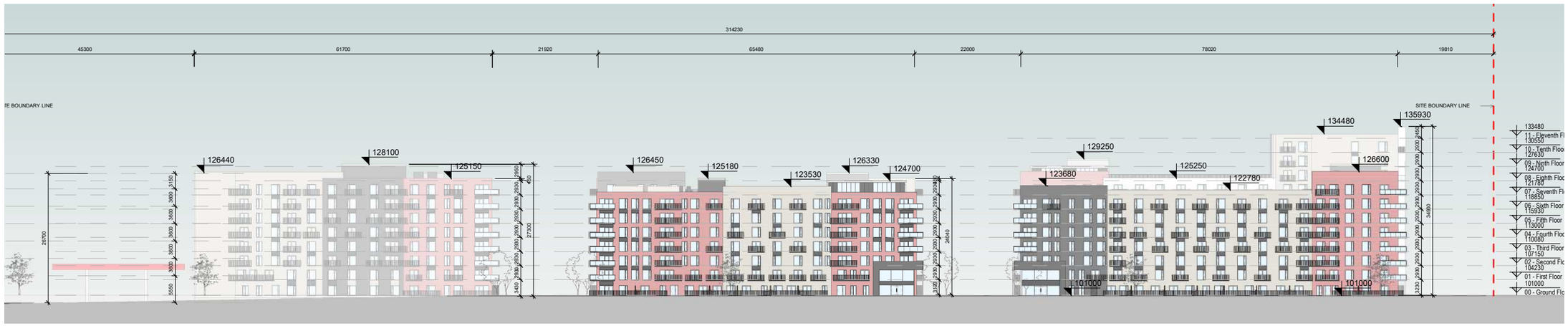
Proposed Block D: 3rd & 6th Floor

It should be noted that drawings within this document are not to scale

12.0
Detailed Design | 12.2 - Contextual Elevations

View B: Proposed Contextual Elevation along the SW boundary of the site

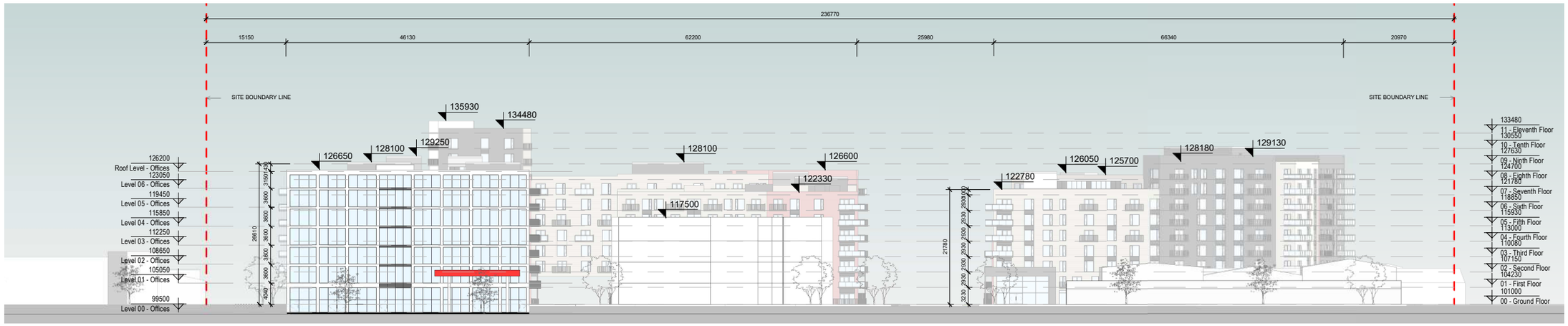




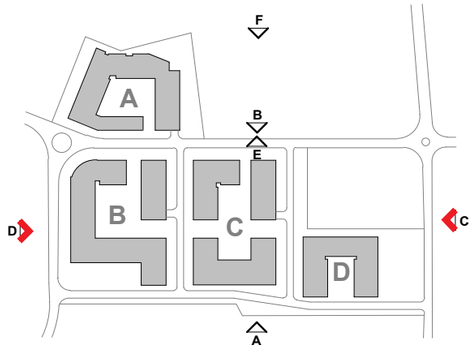
View A: Proposed Contextual Elevation along the Cookstown Road, NW boundary of the site

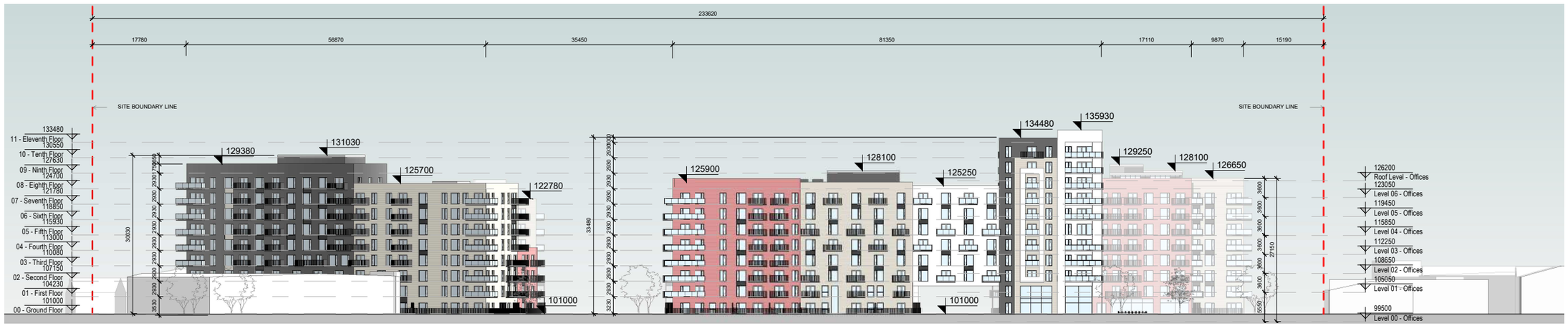
It should be noted that drawings within this document are not to scale

12.0
Detailed Design | 12.2 - Contextual Elevations



View C: Proposed Contextual Elevation along the Old Belgard Road, NE of the site.

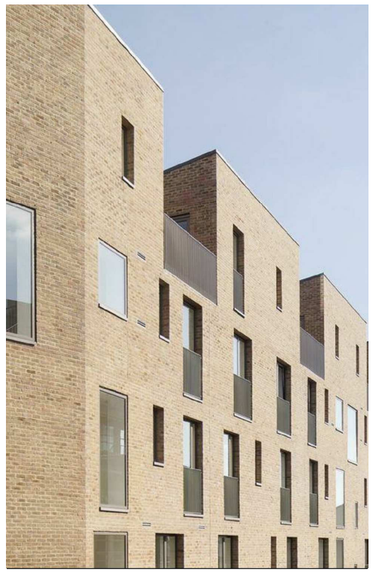




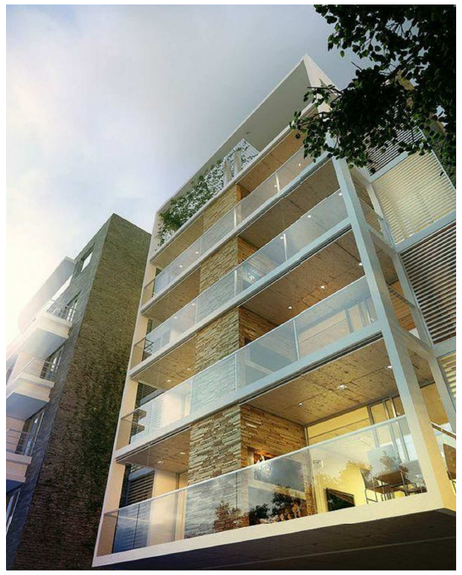
View D: Proposed Contextual Elevation along the Cookstown Road, SE boundary of the site

It should be noted that drawings within this document are not to scale

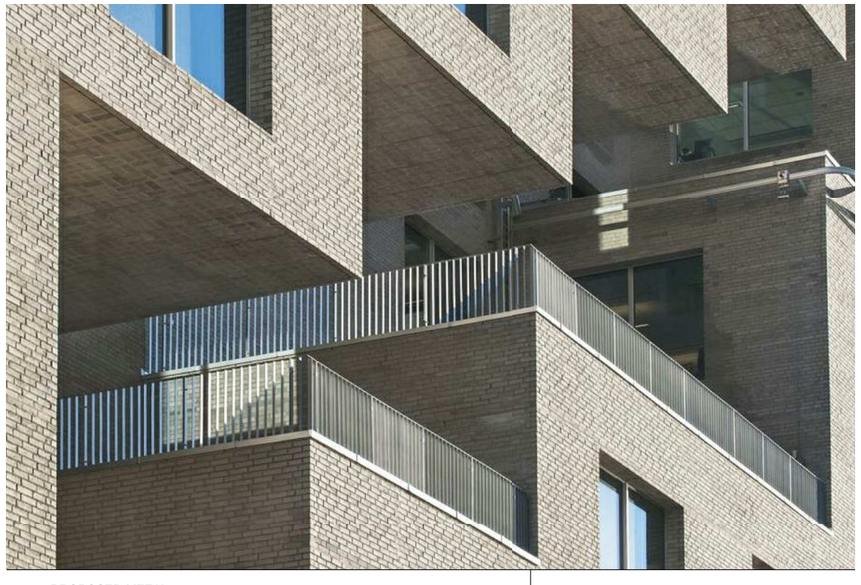
12.0
Detailed Design | 12.3 - Proposed Materials



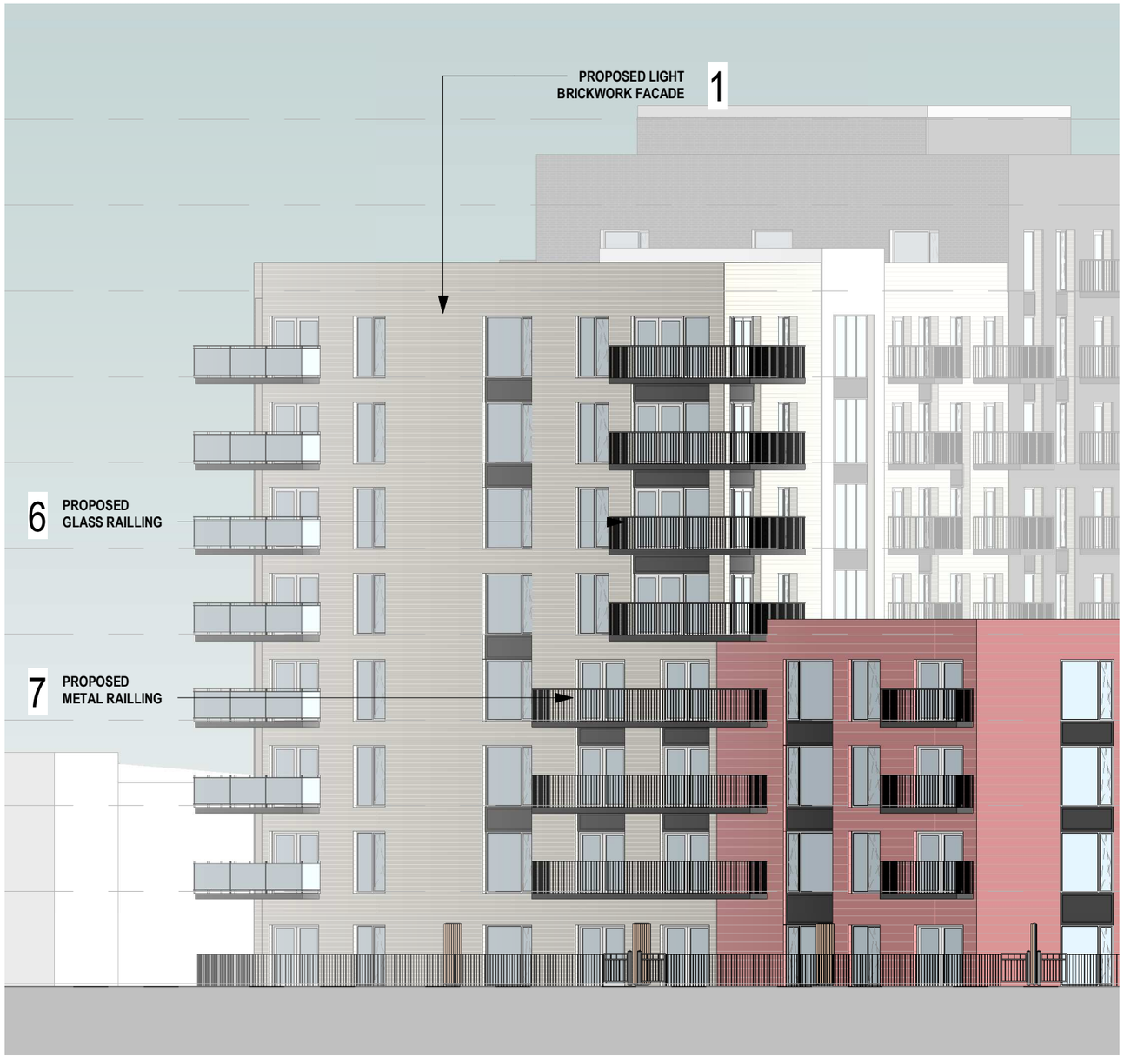
1 PROPOSED LIGHT BRICKWORK FACADE



6 PROPOSED GLASS RAILLING



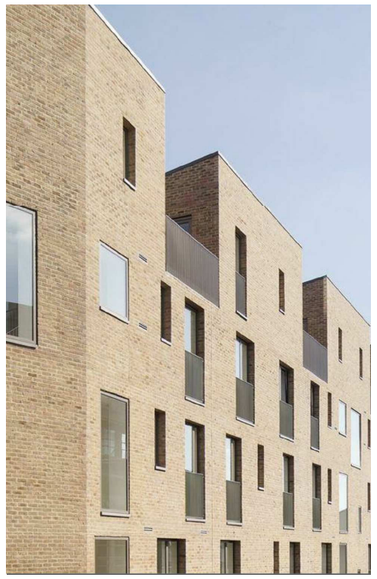
7 PROPOSED METAL RAILLING



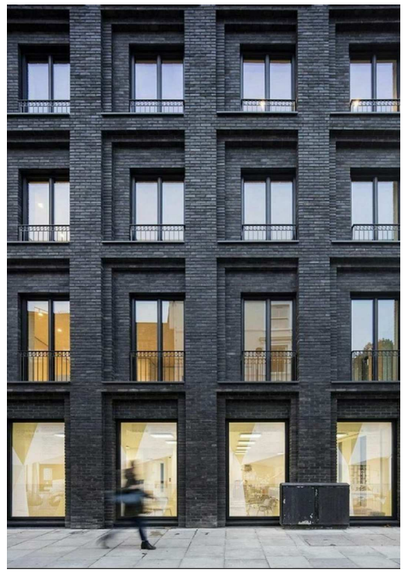
Extract of Block A Materials

It should be noted that drawings within this document are not to scale

12.0
Detailed Design | 12.3 - Proposed Materials

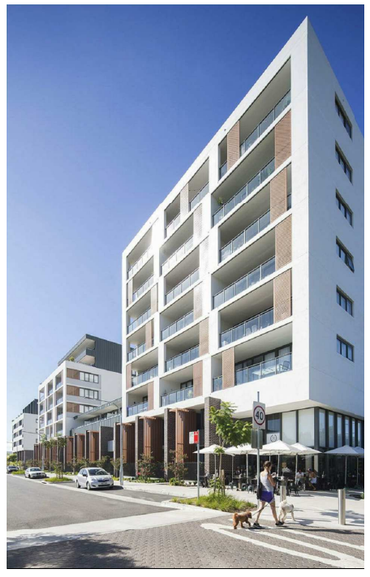


1 PROPOSED LIGHT BRICKWORK FACADE

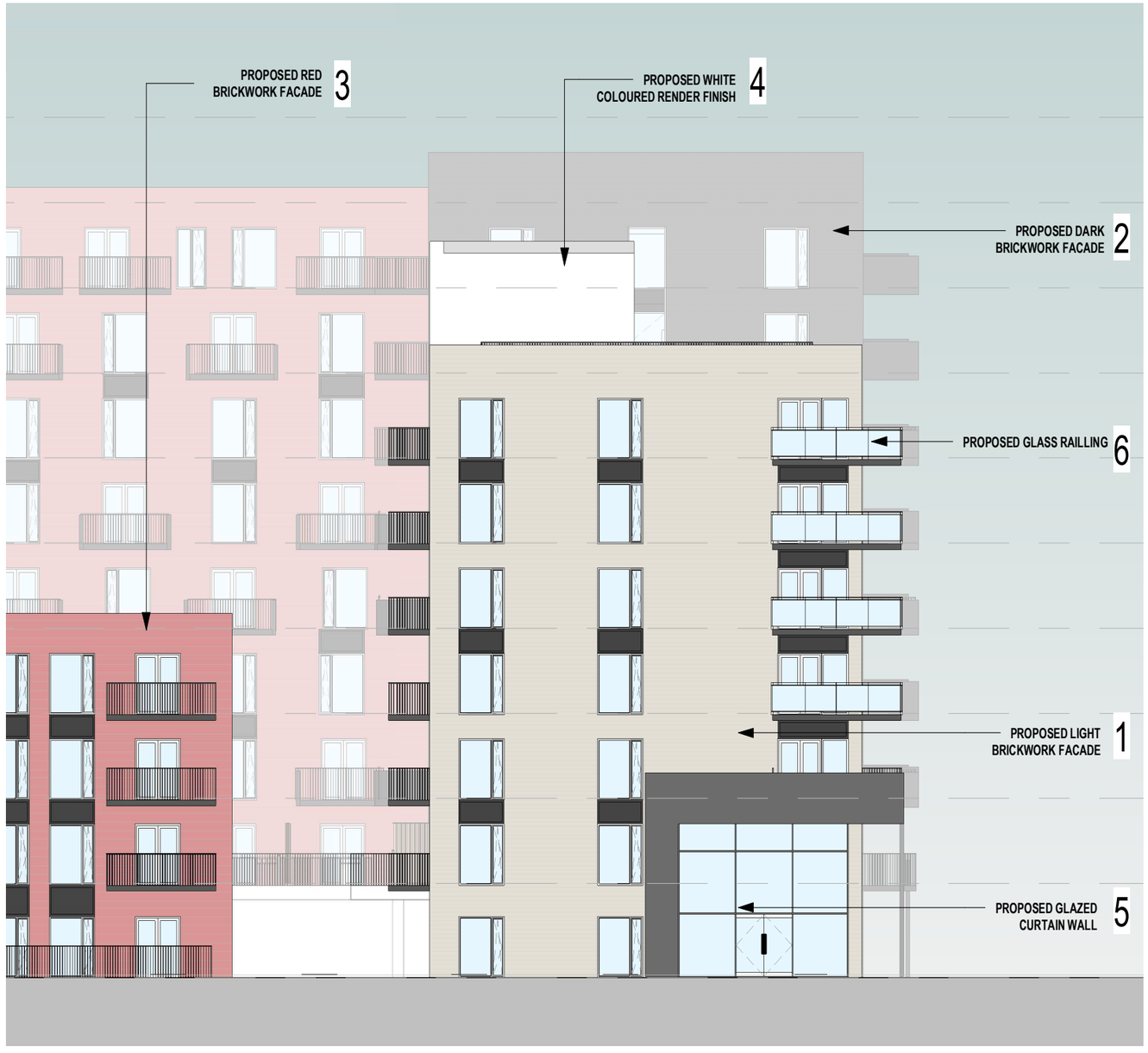


2 PROPOSED DARK BRICKWORK FACADE

3 PROPOSED RED BRICKWORK FACADE



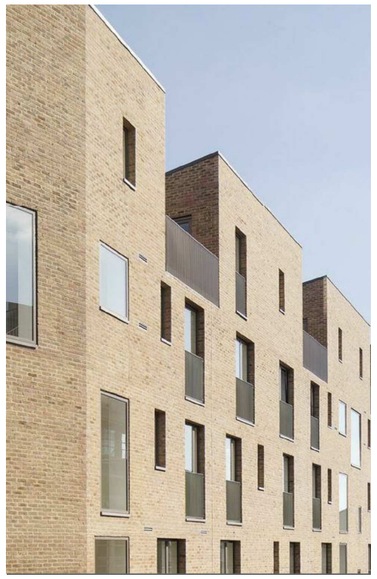
4 PROPOSED WHITE COLOURED RENDER FINISH



Extract of Block A Materials

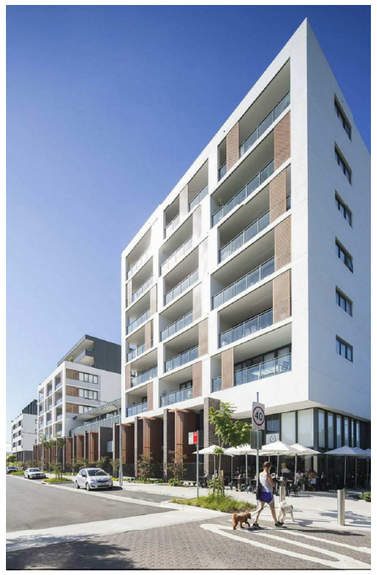
It should be noted that drawings within this document are not to scale

12.0
Detailed Design | 12.3 - Proposed Materials



1 PROPOSED LIGHT BRICKWORK FACADE

3 PROPOSED RED BRICKWORK FACADE



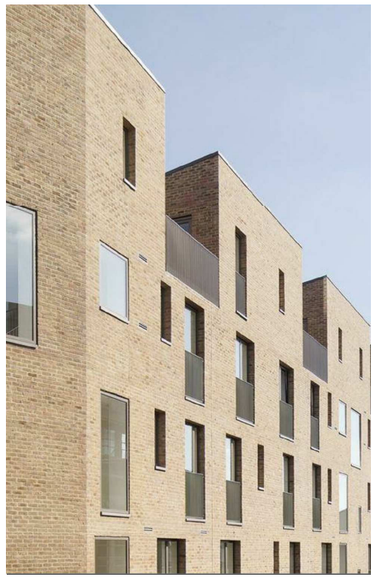
4 PROPOSED WHITE COLOURED RENDER FINISH

7 PROPOSED METAL RAILLING

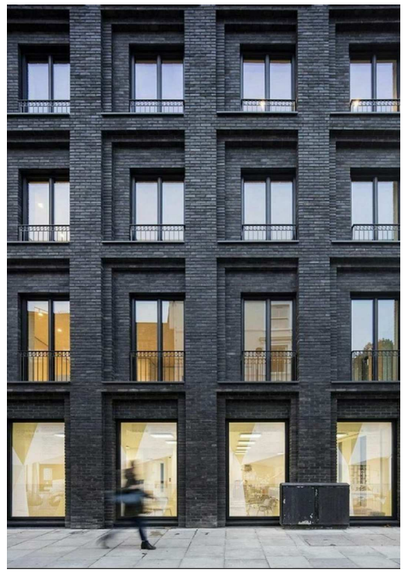
Extract of Block B Materials

It should be noted that drawings within this document are not to scale

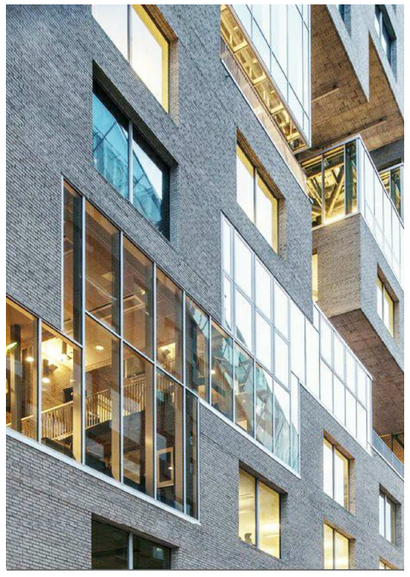
12.0
Detailed Design | 12.3 - Proposed Materials



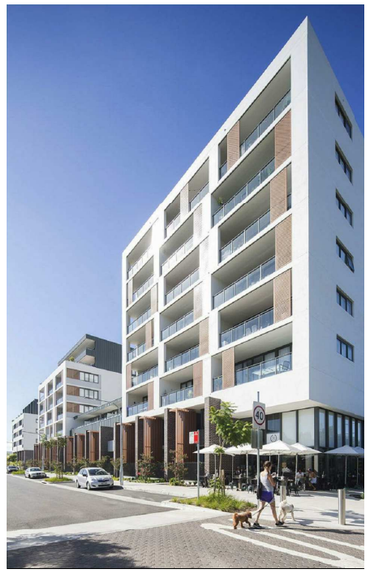
1 PROPOSED LIGHT BRICKWORK FACADE



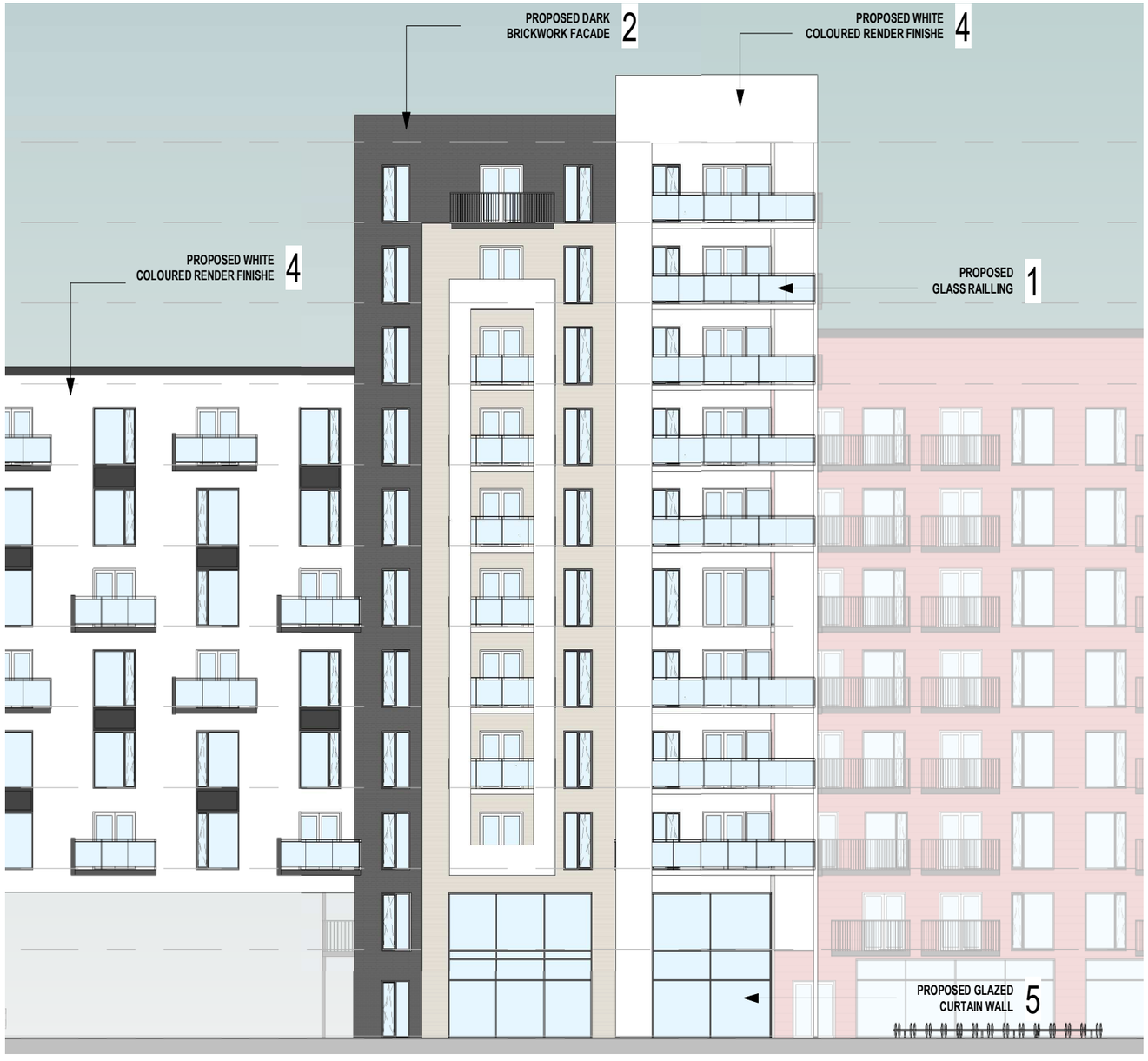
2 PROPOSED DARK BRICKWORK FACADE



5 PROPOSED GLAZED CURTAIN WALL



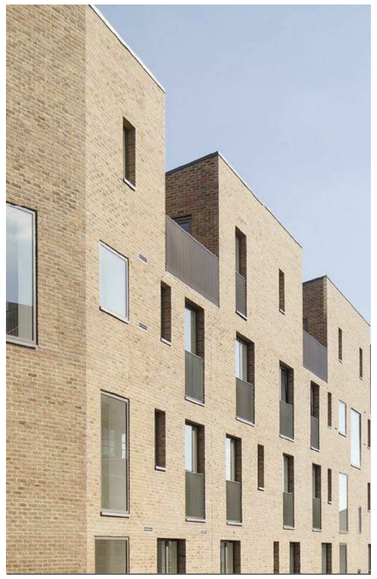
4 PROPOSED WHITE COLOURED RENDER FINISH



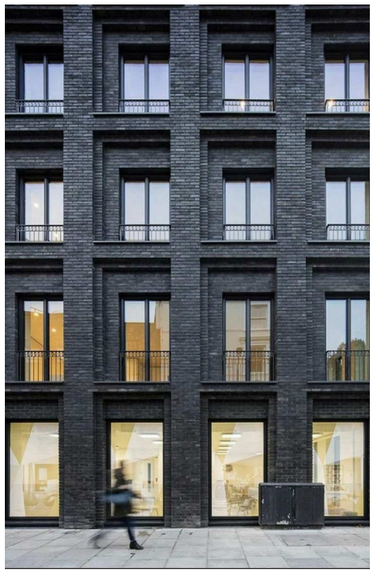
Extract of Block B Materials

It should be noted that drawings within this document are not to scale

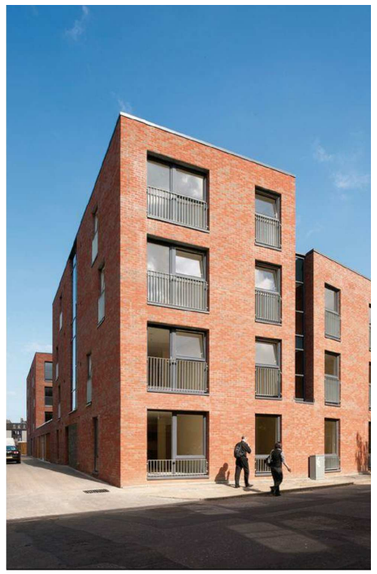
12.0
Detailed Design | 12.3 - Proposed Materials



1 PROPOSED LIGHT BRICKWORK FACADE

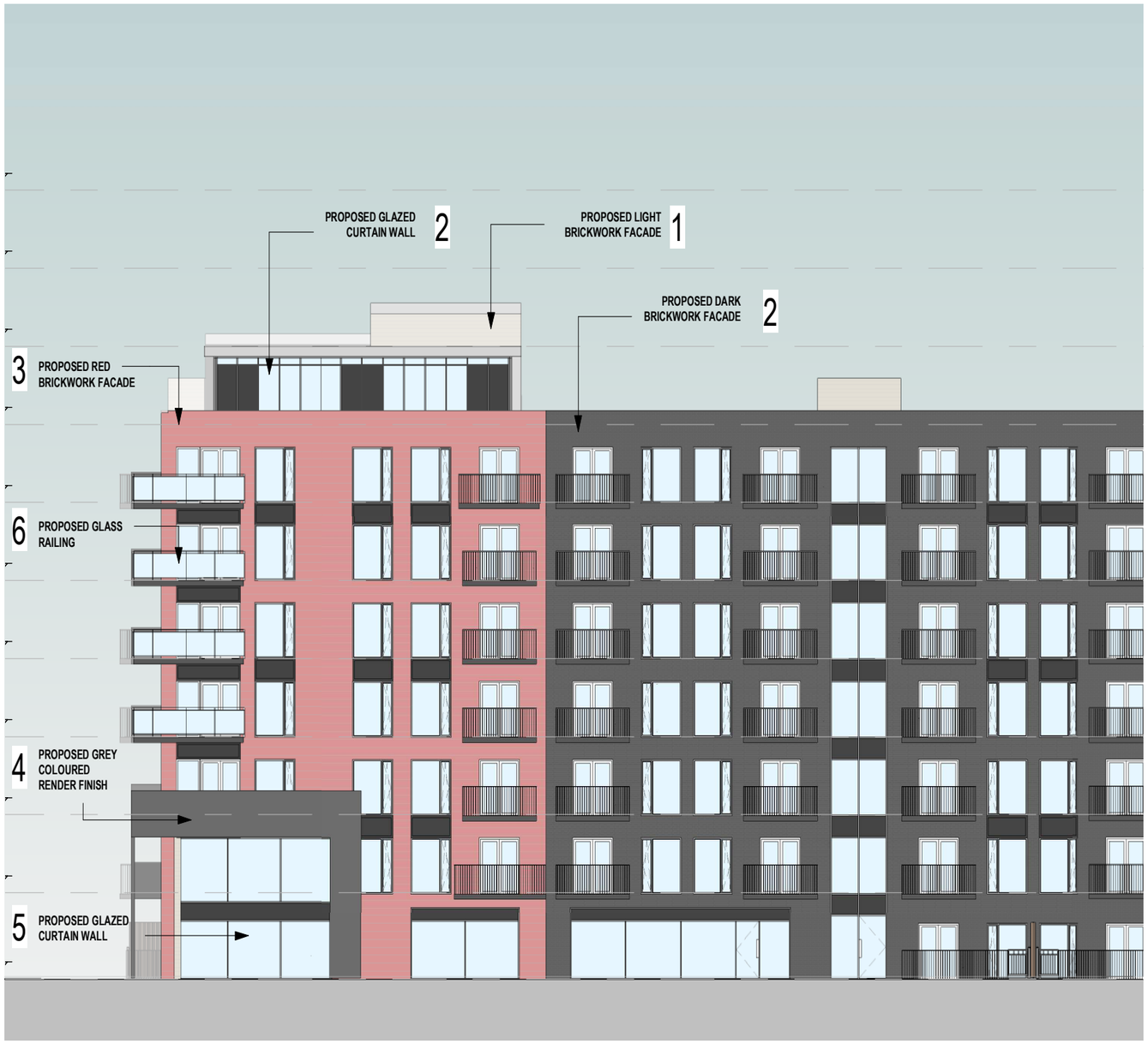


2 PROPOSED DARK BRICKWORK FACADE



3 PROPOSED RED BRICKWORK FACADE

7 PROPOSED METAL RAILLING

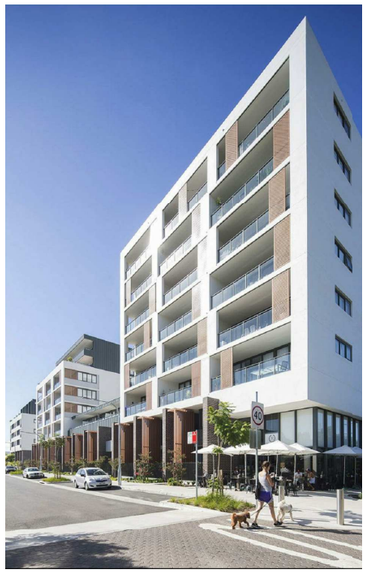


Extract of Block C Materials

It should be noted that drawings within this document are not to scale

12.0
Detailed Design | 12.3 - Proposed Materials

1 PROPOSED LIGHT BRICKWORK FACADE



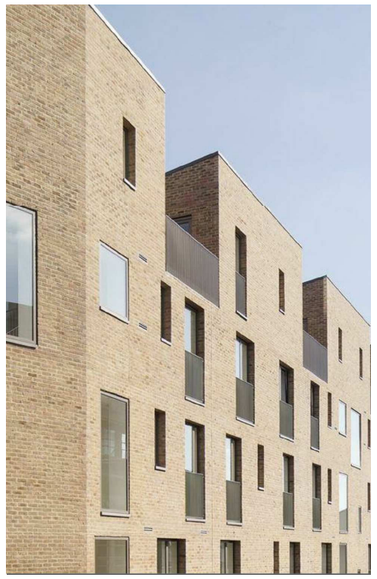
4 PROPOSED WHITE COLOURED RENDER FINISH

3 PROPOSED RED BRICKWORK FACADE

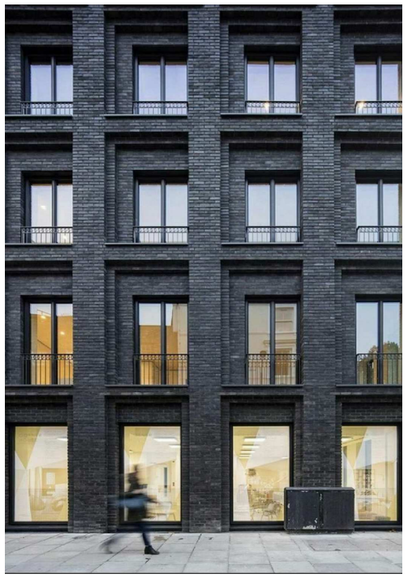
Extract of Block C Materials

It should be noted that drawings within this document are not to scale

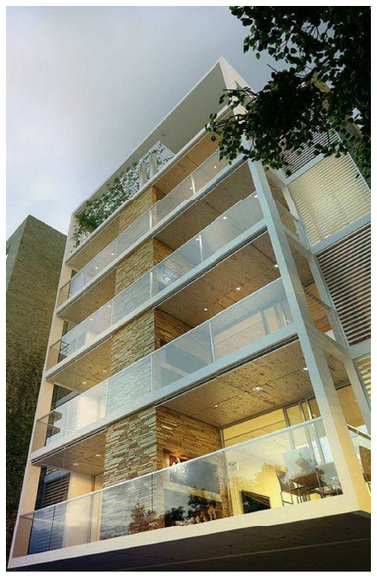
12.0
Detailed Design | 12.3 - Proposed Materials



1 PROPOSED LIGHT BRICKWORK FACADE



2 PROPOSED DARK BRICKWORK FACADE



6 PROPOSED GLASS RAILLING

7 PROPOSED METAL RAILLING

Extract of Block D Materials

It should be noted that drawings within this document are not to scale

12.0
Detailed Design | 12.4 - Proposed CGI's - Key

R1. CGI of the proposed development showing Site B

It should be noted that drawings within this document are not to scale

12.0
Detailed Design | 12.4 - Proposed CGI's

It should be noted that drawings within this document are not to scale

12.0
Detailed Design | 12.4 - Proposed CGI's

It should be noted that drawings within this document are not to scale

12.0
Detailed Design | 12.4 - Proposed CGI's

It should be noted that drawings within this document are not to scale

12.0
Detailed Design | 12.4 - Proposed CGI's

It should be noted that drawings within this document are not to scale

12.0
Detailed Design | 12.4 - Proposed CGI's

It should be noted that drawings within this document are not to scale

12.0
Detailed Design | 12.4 - Proposed CGI's

12.0
Detailed Design | 12.4 - Proposed CGI's

It should be noted that drawings within this document are not to scale

12.0
Detailed Design | 12.4 - Proposed CGI's

It should be noted that drawings within this document are not to scale

12.0
Detailed Design | 12.4 - Proposed CGI's

It should be noted that drawings within this document are not to scale

C+W O'BRIEN
ARCHITECTS

DUBLIN
LONDON
WARWICK
MANCHESTER
LIVERPOOL
NEWCASTLE
BIRMINGHAM
GLASGOW

@CWrightarch
corstorphinewright
corstorphine-wright
admin@cwoarchitects.ie
www.cwoarchitects.ie