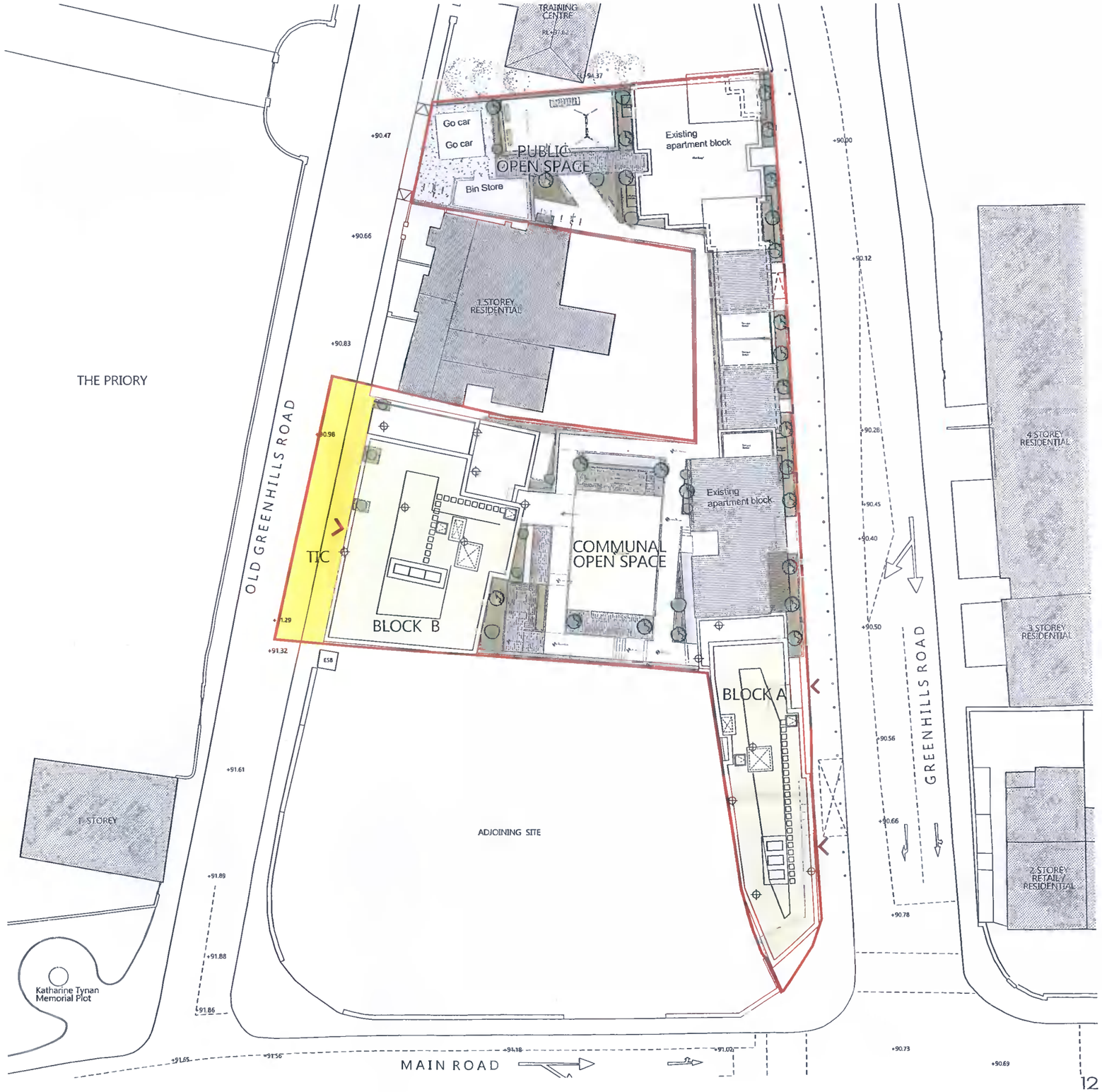
3 DESIGN DEVELOPMENT

3.1 SCHEME OVERVIEW

The building is designed as a composition of two proposed residential blocks over the extended and upgraded basement with Café unit (Block A) at the ground floor connected with the existing residential building. Block A will comprise 11 no. residential apartments (c. 1,250 sqm) in a 5 to 6 storey building, and including a ground floor level café (c. 93 sqm). Block B will comprise 12 no. residential apartments (c. 1,138 sqm) in a 3 to 4 storey building. The proposed development will comprise 23 no. new residential units (4 no. studio apartments, 5 no. 1-bedroom apartments, 6 no. 2-bedroom apartments and 8 no. 3-bedroom apartments), with associated balconies and terraces. The proposed development will comprise a total of 37 no. apartment units derived from 23 no. new apartments and 14 no. existing apartments.



3.2 ARCHITECTURAL APPROACH

Buildings are critical components from which urban places are made. As outlined in the Tallaght Town Centre Local Area Plan 2020 it is the intention of this proposed development to enhance the existing environment and create a quality space that will support the special character of this historical village. Working with the existing context, materials and built forms the aim is to deliver excellence, achieved by ensuring that the proposed building works with and compliments the context in which it will be sited. Chapter 6 of the Tallaght Town Centre LAP sets out the requirements for developments in an Architectural Conservation Area and the design development for this proposal has been informed by the existing context and urban structure. This was the case for the original planning submission (SD21A/0139) but also with modified design in response to the additional information request. This is achieved through appropriate scale and density, use of quality materials, hierarchy of open spaces, visual impact and historical analysis.

The proposed development responds to the height, scale and mass of the existing historic urban form but should also adds architectural interest by way of form and

materiality. The high standard of materials proposed has been recognised in the additional information request and sensitive to its context. The scale and proportion of the proposed buildings is sensitive to the existing context but clearly reads as modern. This approach is in line with current architectural conservation principles.

The geometry of the building was carefully considered to strike a balance between its design role and internal function. As previously highlighted, due to site constraints the proposal contains two new individual blocks integrated into the existing residential development with an extended and enhanced basement car park connecting the residential blocks.

The transition in height from the existing context to the north of Block B, along Old Greenhills Road, has been carefully considered and the design of the block amended to reflect the concerns raised in the additional information request. The Tallaght Town Centre LAP identifies the optimum heights for this site as 4-6 storeys for residential - figure 3.10 Overall Urban Structure (The Village). The original planning submission proposed a 5-storey building for block B, however, after reviewing the additional information request and subsequent context analysis the building has been reduced in height to the lowest recommended height in the Tallaght Town Centre LAP. To address the existing context along the northern boundary a section of the building has been lowered to create a gentle transition from single storey (high) pitched roof to 3 and 4-storey. The design intent is to avoid any potential overbearing visual impact of the proposed development on the existing context.

As the design process evolved during the initial design development and as part of the additional information response, the proposed building and existing context were modelled and analysed. As the site was adjacent to a Protected Structure (St. Basils Training Centre - RPS Ref.268), within close proximity to Tallaght Architectural Conservation Area (ACA) and a significant Protected Structure Site, 'The Priory' this analysis was critical to development of a modified design, and it is our opinion this alternative design addresses the visual impact concerns of scale and height given its close proximity to the Protected Structure

Clarity, order and craft are always central to the design process and key design drivers. Clarity relating to purpose, form, scale and materials. Order to composition and Craft to design and construction. All these elements combined, create a strong sense of place and coherent urban structure in evolving suburban environment. These drivers in turn are influenced by aspect, orientation, proportion, the balance of solid to void and the materials used. The proposed façade treatment of the building will allow for future development of the neighbouring site at the southern boundary without any significant restrictions, but also will provide an interesting visual experience until the neighbouring site is constructed, which will complete the underutilised prominent location.

3.3 FACADE DESIGN

BLOCK A

To achieve an interesting appearance of the prominent corner (Block A), playful character and considered openings was applied to the balconies with an abstract composition. Nevertheless, it was achieved without losing the structural grid, keeping the same materials throughout and grounding the balcony structure in a way that the corner will not lose the connection with the rest of the building.

The fenestration grid responds to a regular pattern dictated by internal layout of the apartments; however, it is intentional to make this not so evident, finding a balance in the staggering movement of the windows. Selected light colour bricks dominate the façade, but darker bricks designed as a second layer will emphasise a set back and transition element to existing adjoining building on the North.

To simplify the facade to address the point 5(a) of the Additional Information request, we have omitted the metal cladding at the stair core and also revised the locations of the windows to avoid staggering the composition to the northern part of the East Elevation. By utilizing the layout of the 2-bed apartment in the Block A, larger windows are proposed adjacent to the existing building.

To address the concerns with regards to overlooking of the existing dwellings, we have revised the layout of the 1-bed apartment of the Block A, which would allow us to change the locations of the windows. We are also proposing an additional screening of part of the terrace by introducing a glazed screen with the obscured glass.

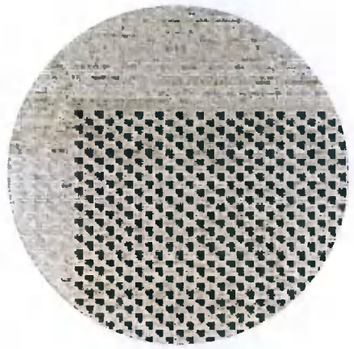
Front elevation of Block A (Greenhills Rd)
Planning Application submission

Front elevation of Block A (Greenhills Rd)
Additional Information submission

3.3 FACADE DESIGN

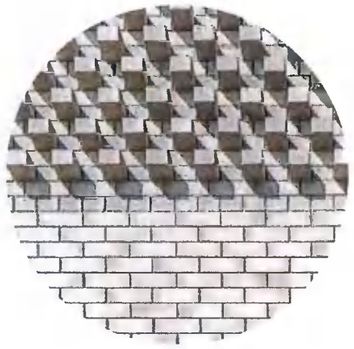
Block A will share the boundary with the adjacent site along the western elevation. Proximity to the boundary line makes this facade the most challenging element of the proposed design for many reasons (overlooking, fire separation etc.). Currently there are no indications when the adjacent site will be developed and what design will be proposed. Western elevation of Block A designed without any glazing elements based on its location and other restrains, will have a dominant impact on the surrounding area until the neighbouring development is fully completed. We do not know what design will be proposed for the empty site (latest planning application Ref. SD20A/0250) but based on the current Development Plan's requirements we are able to predict, in a broad stroke, a principle what is expected to be constructed on this very prominent location. Our proposal for the western elevation provides design solutions which makes otherwise secondary façade very important in the wide context.

Rear facade of Block A (from Main Street)



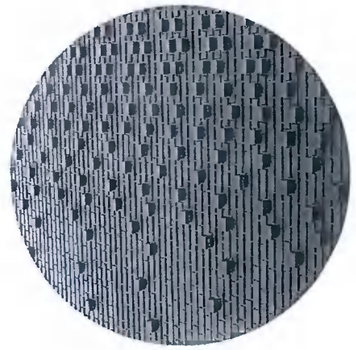
Perforated Brick

Lineal brick pattern



Projected brick pattern

Projected brick
(dynamic random pattern)



Projected brick
(pixelated cascade effect pattern)

Projected brick pattern samples

Using the brick colour, playing with the pattern composition and introducing two vertical recesses breaking the mass of solid façade, changes the visual scale of the building. This design solutions allows to frame the centre of the wall to become the feature element of this elevation. The brick pattern will be created by 50 mm brick projection, providing random pixelated cascade effect adding texture, visual interest, and volume to this façade. Low maintenance plants in the suspended planters will create a strong visual transition between darker and more dominant lighter brick.

During the entire process of developing this scheme, our client has engaged with the adjoining land owner to coordinate designs, but was not successful. The west elevation of the Block A located at the boundary line requires the provision of fire separation from the adjoining site as currently designed. This requirement (and also possible overlooking issue) is limiting our design to provide any glazed elements on the facade (point 10 of the Additional Information request).

3.3 FACADE DESIGN

BLOCK B

The façade of the proposed Block B is a variation of the Block's A façade, using the same materials and finishes.
The main elevation along Old Greenhills Road will be divided into smaller areas by using darker bricks at ground floor level and a lighter brick colour between the first and third floor, projecting out from the face of the ground floor facade. Darker brick is also proposed on the façade of the three storey block adjacent to the neighbouring property (northern boundary) with the proposed setback to match the line of the ground floor façade. This lower element will create the required transition between the four storey Block B and the existing single storey dwellings (with pitched roofs). We have removed the fifth floor to decrease the height of the building and simplified the west elevation to address the point no. 1(b) from the Additional Information request.

Visual separation between the ground floor residential units and the pedestrian footpath at the street level will be created by a series of planters, providing physical barrier between private and public space. Staggered fenestration as previously proposed has been replaced by a simplified facade treatment with an identical set of windows across the three floors to address the point 5(b) of the Additional Information request which also includes the removal of the cantilevered part of the proposed balconies (point 4 of AI).

The main entrance to the Block B will be located beside the proposed access ramp (Old Greenhills Road) to basement car park. The access to the basement will be provided for residents of the apartments and the staff of the proposed Café via electronically operated gate.

Taking into consideration the architectural heritage of the surrounding area and protected structures nearby, the proposed use of simple metal finish for balconies and balustrades instead of glass is intended to achieve a positive or at least neutral feel towards the proposed development. The use of contemporary brick finish with only two colours variation will deliver a sober character ensuring a moderate and gentle style to be in positive resonance with the protected structures and traditional surrounding.

Front elevation of Block B (Old Greenhills Rd)
Planning Application submission

Front elevation of Block B (Old Greenhills Rd)
Additional Information submission

3.3 FACADE DESIGN

The rear (eastern) elevation of the Block B will be a simplified version of the main elevation. Two plains of the façade created by two types of the bricks (darker on the background and lighter colour dominating brick façade) will break rather monolithic looking façade. Similar approach was considered with the composition of the glazing element where staggering fenestration grid will only be used as a gesture at the stair core wall. The terrace at the first floor will not be accessible for the tenants for its proximity to the existing block, to prevent the overlooking issues. The access will be permitted for maintenance only.

Redesigning of the Block B we were able to reduce the height of the building. In the same time we have optimized the internal layouts to prevent the possible overlooking to the private rear gardens of the existing terrace of 3 beds on Old Greenhills Road. To address the point 6 from AI, the external terrace of the top floor Apartment, close to the boundary line, will have a similar glazed screen installed with the obscured glass as Block A terrace on two sides (North and East Elevation). It will also provide some additional shelter and privacy to the residents of this apartment.

Rear facade of Block B (from internal courtyard) - Planning Application submission

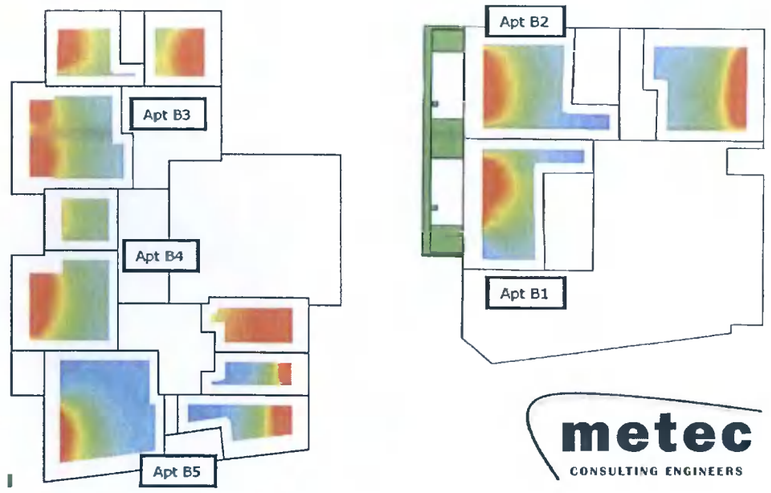
Rear facade of Block B (from internal courtyard) - Additional Information submission

3.3 FACADE DESIGN

The gable wall at the southern boundary with the adjacent site will show a matching brick pattern (similar to Block A) created with 50 mm projected bricks, providing a visual interest for the temporary exposed façade where a connection point will be expected with the future development on the adjacent site as explained above. The perforated brick wall at the ground floor (basement access ramp enclosure) will be providing additional architectural feature element which could be found on both proposed blocks.

The proposed façade of the development is designed to provide a maximum day light for the habitable rooms in the apartments and the size, shape and the location of the proposed Block A and Block B was carefully considered to avoid any negative impact on the neighbouring properties by excessive overshadowing or overlooking related issues. The DAYLIGHT, SUNLIGHT AND SHADOW ASSESSMENT report, provided by Metec Consulting Engineers, is demonstrating the compliance with the following criteria:

- The impact, if any, that the proposed development would have on the existing surrounding properties in terms of Daylight, Sunlight and Shadowing.
- The Daylight and Sunlight levels that would be achieved by the proposed development.



Daylight distribution images of the proposed development by Metec

View from Main Street towards Old Greenhills Rd (South-West corner of Block B) - Planning Application submission

View from Main Street towards Old Greenhills Rd (South-West corner of Block B) - Additional Information submission

3.4 ACCESS AND PARKING

The vehicular access will be maintained from Old Greenhills Road. The car parking for the residents will be provided in the existing basement, which will be extended and upgraded under the proposed development accessible by relocated ramp. The proposed ramp will be located at the south-western corner of the site boundary, which will create an opportunity to reduce the numbers of access points to basement car park from Old Greenhills Road for this development and future development on the neighbouring site, if this solution is preferred and accepted by SDCC and the owners of the adjacent site. The layout of the proposed basement car park will allow future connection with the neighbouring site at the bottom of the ramp by removing a portion of the retaining wall separating the two sites. The parking strategy for the proposed development is described in the Transport Assessment Report.

The area available in the basement is restricted by the size and shape of the site and even by extending the footprint of the basement, we will not be able to achieve higher number of the parking spaces than currently showing (13 car park spaces including one disabled parking space, two electric vehicle charging points (EV) and one motorbike space is proposed). The existing (smaller) basement can accommodate more parking bays (17 spaces currently allocated) than the proposed extended basement, but after careful analysis of the existing condition, we came to a conclusion that the existing basement car park is not built in compliance with the current norms and standards.

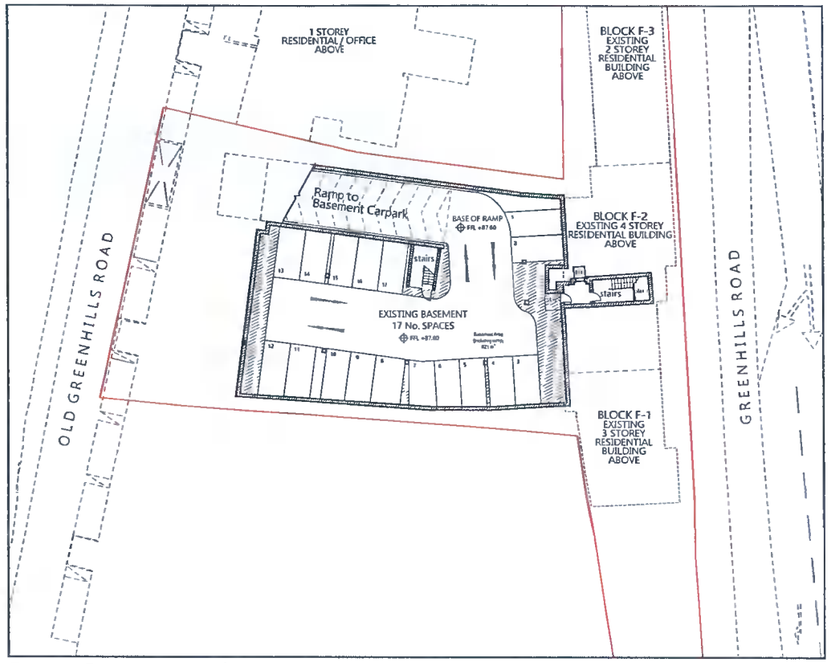
To improve the existing conditions, we are proposing a complete demolition of the existing basement car park and construction of the new basement which will be in compliance with the current legislation. As a part of the new design, we will be providing access to the basement car park for both proposed blocks via extended internal stair cores and lifts and retaining the existing access which is currently present. To maximize the number of parking bays, the space with the limited headroom under the ramp will be used as Plantroom for the proposed blocks.

The bicycle parking for the residents and Café staff will also be provided in the basement (74 long stay cycle parking spaces), accessible by the ramp (Old Greenhills Road) and stair core (Block A) from Greenhills Road. A 20 short stay cycle parking spaces will be located outside the Café (Block A) along Greenhills Road and at the Public Open Space accessible from the Old Greenhills Road (North-West corner of the site) as indicated on the Landscaping drawing.

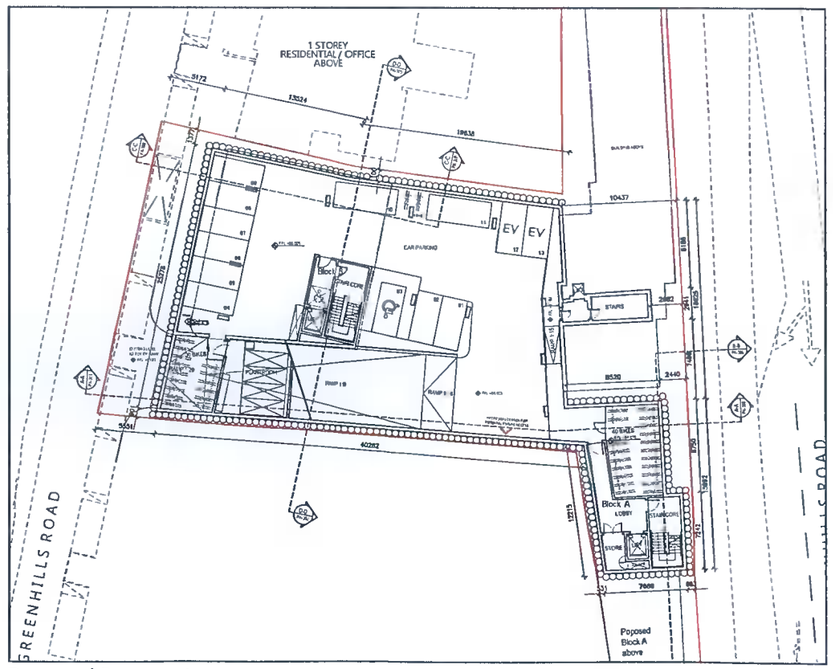
It is a good practice to provide a Long term/overnight bike parking in a secure cage, with electronic access for cyclists, conveniently close to entrance to underground car park providing that the cage is well-lit giving cyclists a sense of personal security as it is proposed for this project.

Our proposal also contains Visitor/short term bike parking above ground, close to entrance to apartment complex, uncovered, with natural passer-by surveillance. The available space in the selected locations for the short term bike parking (outside the Cafe - Block A and beside the Bin Sore - North-West boundary), doesn't allow us to provide a covered shelter. As described in the BIKE PARKING INFRASTRUCTURE GUIDANCE, it is not necessary to provide a covered short term bike parking.

The pedestrian access to the proposed residential blocks and Café unit will be provided via the site's eastern and western boundaries.



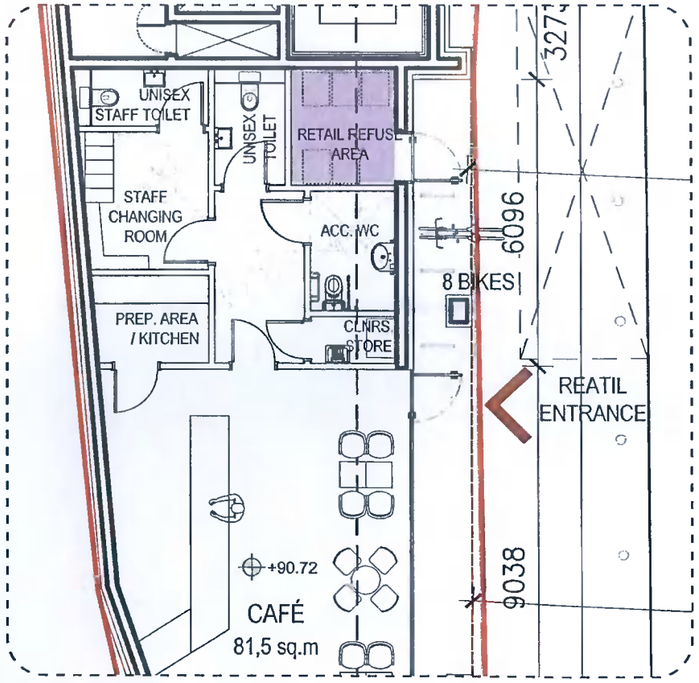
Existing Basement conditions



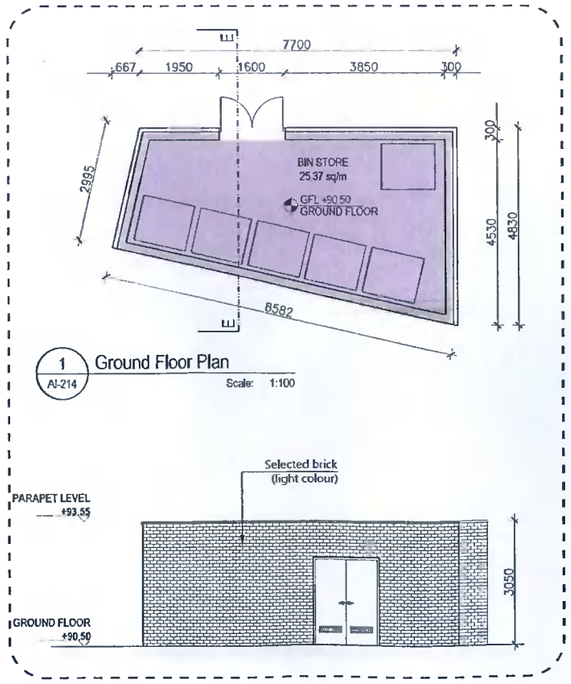
Proposed Basement

3.5 SERVICING

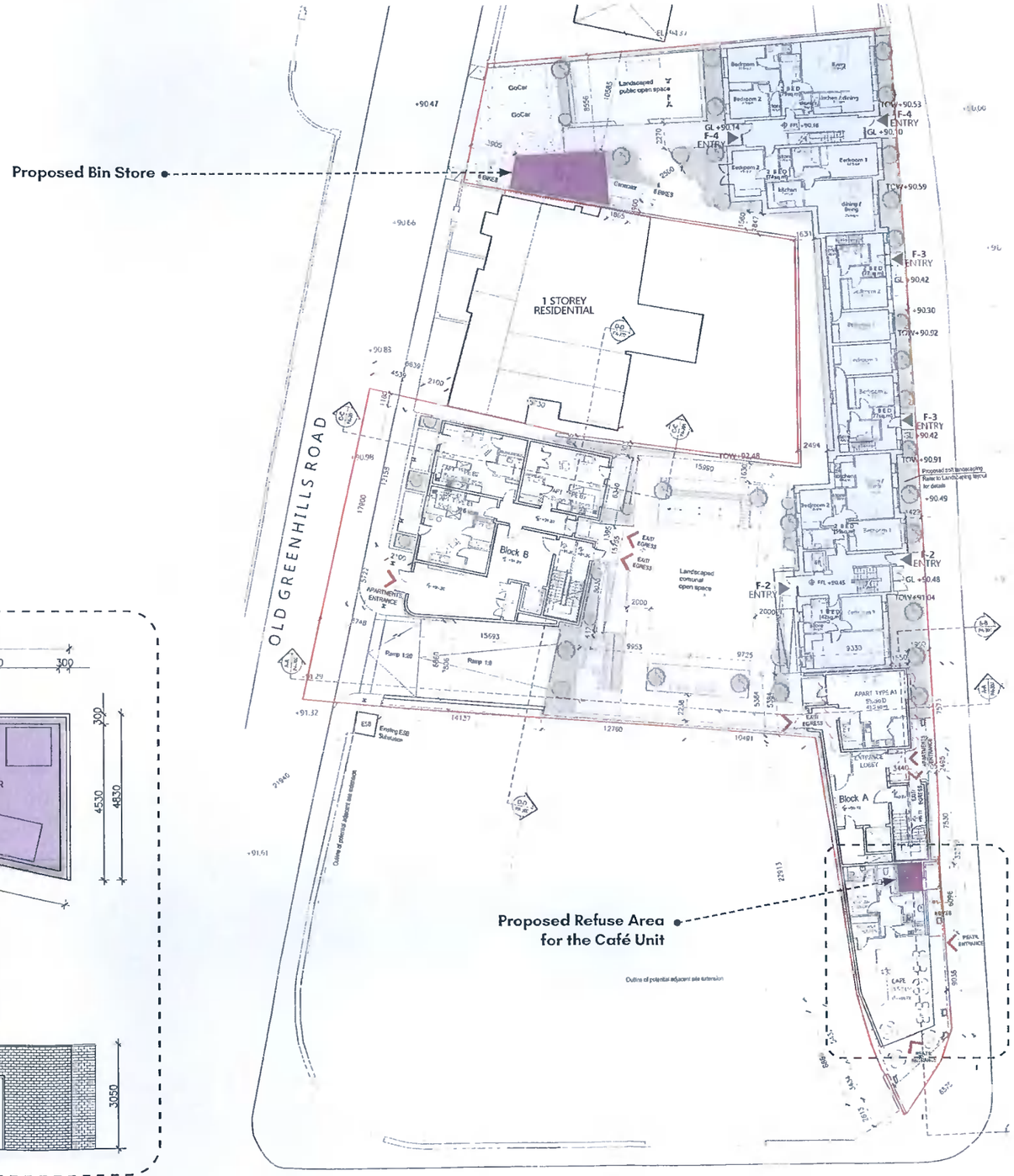
Refuse collection for the residential component of the development will be accommodated via the existing refuse collection point at north-western corner of the site (Old Greenhills Road). This refuse storage area will be located at ground level in the freestanding building only short distance from the original place. Servicing (refuse and deliveries) for the Café unit will be accommodated from the Greenhills Road.



Detail of Café Unit



Proposed Bin store drawings



Proposed Ground Floor Plan

3.6 LANDSCAPE STRATEGY

The proposed Communal Amenity Space will provide a variety of areas for the residents to enjoy a quiet places or more vibrant areas which includes children's playground. This proposal will consist of the required Public Open Space located at the northern boundary and Private Open Space located above the proposed basement car park between the existing residential block on the East (along Greenhills Road) and the proposed Block B on the western boundary (along Old Greenhills Road).

The secure access will be provided from the existing and the proposed blocks via back access doors from each block. Access to the Communal Open Space will be available only for the residents of the development. The existing site conditions (various ground levels at the building entrances) will be preventing the level access to this landscaped area from the individual blocks, but level access for the wheelchair users will be provided via basement car park and lift located in Block B. The existing three storey block, which we are proposing to demolish, does not provide access to the existing car park. It would not be technically feasible to provide level access to the Private Open Space (Part M requirement) from the proposed Block A and also access to the basement car park, as proposed, without demolishing the existing three storey block (point no. 3 from AI). All tenants from the existing blocks located close to the northern boundary without access to the basement car park, will be able to use the external footpath for accessing the Communal Amenity Space. Also the current vertical circulation within the section of building proposed to be demolished does not conform to current building regulations and therefore cannot be used to access the proposed additional apartments in Block A.

The Public Open Space is designed to provide access for the public from the Old Greenhills Road and this area will include children's playground and two GoCar parking bays available not just for the residents of the development, but for all. Proposed extended Bin Store for the residents will be also located in this zone. It is proposed to provide a secure enclosure (refer to Landscape Architects details) at the back of the Bin Store, not visible from the

Proposed Landscape Masterplan

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3.6 LANDSCAPE STRATEGY

road, where the external backup generator for the basement water pumps will be located as described in the Civil Engineer's report.

The Communal Open Space will be formed around the central green space ("kick about space") surrounded by series of ramps and steps at the perimeter. It is also proposed to provide a quiet sitting area for working from home at the highest point of the landscaped area and an exercise zone with an outdoor equipment for adults as described in detail in the Landscaping Report. The proposed basement car park below will be naturally ventilated which will require selected vents integrated into the landscaped area. The depth of the soil will vary to allow for a great range of planting including trees and hedgerows, as well as to provide a required attenuation. Trees and planting will be visible from majority of the apartments and from the neighbouring buildings.

Even though we have no control over the future landscape design for the neighbouring site along the southern boundary, providing multiple level footpaths in this location, should ensure a flexible integration with a minimum adjustments required.

All proposed flat roofs will be sedum roofs, which will also provide required attenuation as described in the Civil Engineer's report.

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View of Internal Courtyard (Communal Open Space) - Planning Application submission

View of Internal Courtyard (Communal Open Space) - Additional Information submission