

# THE HAVEN SHD

## ARCHITECTURAL DESIGN STATEMENT

PROPOSED BUILD TO RENT MIXED USE DEVELOPMENT

BELGARD SQUARE EAST, BELGARD ROAD AND

BLESSINGTON ROAD, TALLAGHT, DUBLIN 24



MAY 2022

HENRY J LYONS

Revision	Description	Date
01	Information Pack	04/02/21
02	Updated Presentation	13/02/21
03	Draft Stage 1 Section 247 Pre-App Consultation Submission	21/05/21
04	Draft Stage 2 Pre-App Submission	30/09/21
05	Stage 3 Submission	31/05/22



CGI SHOWING VIEW AT BELGARD SQ. EAST & BELGARD RD

# THE HAVEN SHD

## Proposed Build to Rent Mixed Use Development of Site at Belgard Square East, Tallaght.

This design statement has been prepared on behalf of Ravensbrook Ltd. of no. 8 Parnell Square East, Dublin 1, and forms part of a submission for planning permission, as part of the SHD planning application to An Bord Pleanála.

This design statement outlines the site context and key aspects of the proposed design, and summarises the planning and design concept for the proposed strategic housing development comprises a mixed-use development including 310 no. “Build-to-Rent” residential apartments, a creche and commercial units (c. 2,289 sqm) on a c. 1.26 ha site at Belgard Square East, Belgard Road and Blessington Road, Tallaght, Dublin 24.

This document and information contained herein has been produced for illustrative purposes only. All design information is property of Henry J Lyons Architects Ltd. and subject to all relevant statutory permissions.

This document should be read in conjunction with the reports and drawings that accompany this submission. Please refer to the listed consultants within this document, and reports as listed in the schedule of documents submitted with this application.

This development has been designed with regard to the following Published Guidelines:

- National Planning and Framework Plan 2018;
- Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (2009);
- Urban Design Manual - A Best Practice Guide (2009);
- Delivering Homes, Sustaining Communities (2008);
- Quality Housing for Sustainable Communities (2007);
- Design Manual for Urban Roads and Streets (2019);
- Sustainable Urban Housing: Design Standards for New Apartments (2020);
- Smarter Travel – A New Transport Policy for Ireland (2009-2020);
- Urban Development and Building Heights (2018);
- The Planning System and Flood Risk Management (2009);
- Guidelines for Planning Authorities on Childcare Facilities (2001).

This development has been designed with regard to the following Published Guidelines:

- ‘Making Sustainable Neighbourhoods’ section of the City Development Plan for Urban Design Statements;
- Section 5.2.1 The Delivery of Sustainable Neighbourhoods ‘The Plan Approach’ of the Draft South Dublin County Development Plan 2022 -2028.
- Draft South Dublin County Development Plan 2022 - 2028, Appendix 10, South Dublin County’s Building Height and Density Guide.



CGI SHOWING JUNCTION OF BLESSINGTON RD WITH BELGARD RD

# CONSULTANTS

## Architects

Henry J Lyons  
51 - 54 Pearse Street  
Dublin 2  
D02 KA66  
[www.henryjlyons.com](http://www.henryjlyons.com)

## Planning Consultant

John Spain Associates  
39 Fitzwilliam Place  
Dublin 2  
D02 ND61  
[www.jsaplanning.ie](http://www.jsaplanning.ie)

## Townscape & Landscape Visual Assessment

Citydesigner  
14 Lower Grosvenor Place  
London  
SW1W OEX  
[www.citydesigner.com](http://www.citydesigner.com)

## Landscape Architect

Park Hood Chartered Landscape Architects  
6-9 Trinity Street  
Dublin 2  
D02 EY47  
[www.parkhood.com](http://www.parkhood.com)

## Structural + Civil Engineers

CS Consulting Group  
1st Floor, 19-22 Dame Street  
Dublin 2  
D02 E267  
[www.csconsulting.ie](http://www.csconsulting.ie)

## Mechanical + Electrical Engineers

Axiseng Consulting Engineers  
47 Mount Street Upper  
Dublin 2  
D02 AC95  
[info@axiseng.ie](mailto:info@axiseng.ie)

## Fire Engineering

MSA  
19 Windsor Place  
Lower Pembroke Street  
Dublin 2  
[www.msa.ie](http://www.msa.ie)

## Verified Views

Visual Lab  
Mozars Place, 2nd floor  
Salthill, Co. Galway  
H91 YFC2  
[www.visuallab.ie](http://www.visuallab.ie)

## Daylight & Sunlight Analysis

BPG3.  
Fumbally Exchange, 5 Dame Lane  
Dublin 2  
D02 HC67  
[www.bpg3.com](http://www.bpg3.com)

## Environmental Reports

Enviroguide Consulting  
3D, Core C, Block 71  
The Plaza, Park West,  
Dublin 12  
D12F9TN  
[www.enviroguide.ie](http://www.enviroguide.ie)

## Waste Management Plan

AWN Consulting  
The Tecpro Building  
Clonsaugh Business & Technology Park  
Dublin 17  
D17 XD90

## Arboricultural Impact Assessment

Charles McCorkell Arboral Consultancy  
4 Deerpark,  
Ashbourne  
Co. Meath  
A84 HK79  
[www.cmarbor.com](http://www.cmarbor.com)

## Archaeological Assessment

IAC Archaeology  
Unit G1  
Network Enterprise Park  
Kilcoole, Co. Wicklow  
A63 KT32  
[www.iac.ie](http://www.iac.ie)

## Wind Analysis

B-Fluid Ltd | Buildings Fluid Dynamics  
IAC Archaeology  
28 Baggot St Lower,  
Dublin 2  
D02 NX43  
[www.b-fluid.com](http://www.b-fluid.com)

## ISM

77 Camden St,  
D02 XE80  
[www.ismireland.com](http://www.ismireland.com)

## Operation Management Plan

Hooke & MacDonald  
118 Lower Baggot Street,  
Dublin 2  
D02 AW89

## Site Retail Provision Report

Bannon Property Consultants & Chartered  
Valuation Surveyors  
Hambleden House,  
19/26 Pembroke Street Lower, Dublin 2  
D02WV96

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# 00 INTRODUCTION

# THE HAVEN SHD DEVELOPMENT SUMMARY

## Proposed Build to Rent Mixed Use Development of site at Belgard Square East, Tallaght.

This Architectural Design Statement describes the proposed development which consists of 'The proposed strategic housing development comprises a mixed-use development including 310 no. "Build-to-Rent" residential apartments, a creche and commercial units (c. 2,289 sqm) on a c. 1.26 ha site at Belgard Square East, Belgard Road and Blessington Road, Tallaght, Dublin 24.

The proposed development will consist of the demolition of existing boundary wall and construction of:

- c. 2,289sqm of retail/commercial floor space across 10 no. units including retail, restaurant/café and Class 2 financial/professional services and office use, and a crèche (257sqm) at ground and first floor levels;
- 310 no. build to rent residential apartments including 99 no. one bedroom units, 203 no. 2 bedroom units and 8 no. three bedroom units within a part 6 to part 12 no. storey development across 3 blocks over partial basement;
- c. 2,223sqm of communal external amenity space provided in the form of a ground floor garden and external terraces at fifth, sixth, seventh and eighth floor levels; c. 1,026sqm of public open space provided in the form of a central courtyard with landscaped areas at site perimeters;
- c. 1,785 sqm of resident support facilities and services and amenities provided at basement, ground and first floor levels;
- Vehicular access to the basement development from a new access point at Belgard Square East;
- A new tertiary route will be provided in the southern part of the site linking Belgard Square East and Belgard Road;
- Provision of 130 no. car parking spaces (including 8 no. club car spaces and 6 no. disabled access spaces) at basement level in addition to 5 no. set down spaces (4 no. serving creche) and 1 no. disabled access space at ground level, layby on Belgard Square East, 6 no. motorcycle spaces and a total of 763 no. bicycle parking spaces;
- Provision of 4 no. Ø0.3m microwave link dishes to be mounted on 2 no. steel support pole affixed to lift shaft overrun, all enclosed in radio friendly GRP shrouds, together with associated equipment at roof level at Block B;
- Provision of 3 no. ESB substations with switch rooms and plant rooms at basement level, hard and soft landscaped areas, bin and bicycle stores, public lighting, attenuation, green roof, plant at roof level, service connections and all ancillary site development works.



CGI SHOWING VIEW AT BLESSINGTON SQUARE EAST & BELGARD RD

# 01 SITE ANALYSIS



# 01.1 SITE LOCATION

The site at Belgard Square East, Belgard Road and Blessington Road, Tallaght, Dublin 24.

The site is under 5 minutes walk to the Square Tallaght shopping centre, and within close proximity of other areas of employment and leisure. TU Dublin Tallaght campus is within walking distance of the site, in addition to a no. of sports centres and primary and secondary schools.

The site is located in close proximity to the red Luas line, which connects directly with the city centre, and major national transport hubs, including Heuston and Connolly Stations, Busarus, and transport links to the airport

The site is served by Dublin bus routes which serve through different areas of Dublin, including blackrock, and the city centre.



AERIAL VIEW SHOWING SITE LOCATION

 SITE LOCATION

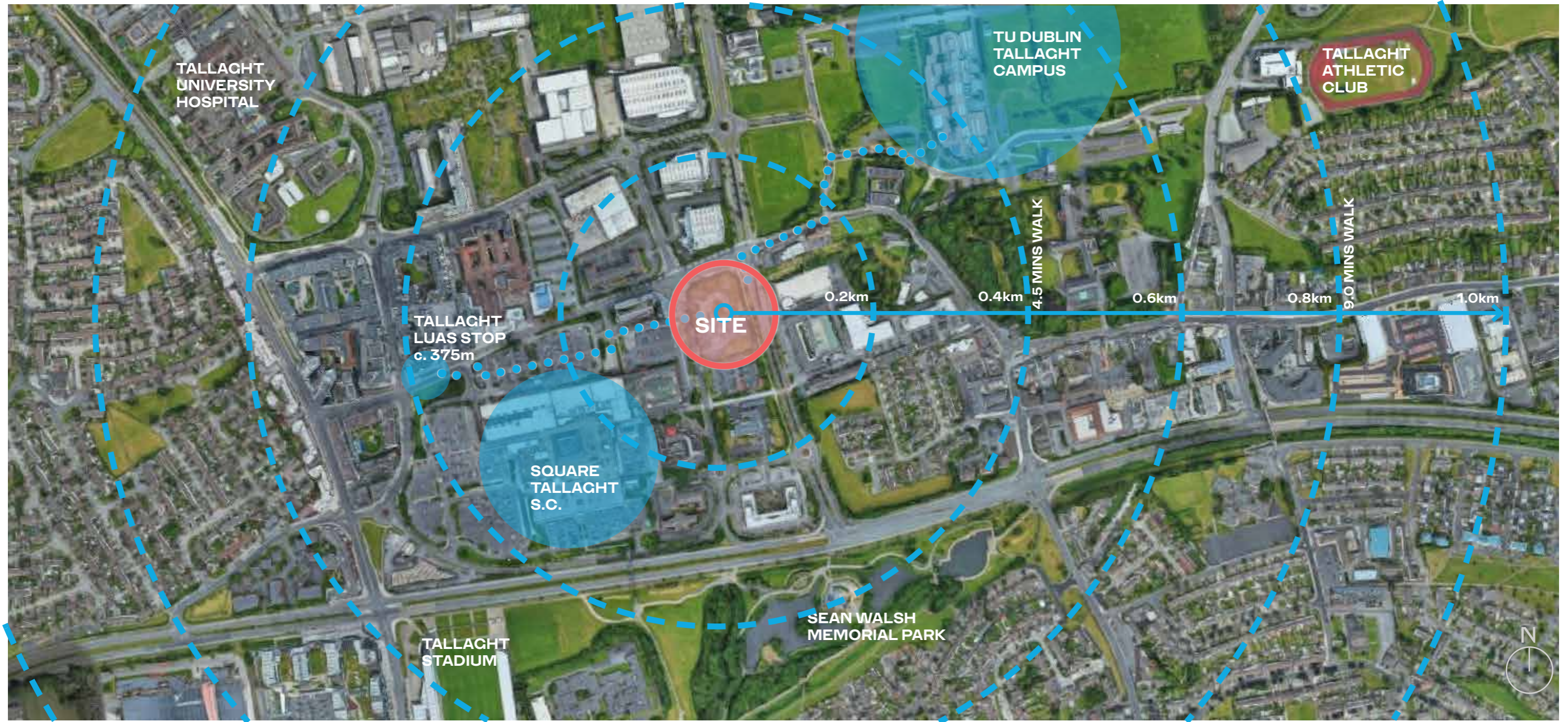
## 01.2 SITE CONTEXT - SURROUNDING AREAS




AERIAL VIEW SHOWING SITE CONTEXT

 SITE LOCATION

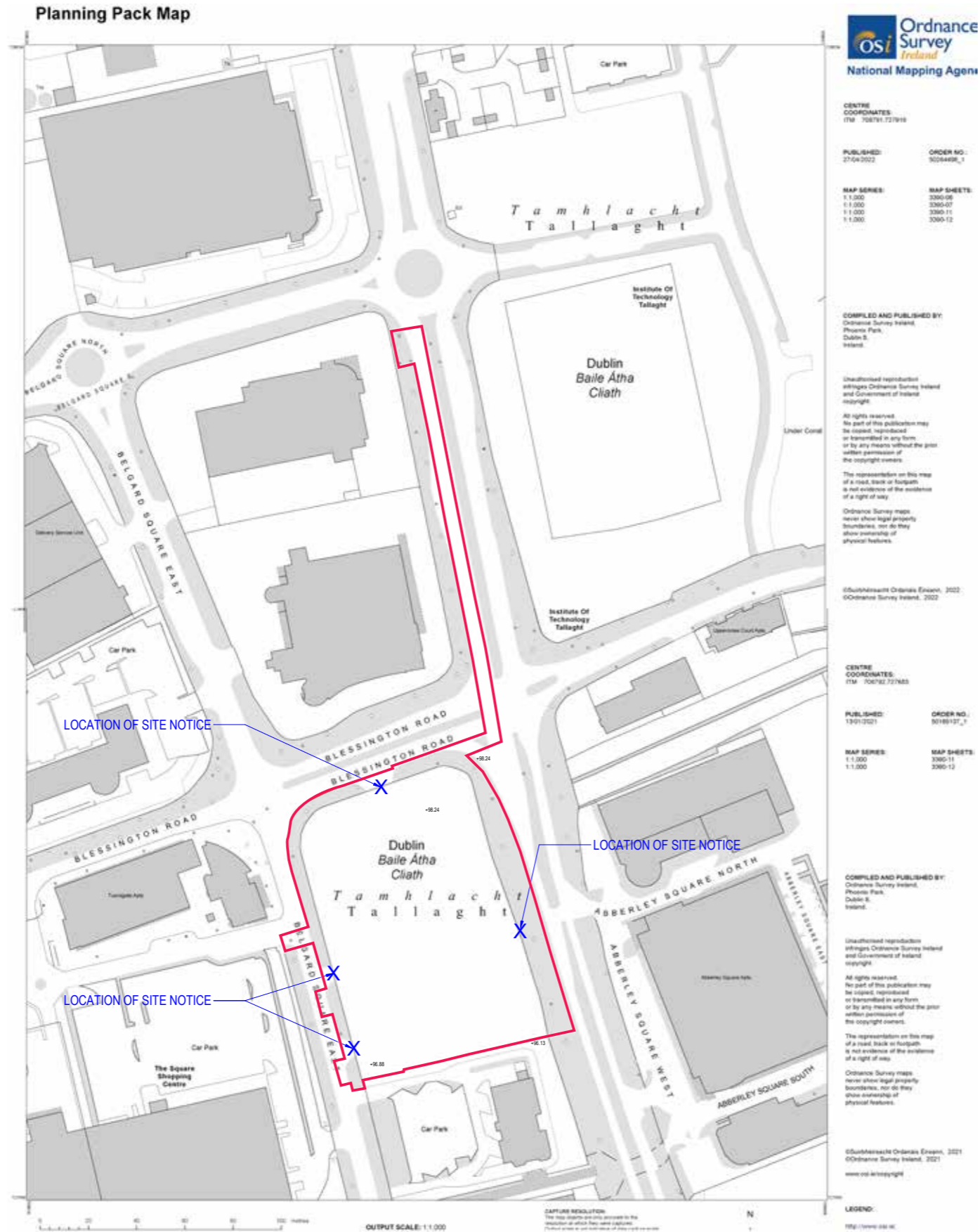
# 01.3 SITE CONTEXT - NEIGHBOURHOOD



AERIAL VIEW SHOWING SITE CONTEXT

 SITE LOCATION

# 01.4 SITE BOUNDARY



EXTRACT FROM OS MAP NO. 3390-06, 3390-07, 3390-11, 3390-12

 APPLICATION SITE BOUNDARY

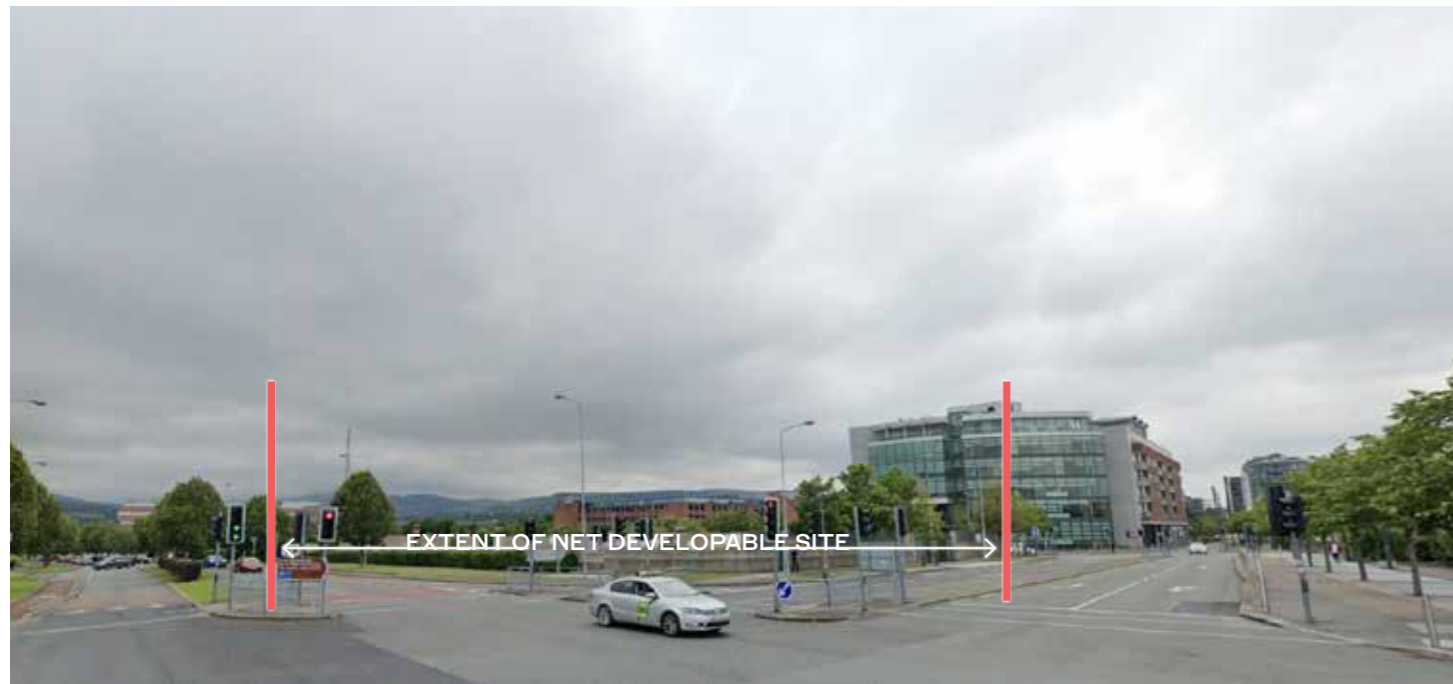
# 01.5 SITE CONTEXT - IMAGES



Aerial View of Site



Aerial View of Site



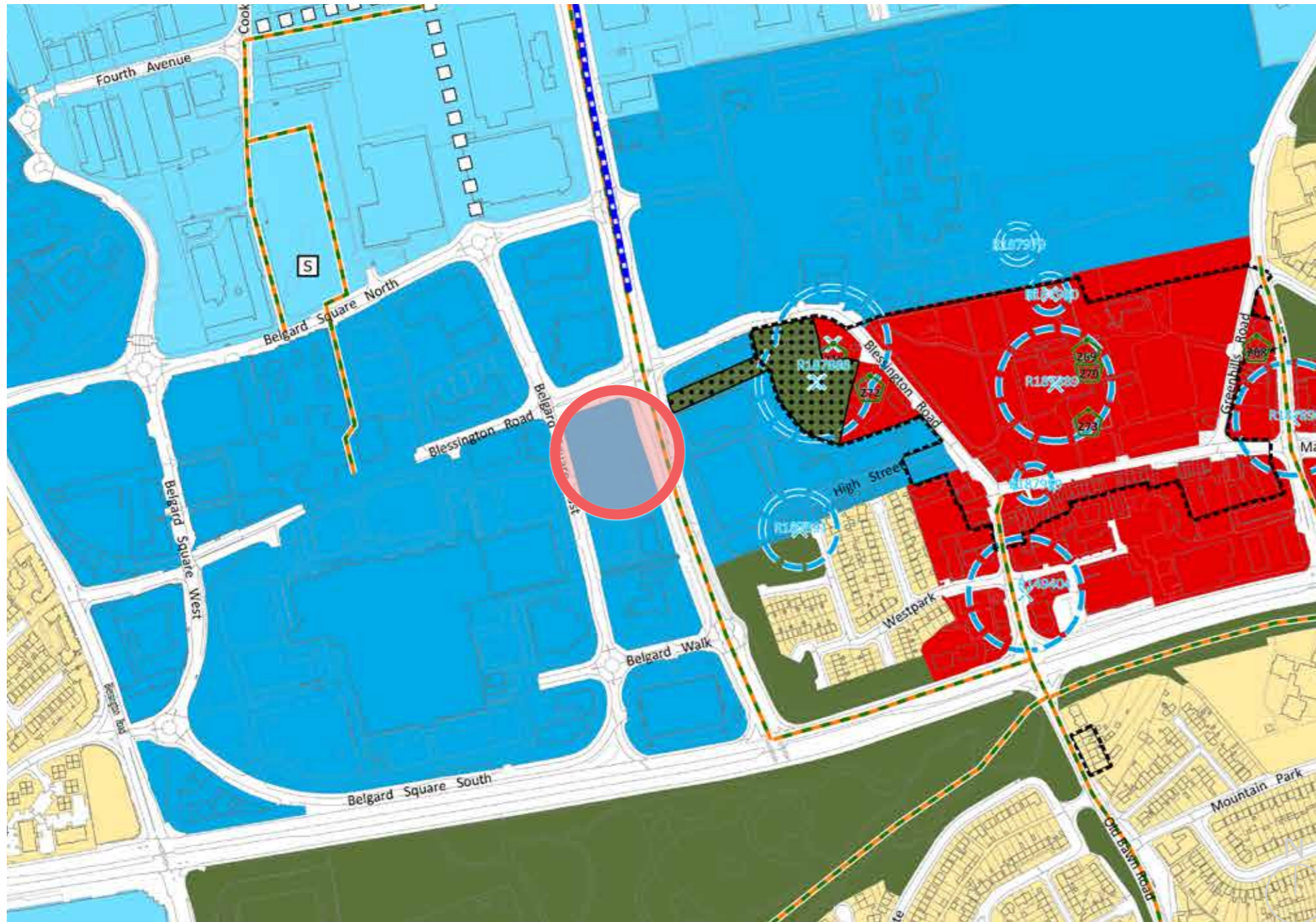
View of Site



View of Site

 APPROXIMATE SITE LOCATION

# 01.6 SITE ZONING



Extract from South Dublin County Council Draft Development Plan, 2022 - 2028

## Use Zoning Objectives

<b>Town Centre</b>	TC	To protect, improve and provide for the future development of Town Centres
--------------------	----	----------------------------------------------------------------------------

- Objective TC To protect, improve and provide for the future development of Town Centres
- Objective MRC To protect, improve and provide for the future development of a Major Retail Centre
- Objective DC To protect, improve and provide for the future development of District Centres
- ⋯ Proposed Local Cycle / Pedestrian Link
- ⋯ NTA Greater Dublin Cycle Network Plan
- ⋯ Long Term High Capacity Public Transport (RPA Preferred Route)

**Table 13.5:** Zoning Objective 'TC': 'To protect, improve and provide for the future development of Town Centres'

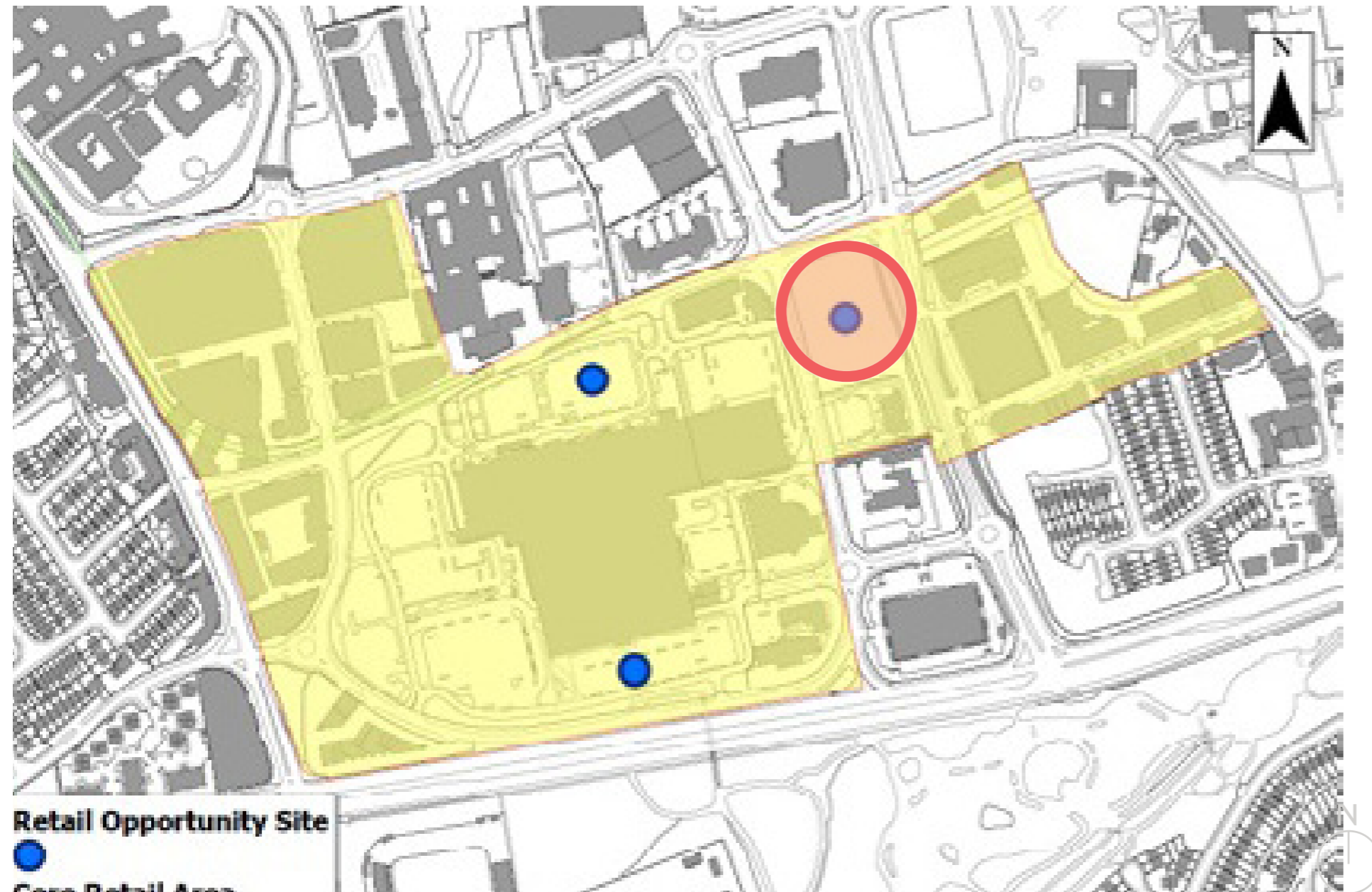
Use Classes Related to Zoning Objective	
<b>Permitted in Principle</b>	Advertisements and Advertising Structures, Bed & Breakfast, Betting Office, Car park, <b>Childcare Facilities</b> , Community Centre, Conference Centre, Crematorium, Cultural Use, Doctor/Dentist, Education, Embassy, Enterprise Centre, Funeral Home, Garden Centre, Guest House, Health Centre, Home Based Economic Activities, Hospital, Hotel/Hostel, Housing for Older People, Industry-Light, Live-Work Units, Nightclub, Nursing Home, Office-Based Industry, Offices less than 100 sq.m, <b>Offices 100 sq.m - 1,000 sq.m</b> , Offices over 1,000 sq.m, Off-Licence, Open Space, Petrol Station, Place of Worship, Primary Health Care Centre, Public House, Public Services, Recreational Facility, <b>Residential</b> , Residential Institution, <b>Restaurant/Café</b> , Retail Warehouse, Retirement Home, <b>Shop-Local</b> , Shop-Major Sales Outlet, <b>Shop-Neighbourhood</b> , Sports Club/Facility, Stadium, Social Club, Veterinary Surgery, Work-Live Units.
<b>Open for Consideration</b>	Allotments, Industry-General, Motor Sales Outlet, Outdoor Entertainment Park, Recycling Facility, Science and Technology Based Enterprise, Service Garage, Transport Depot, Traveller Accommodation, Warehousing, Wholesale Outlet.

APPROXIMATE SITE LOCATION

# 01.7 SITE ZONING - CORE RETAIL AREAS

Zoning support for retail use on proposed site.

Zoning support for intensification of the Core Retail Area.



Extract From SDCC Tallaght Town Centre Local Area Plan 2020 (Figure 2.4: Overall Urban Structure,).

## 9.5.1 Tallaght

Tallaght town centre is designated a Town Centre (TC) zoning objective (see Chapter 13 *Implementation and Monitoring*). This reflects the Level 2 retail designation under the regional retail hierarchy. As the County town, the established use of the area allows for complementary leisure, retail, services, retail warehouse and commercial land uses. The village centre, identified as level 4 in the retail hierarchy, provides complementary uses, physically connected to the town centre, at a village scale.

The town centre will further evolve as a key transport hub as part of the BusConnects programme of works. This will further enhance the town centre and opportunity for mixed use development and an improved retail and associated leisure and entertainment offering.

### Policy EDE9: Retail - Tallaght Town Centre

Maintain and enhance the primary retailing and major town centre function of Tallaght Town Centre as a Level 2 Major Town Centre and County (Principal) Town Centres.

#### EDE9 Objective 1:

To support the provisions of the Tallaght Town Centre Local Area Plan, (2020), or any superseding plan regarding retail and economic growth.

#### EDE9 Objective 2:

To continue to develop Tallaght as a vibrant and sustainable County Town at the top of the County's settlement and retail hierarchy and improve Tallaght's importance in regional retail terms.

#### EDE9 Objective 3:

To facilitate the provision of the highest level and broadest range of retailing in the County in the Core Retail Area of Tallaght Town Centre, along with a broad range of services and functions in the wider Town Centre and Village Centre zonings.

#### EDE9 Objective 4:

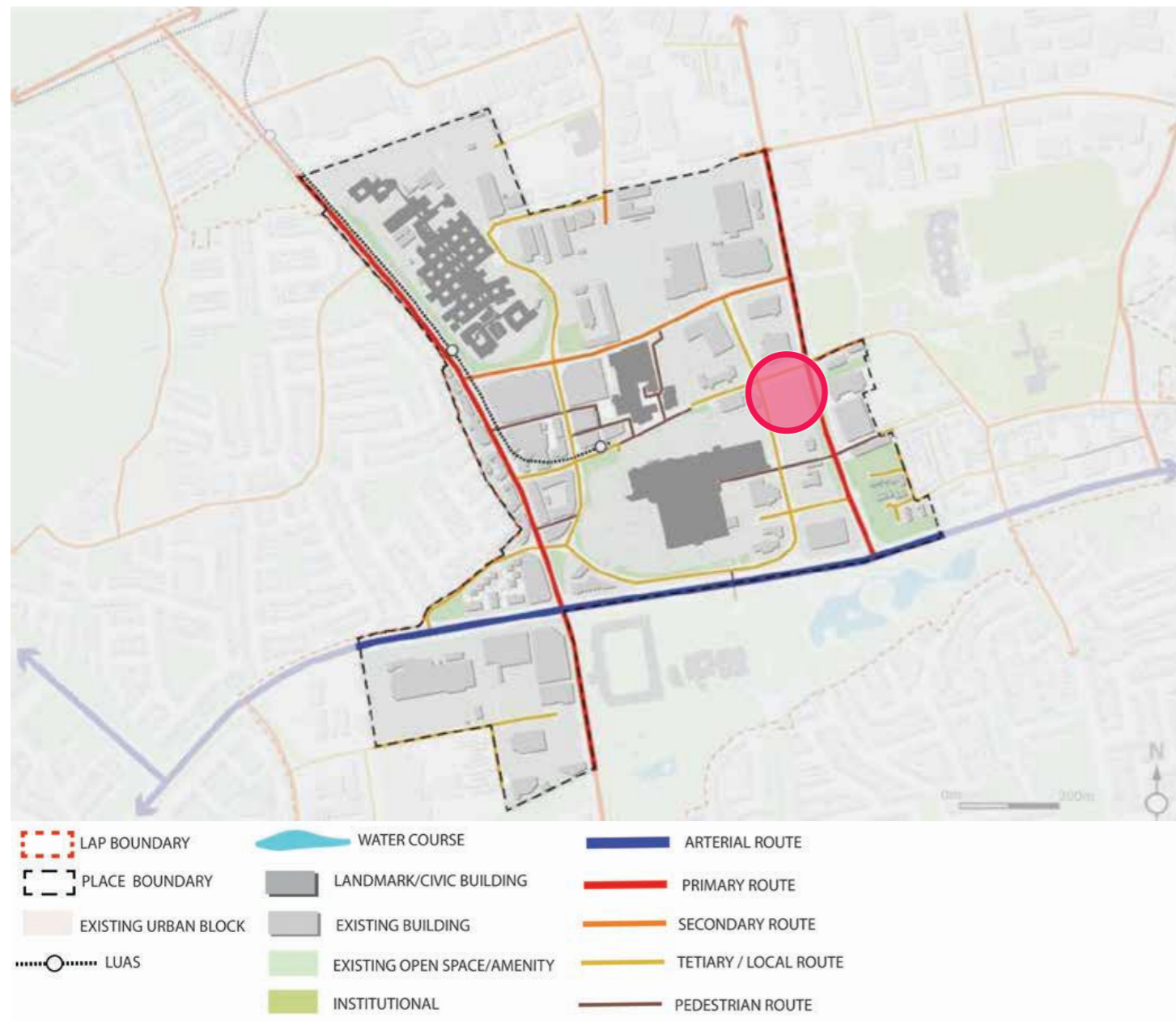
To promote the intensification of the Core Retail Area of Tallaght.

#### EDE9 Objective 5:

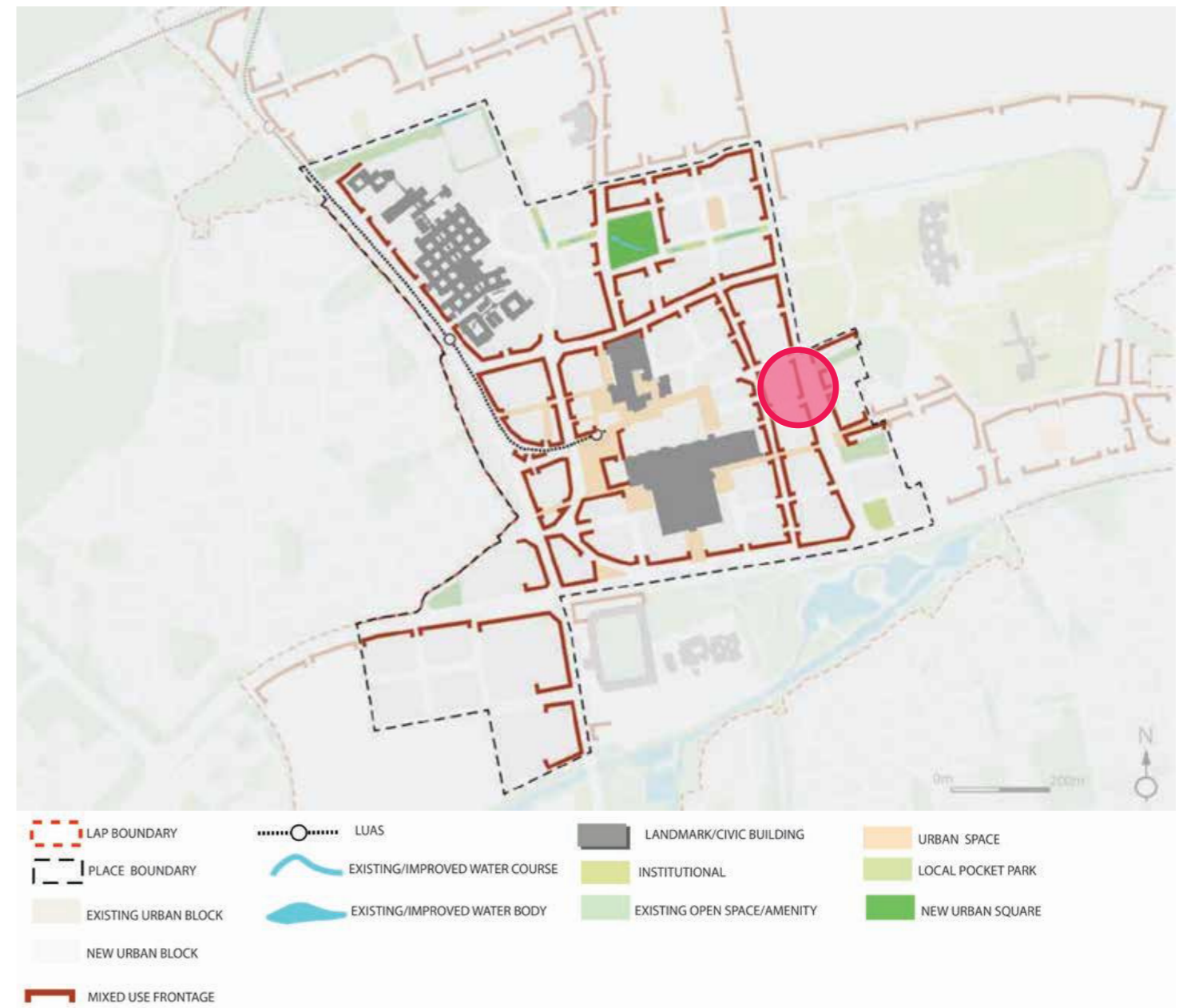
To promote and encourage the development and redevelopment, to a high standard of urban design, of the identified Retail Opportunity Sites at, and adjacent to, the Square Shopping Centre and mixed use/retail opportunity at the former Woodies site on the Belgard Road.

 APPROXIMATE SITE LOCATION

# 01.8 SITE ZONING- TALLAGHT LAP 2020 : MIXED USE FRONTAGE



EXISTING CONTEXT / ENVIRONMENT (THE CENTRE)



MIXED USE FRONTAGE (THE CENTRE)

Extract From SDCC Tallaght Town Centre Local Area Plan 2020 (Figure 3.2: Mixed use frontage (The Centre)).

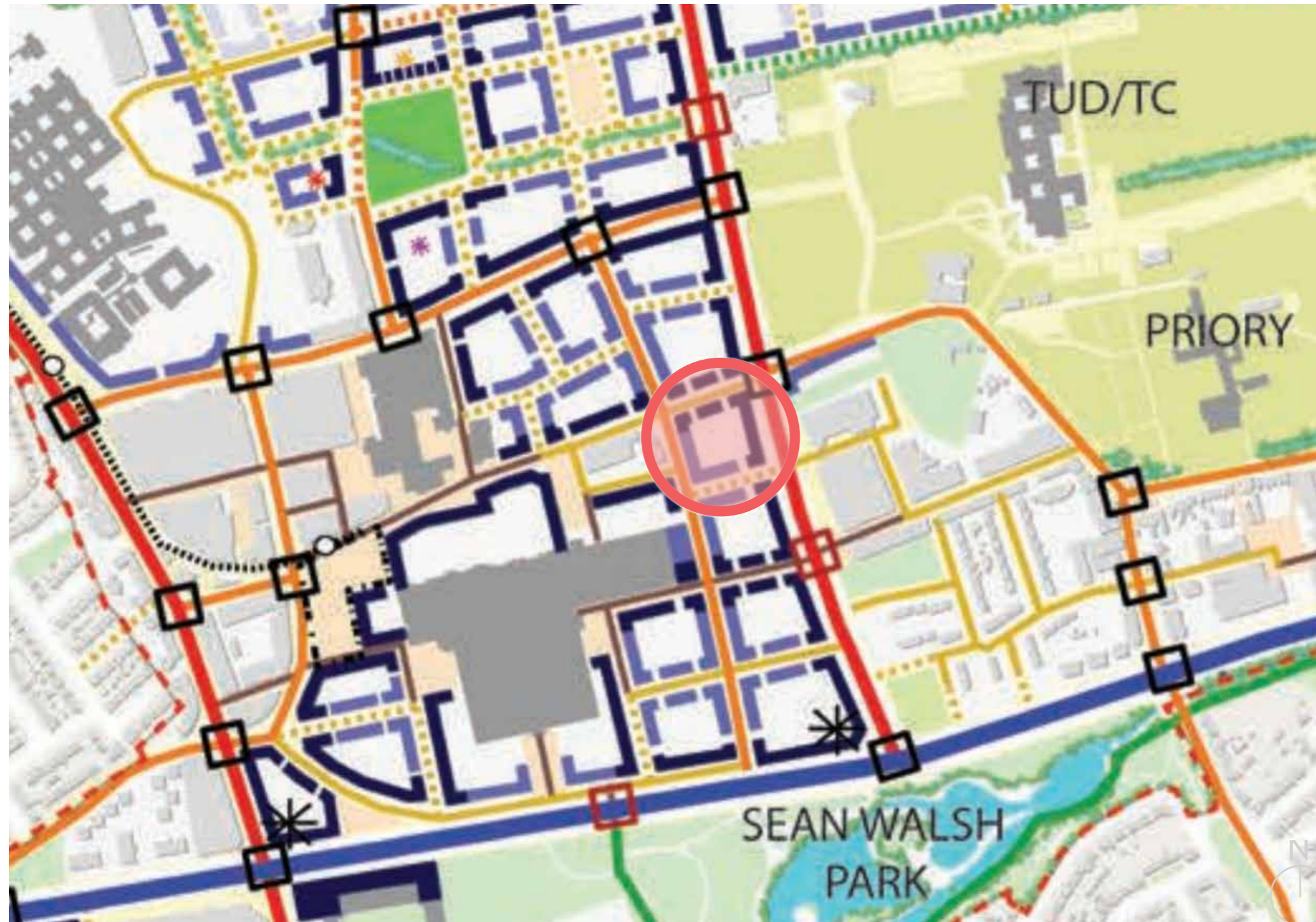
SITE LOCATION



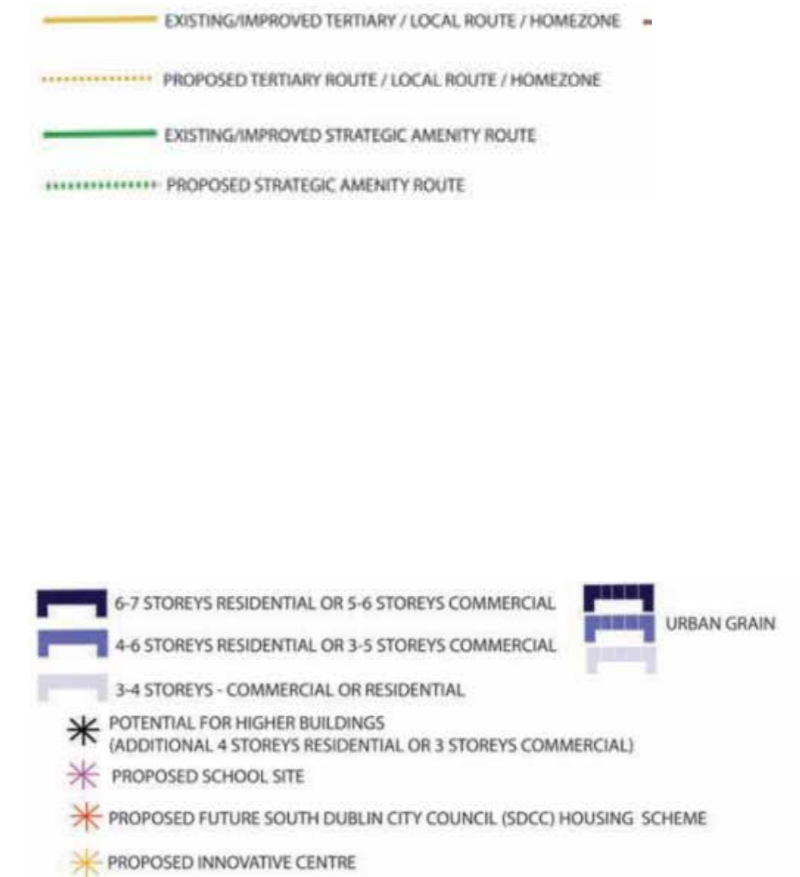
# 01.9 SITE - TALLAGHT LAP 2020 : URBAN FRAMEWORK

Local Area Plan requires new tertiary route / local route at southern end of site.

Local Area Plan notes 6-7 storeys for residential use with additional set back floor.



Extract From SDCC Tallaght Town Centre Local Area Plan 2020 (Figure 2.4: Overall Urban Structure,).



APPLICATION SITE BOUNDARY

APPLICATION SITE BOUNDARY

# 01.10 SITE ANALYSIS - NEIGHBOURING USES



AERIAL VIEW

- SITE LOCATION
- COMMERCIAL
- RESIDENTIAL
- EDUCATION
- CIVIC

# 01.11 SITE ANALYSIS - BUILDING HEIGHTS



AERIAL VIEW



## 02 PRECEDENT

# 02.1 PRECEDENT - 'LIGHTHOUSE' & VERTICAL ELEMENTS



DOUBLE HEIGHT BAYS  
HJL - WILTON PARK



FEATURE CORNER SITE BUILDING WITH LIGHTHOUSE  
FEILDEN CLEGG BRADLEY - BATTERSEA EXCHANGE



PROPOSED ELEVATION AT NORTH EAST, SHOWING BLESSINGTON ROAD AND BELGARD ROAD ELEVATIONS



'LIGHTHOUSE' & MIXED MATERIAL  
NIALL MCLOUGHLIN ARCHITECTS -  
STUDENT HOUSING SOMERVILLE



FEATURE CORNER SITE BUILDING WITH 'LIGHTHOUSE'  
HJL - SANDYFORD CENTRAL



METAL FINNS, MATERIAL  
CHANGE



SET BACK PENTHOUSE  
APARTMENTS



TOWER WITH  
'LIGHTHOUSE'



DEFINED COMMERCIAL  
AREA

# 02.2 PRECEDENT - ELEVATION



COMMERCIAL STREET FRONTAGE AND NEW STREET CONNECTION  
HJL - ONE WILTON PLACE



DOUBLE HEIGHT BAYS TO RETAIL  
LYNCH ARCHITECTS - KINGS GATE APARTMENTS LONDON



PROPOSED NORTH (BLESSINGTON ST.) ELEVATION



SET BACKS IN MASSING  
SQUIRE & PARTNERS - CLARGES MAYFAIR



VOID AT UPPER FLOOR LEVELS  
MORRIS & COMPANY - TVC HITE CITY



DOUBLE HEIGHT COMMERCIAL



CHANGE IN MATERIALS TO DISTINGUISH COMMERCIAL



LANDSCAPED COMMERCIAL AREA



PROTRUDING BALCONIES

## 02.3 PRECEDENT - ELEVATION



PROPOSED ELEVATION AT SOUTH WEST, SHOWING SOUTH ELEVATION AND WEST ELEVATION (BELGARD SQ. EAST)



BRICK DETAILING TO COURTYARD  
DAVID CHIPPERFIELD ARCHITECTS - ONE KENSINGTON GARDENS



BRICK DETAIL + BRONZE BALCONY TO COURTYARD  
SHEPPARD ROBSON - CAMDEN COURTYARD GARDENS

LIGHT BRICK + BRONZE METAL COLOUR

GROUND FLOOR APARTMENT PRIVACY SCREENING



APARTMENT PRIVACY STRIP

STAGGERED WINDOWS, BRONZE BALCONIES



VIEW SHOWING SOUTH ELEVATION AND EAST ELEVATION (BELGARD ROAD)

## 02.4 PRECEDENT - STREET



RELATIONSHIP BETWEEN COMMERCIAL & PLAZA  
SNOHETTA - SOLA CENTRAL



COMMERCIAL STREET AND LINK ROAD  
SNOHETTA - SOLA CENTRAL



CAFE SPILL OUT,, AND COMFORTABLE SPACES TO SIT  
KOHN, PENDERSON FOX ASSOC. - 55 HUDSEN YARDS, NY



COMMERCIAL INTERACTION WITH PUBLIC COURTYARD  
HJL - PROJECT ROYAL



COMMERCIAL INTERACTION WITH PUBLIC ROAD  
HJL - PROJECT ROYAL



MIXED USE AND PUBLIC AREA  
HJL - SPENCER SOUTH

REFER TO ACCOMPANYING PARKHOOD REPORT AND DRAWINGS



# 02.5 PRECEDENT - COMMUNAL + PUBLIC OPEN SPACE



PROPOSED SITE PLAN (LANDSCAPE)



FUNCTIONAL / EDUCATIONAL



PLAY / LEARN



LANDSCAPE & SENSES - SIGHT & SM/LL

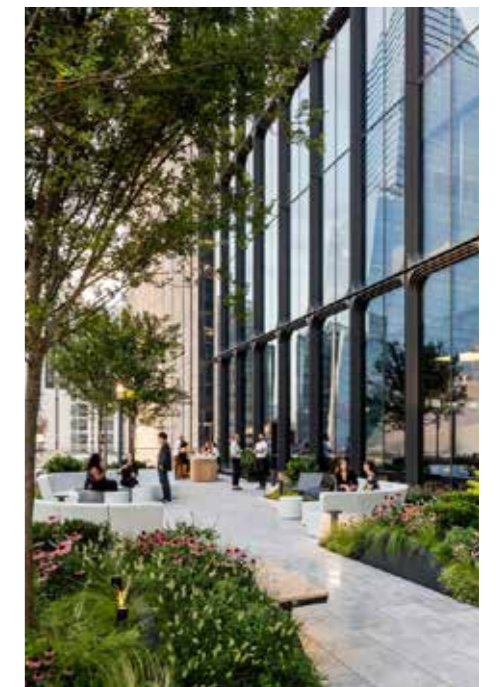


ACCESS & ROUTE

APPLICATION BOUNDARY



COURTYARD  
HJL - PLAYER WILLS SITE



PUBLIC OPEN SPACE  
KOHN, PENDERSON FOX ASSOC. -  
55 HUDSEN YARDS, NY



COURTYARD  
HJL - PROJECT ROYAL



COURTYARD  
HJL - PROJECT ROYAL

REFER TO ACCOMPANYING PARKHOOD REPORT AND DRAWINGS

## 02.6 PRECEDENT - RESIDENT'S AMENITY EXAMPLES



CO-WORKING SPACE INCLUDING PRIVATE OFFICE SPACE



FLEXIBLE GYM & MEDITATION SPACE



CYM



CO-WORKING SPACE



BICYCLE LOCKERS



BICYCLE STORAGE



POST ROOM

REFER TO ACCOMPANYING PARKHOOD REPORT AND DRAWINGS

# 03 DESIGN DEVELOPMENT

## 03.1 KEY DESIGN CRITERIA

Key criteria of design of the proposed residential mixed-use BTR scheme has been considered in relation to:

- The context is in regard to neighbourhood, site, and as a home, and with reference to the 12 criteria set out in the Urban Design Manual – A Best Practice Guide 2009; And taking into consideration all items raised in the Section 247 pre-app consultation with South Dublin County Council.
- The context is also in regard to Section 5.2.1, The Delivery of Sustainable Neighbourhoods ‘The Plan Approach’ of the Draft South Dublin County Development Plan 2022 -2028; and Draft South Dublin CDP policy QDP1:Successful & Sustainable Neighbourhoods.

As a number of the design criteria in the above referenced documents are similar in principle, they have both been taken into consideration, and are addressed as relevant within this chapter.



DOUBLE HEIGHT BAYS, LANDSCAPED PUBLIC REALM



DOUBLE HEIGHT BAYS, JURA LIMESTONE TO EMPHASIS RETAIL HIERARCHY

## 03.2 KEY DESIGN CRITERIA

**Key criteria of design of the proposed residential mixed-use BTR scheme has been considered in relation to:**

The context is in regard to neighbourhood, site, and as a home, and with reference to the 12 criteria set out in the Urban Design Manual – A Best Practice Guide 2009; And taking into consideration all items raised in the Section 247 pre-app consultation with South Dublin County Council.

### **12 Points of consideration:**

- 1 - **Context** - How does the development respond to its surroundings?
- 2 - **Connections** - How well is the new neighbourhood / site connected?
- 3 - **Inclusivity** - How easily can people use and access the development?
- 4 - **Variety** - How does the development promote a good mix of activities?
- 5 - **Efficiency** - How does the development make appropriate use of resources, including land?
- 6 - **Distinctiveness** - How do the proposals create a sense of place?
- 7 - **Layout** - How does the proposal create people-friendly streets and spaces?
- 8 - **Public Realm** - How safe, secure and enjoyable are the public areas?
- 9 - **Adaptability** - How will the buildings cope with change?
- 10 - **Privacy / Amenity** - How do the buildings provide a high quality amenity?
- 11 - **Car Parking** - How will the parking be secure and attractive?
- 12 - **Detailed Design** - How well thought through is the building and landscape design?



VIEW ALONG BLESSINGTON ROAD

## 03.3 KEY DESIGN CRITERIA

**Key criteria of design of the proposed residential mixed-use BTR scheme has been considered in relation to:**

The context is in regard to Section 5.2.1 The Delivery of Sustainable Neighbourhoods 'The Plan Approach' of the Draft South Dublin County Development Plan 2022 -2028.

**8 Points of consideration in regard to the design of sustainable neighbourhoods:**

- 1 - Context;
- 2 - Healthy Placemaking;
- 3 - Connected Neighbourhoods;
- 4 - Thriving Economy;
- 5 - inclusive & Accessible;
- 6 - Public Realm;
- 7 - Built Form & Mix;
- 8 - Design & Materials.



VIEW OF WEST FACING ELEVATION

# 03.4 DESIGN RESPONSE

## 1. CONTEXT

*How does the development respond to its surroundings?*

The proposed development responds directly to both the immediate and contextual surroundings.

A number of massing studies were carried out to establish how the proposed would integrate into the surrounding area in regard to height and overall form. These studies allowed for the identification of key requirements for the proposed that would benefit the surrounding area.

Massing studies were reviewed, considered and revised in response to the surroundings.

Further consideration was given to the design of Sustainable Neighbourhoods, with consideration to Context, Thriving Economy, Connected Neighbourhoods & Inclusive & Accessible.

The design development is discussed in this section of the report, and reference should also be made to the following reports in regard to context:

- John Spain Associates Statement of Consistency;
- Citydesigner Townscape & Landscape Visual Assessment Report;
- Park Hood Chartered Landscape Architects Landscape DAS Report;
- Bannon Property Consultants & Chartered Valuation Surveyors Site Retail Provision Report.

## 2. CONNECTIONS

*How well is the new neighbourhood / site connected?*

The proposed development has excellent site connectivity, and is located suitably for walking or cycling to a number of areas of employment, shopping, educational institutions and Tallaght Hospital, in addition to good connections to the city centre via public transport or road; Strong visual links further reinforce connections.

The site is within walking distance of local neighbourhood shops, amenity areas; It is in close proximity to the Tallaght Luas terminus red luas line, which serves Busarus, Heuston & Connolly Train Stations (national links), Dublin city centre, significant areas of employment including the Docklands and IFSC, and terminates at Point Village.

Pedestrian access from the site is direct to street level, and the provision of the tertiary route access allows safe and convenient access for bicycles, and for set down car parking for the creche & retail areas.

Secure bicycle parking is provided for visitors to apartments and customers, and is conveniently located for ease of access.

The proposed is designed to accommodate the car, but not be dominated by vehicular traffic.

Further consideration was given to the design of Sustainable Neighbourhoods, with consideration to Connected neighbourhoods.

Reference should also be made to the following reports in regard to connections:

- John Spain Associates Statement of Consistency Report;
- CS Consulting Drawings & Report;
- Park Hood Chartered Landscape Architects Landscape DAS Report & Accompanying Drawings.

## 3. INCLUSIVITY

*How easily can people use and access the development?*

The existing site is not accessible to the public - there is a low wall to the site perimeter, with blocked up entrances. The pedestrian pavement to the north, east & west of the site are monotonous and uninviting.

The new proposal includes an upgrade of the existing landscape to the public realm. Retail / commercial units are placed along the perimeter of the site, making the site accessible and visually inviting.

The proposed makes the site easily accessible for pedestrians, cyclists and vehicular access for set down purposes. The ground level car park allows ingress and egress into the proposed development via a lift and stairs, and is accessed at road level.

Access routes are designed in accordance with design principles as set out in Technical Guidance Document part M.

Landscaping incorporates changes in levels, and provides seated areas which can be accessed by people with varying accessibility needs. The courtyard was designed with a strong emphasis on accessibility.

Residential entrances are located predominantly to the west, north and east of the proposed. This level of activity, combined with inclusive landscape design, will provide active frontage, and the sense of security that comes with that.

Further consideration was given to the design of Sustainable Neighbourhoods, with consideration Inclusive & Accessible.

Reference should also be made to the following reports in regard to inclusivity:

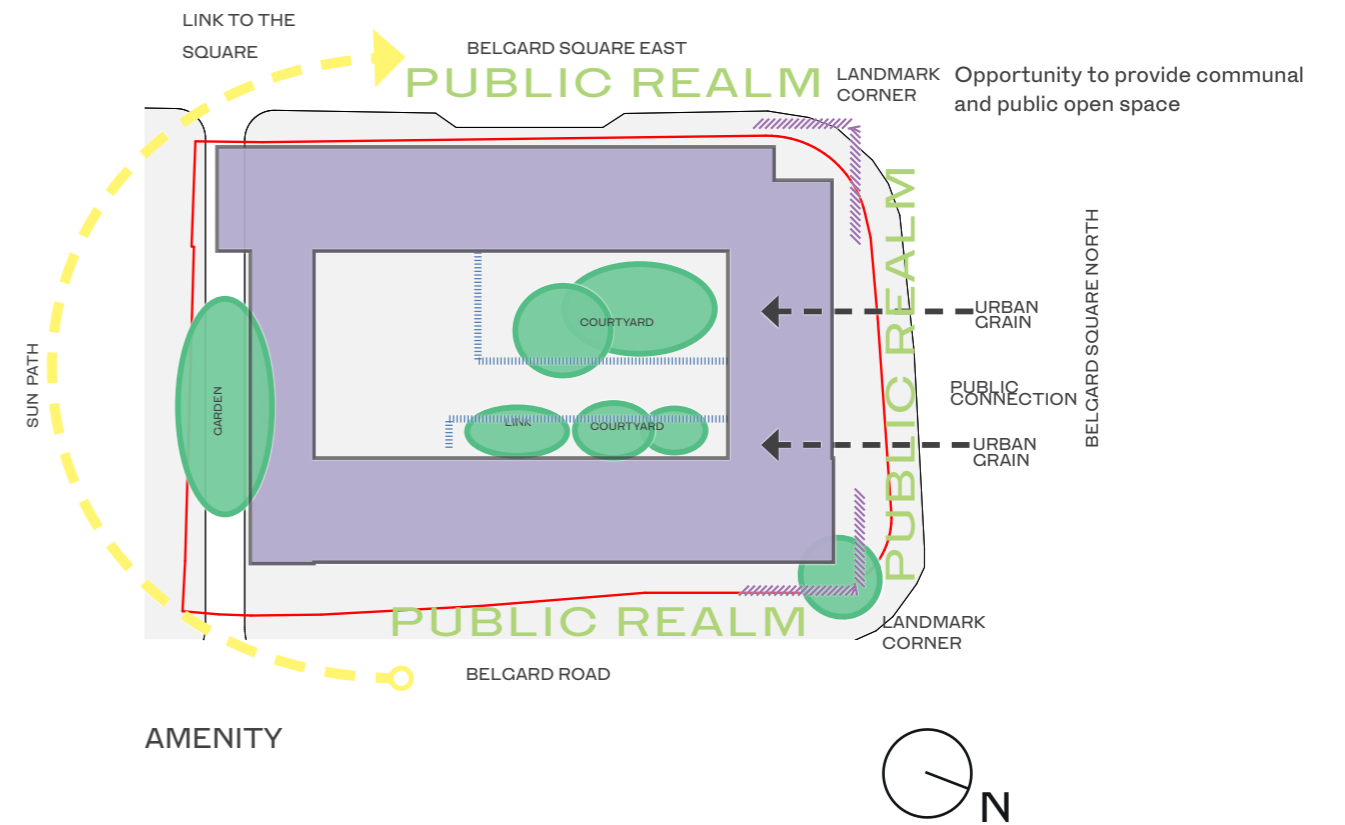
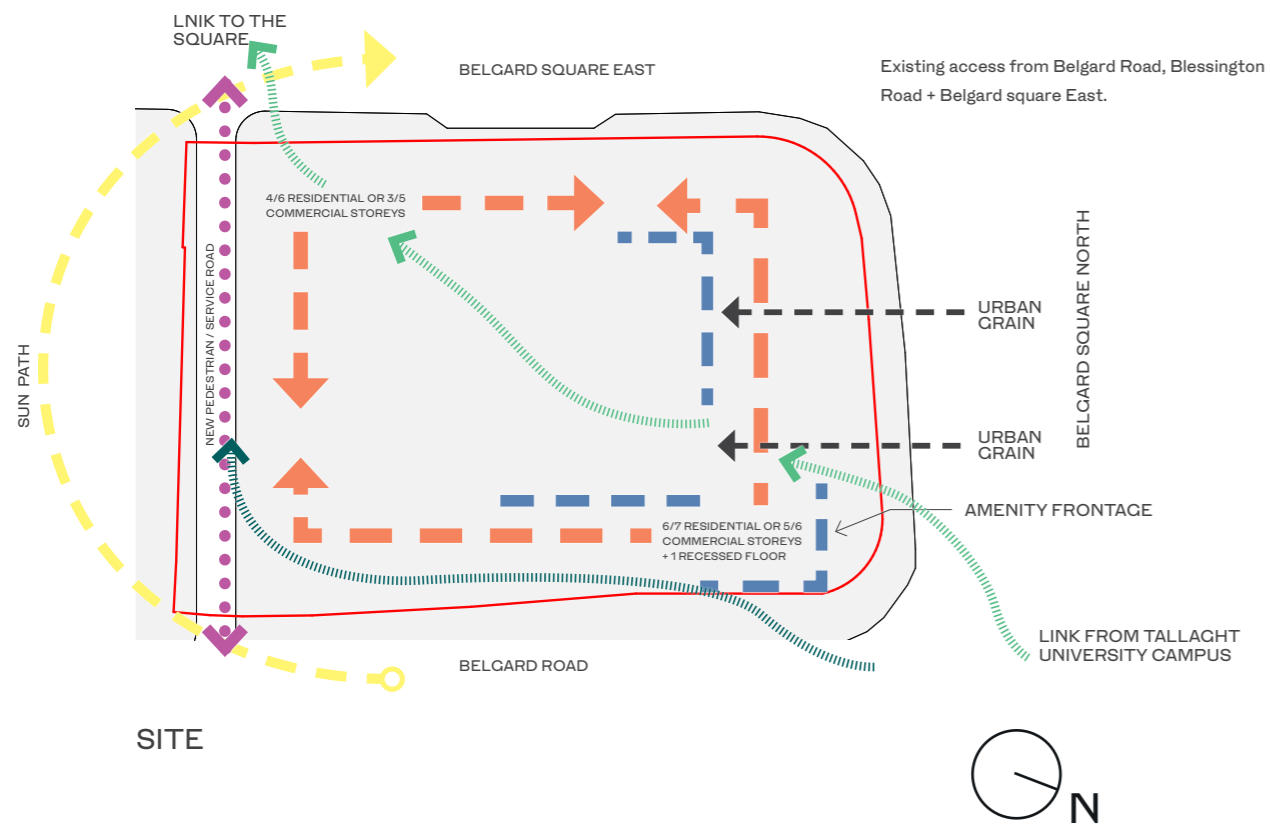
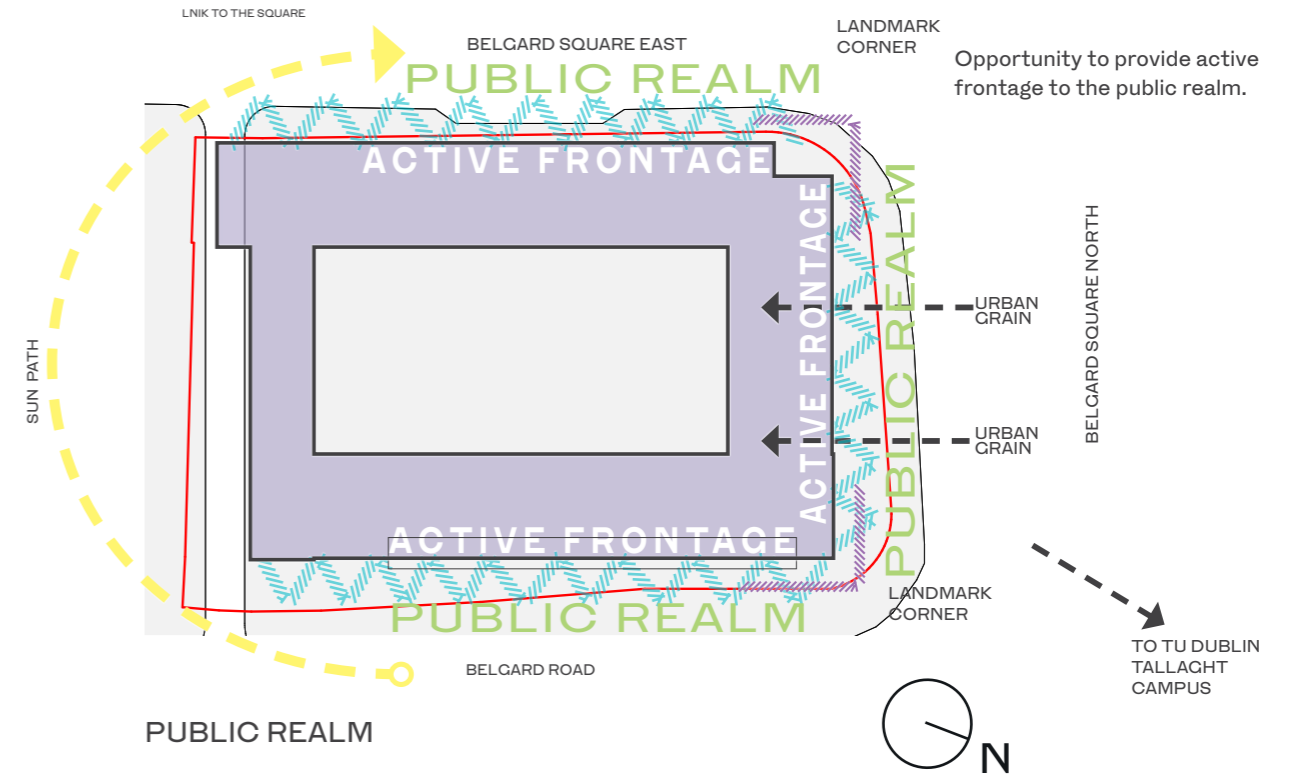
- John Spain Associates Statement of Consistency;
- Park Hood Chartered Landscape Architects Landscape DAS Report & Accompanying Drawings;
- CS Consulting Drawings & Report.


# 03.5 CONTEXT

The proposed development responds directly to both the immediate and contextual surroundings, with consideration to the immediate and greater surrounding areas, massing, scale, height & composition, daylight, sunlight and overshadowing.

A number of studies were carried out to establish how the proposed would integrate into the surrounding area in regard to plan, height, massing, overshadowing. This study allowed to identify the key requirements for the proposed that would benefit the context of the surrounding area, and areas within the confines of the site.

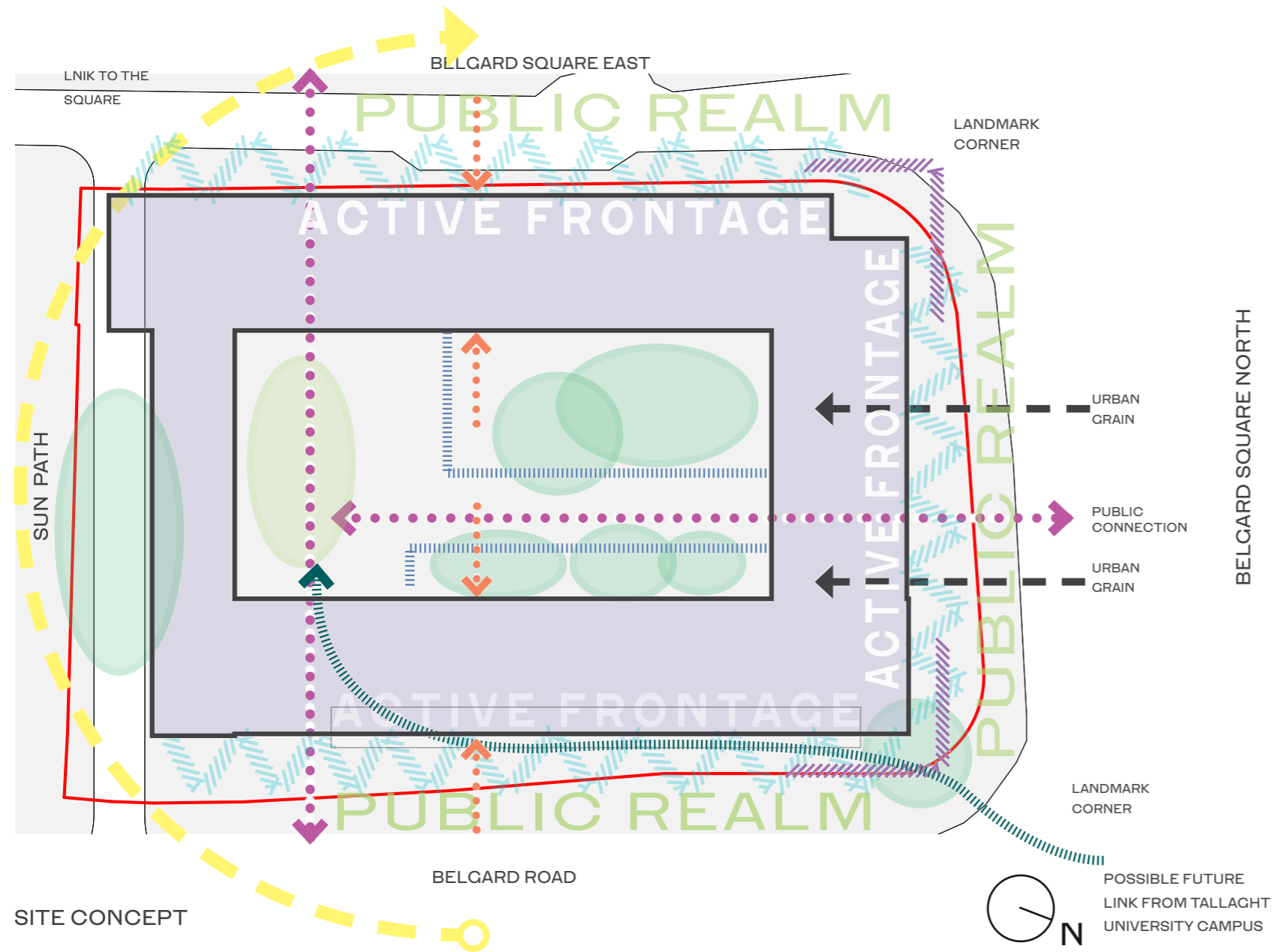
Massing studies were reviewed, considered and revised in response to the surrounding and context.



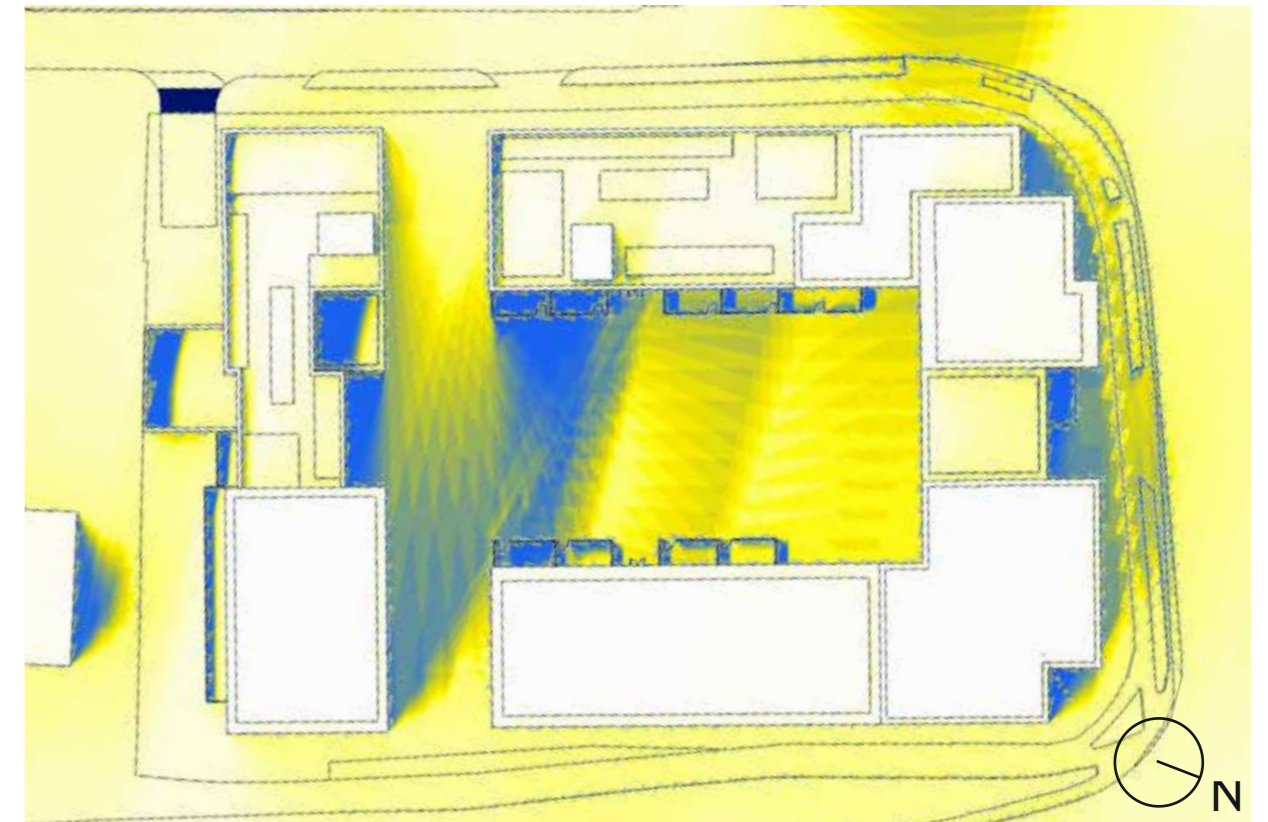
 APPROXIMATE NET DEVELOPABLE SITE BOUNDARY



# 03.6 CONTEXT - SITE



SITE CONCEPT



PRELIMINARY DAYLIGHT + OVERSHADOWING

The above image shows the areas which receive unobstructed sunlight all day (in white) graduating to areas partly in shadow (in yellow) and to areas which receive no direct sunlight in dark blue.

This image had been developed from a 3D model and is an approximation. Refer to accompanying BPG3 Daylight impact report for detailed and accurate analysis.



APPROXIMATE NET DEVELOPABLE SITE BOUNDARY

# 03.7 CONNECTIONS - TRANSPORT LINKS

The proposed development has excellent site connectivity. The site is within walking distance of local neighbourhood shops, amenity areas, and areas of high Intensity employment, notably, areas in Tallaght, including retail, hospital, educational and office and industrial parks.

The site is conveniently located within circa 375m of the Tallaght Luas stop, and less than 130m to Dublin Bus stop no. 4436, which serves the following bus routes: 27, 54A, 65, 75, 75A, 77A, 175.

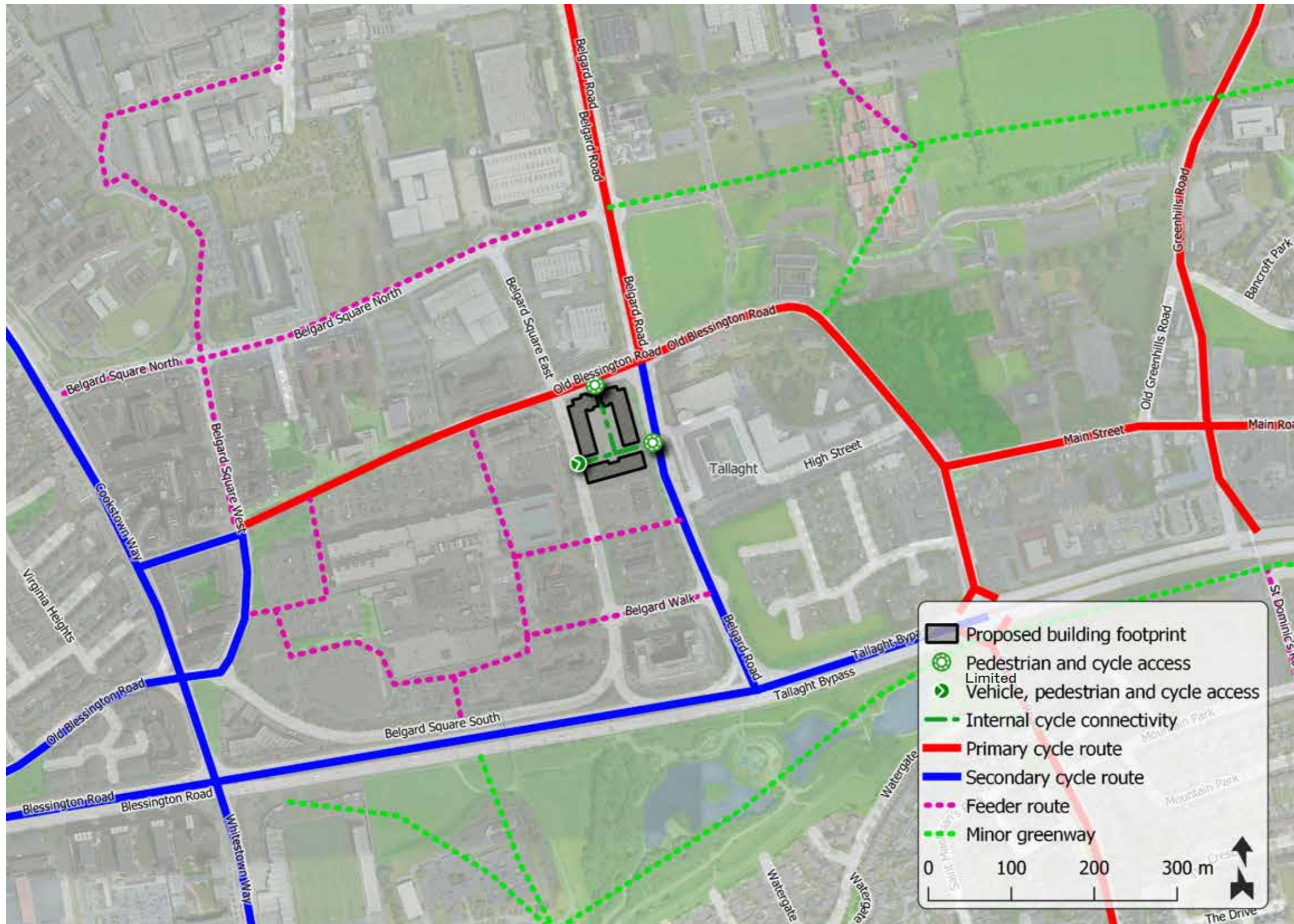
Road links include access to the R113, N81 and the M50, giving access to all major national road links, and with access to the airport.



AERIAL VIEW SHOWING MAIN TRANSPORT LINKS



# 03.8 CONNECTIONS - CYCLE LANE INFRASTRUCTURE

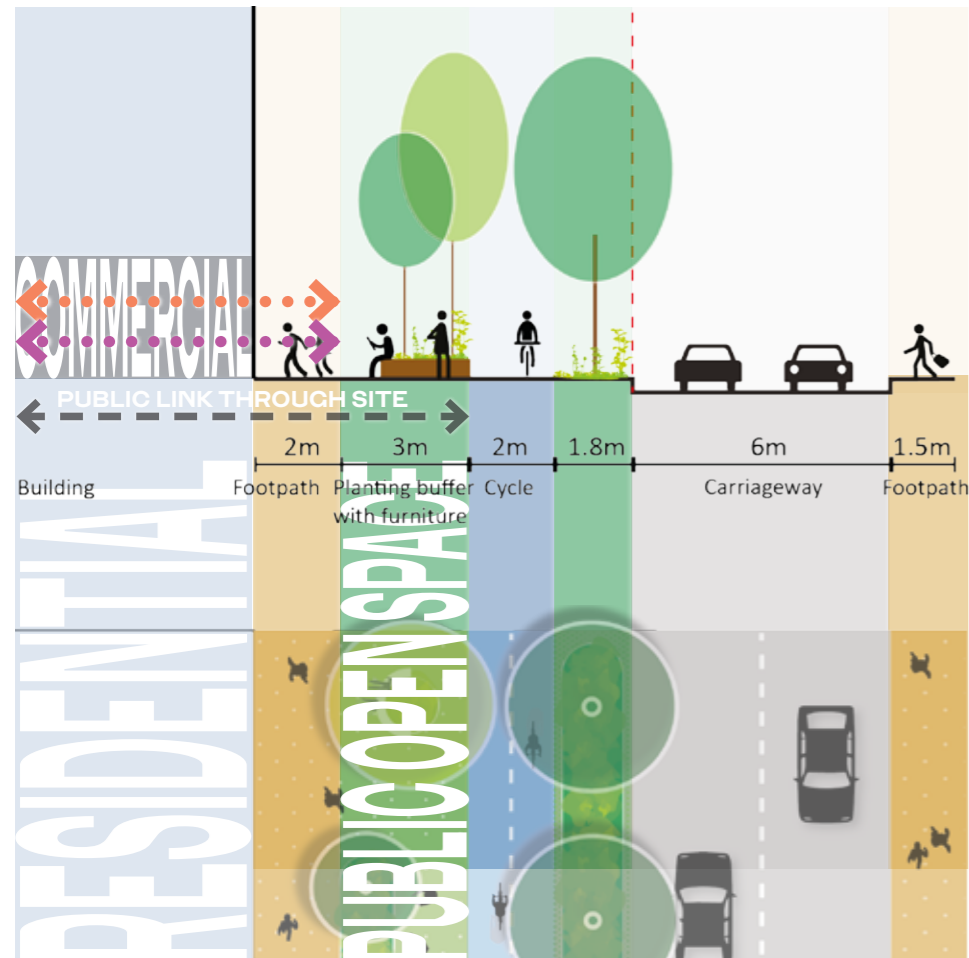


# 03.9 CONNECTIONS - SITE

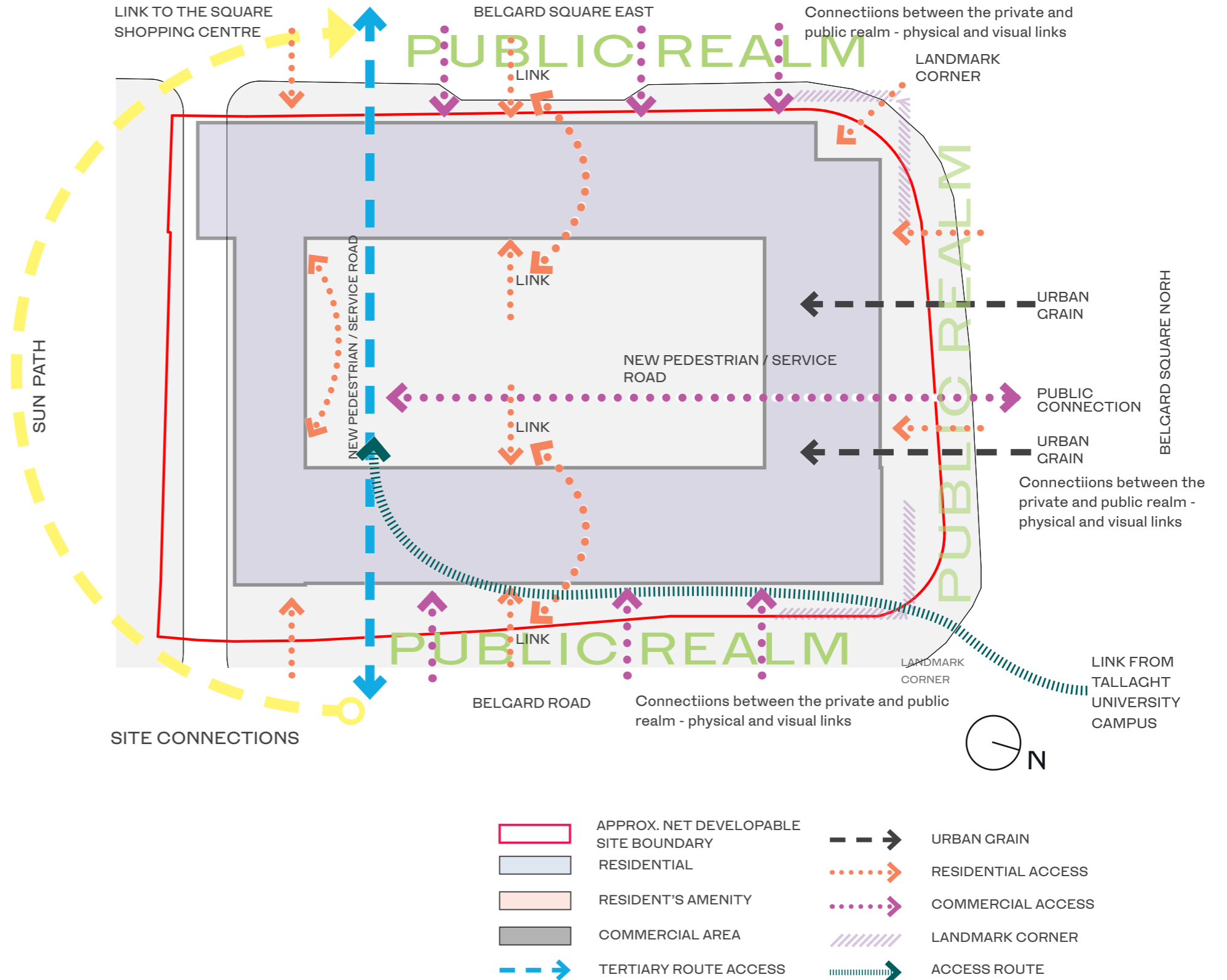
The proposed development has excellent site connectivity. The proposed site is within walking distance of local neighbourhood shops, amenity areas, and areas of High Intensity Employment.

There is a cycle and pedestrian townlink route running from north to south, linking Blessington Rd. to the tertiary route. The tertiary route has cycle and pedestrian traffic linking Belgard Rd to Belgard Sq. East, and facilitates vehicular traffic to set down on the site, and to ground level car parking.

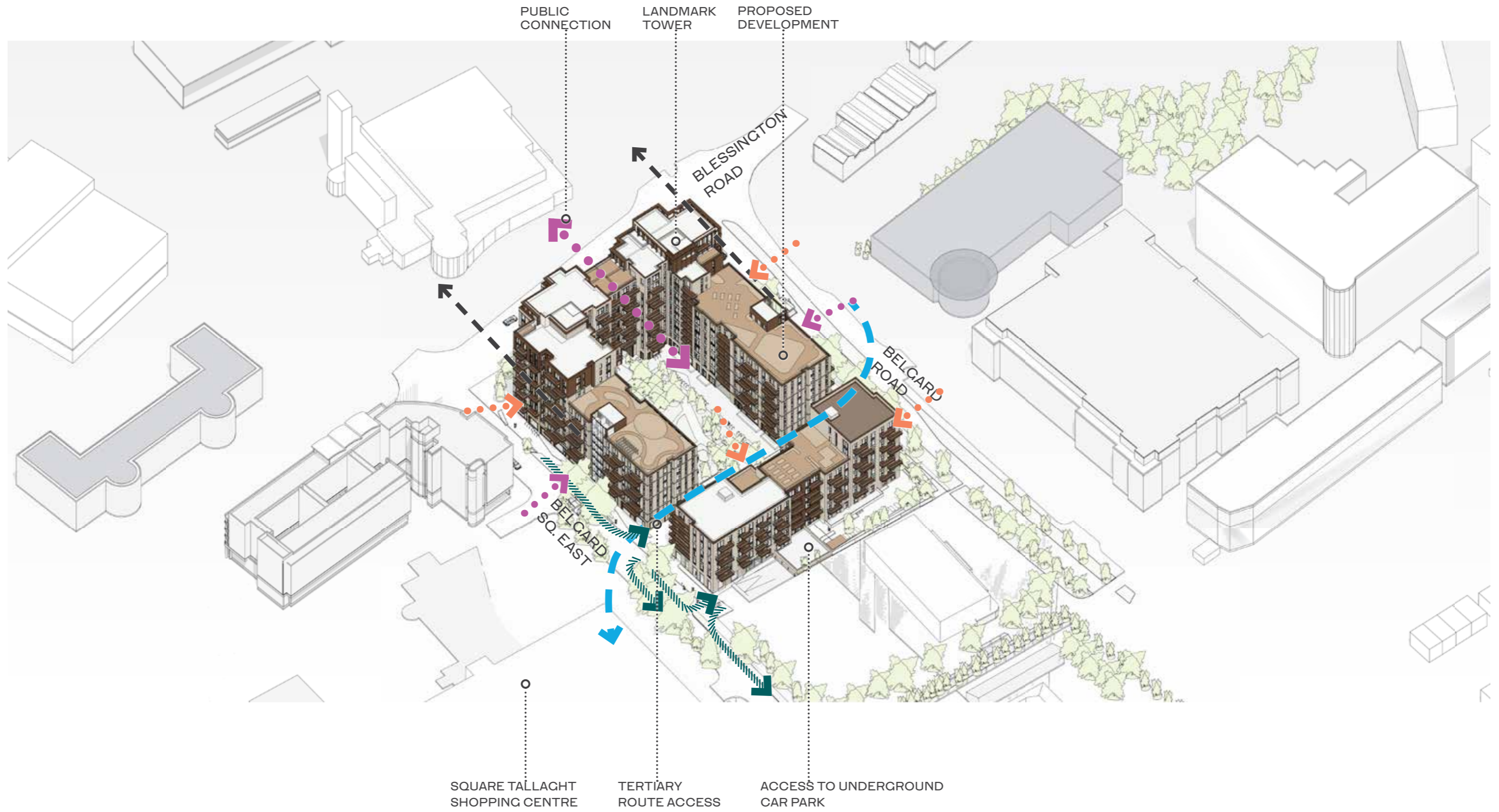
There are links from the road to the commercial, resident's amenity and commercial areas.



CONNECTIONS



# 03.10 CONNECTIONS - NEIGHBOURHOOD



ORTHO VIEW LOOKING NORTH

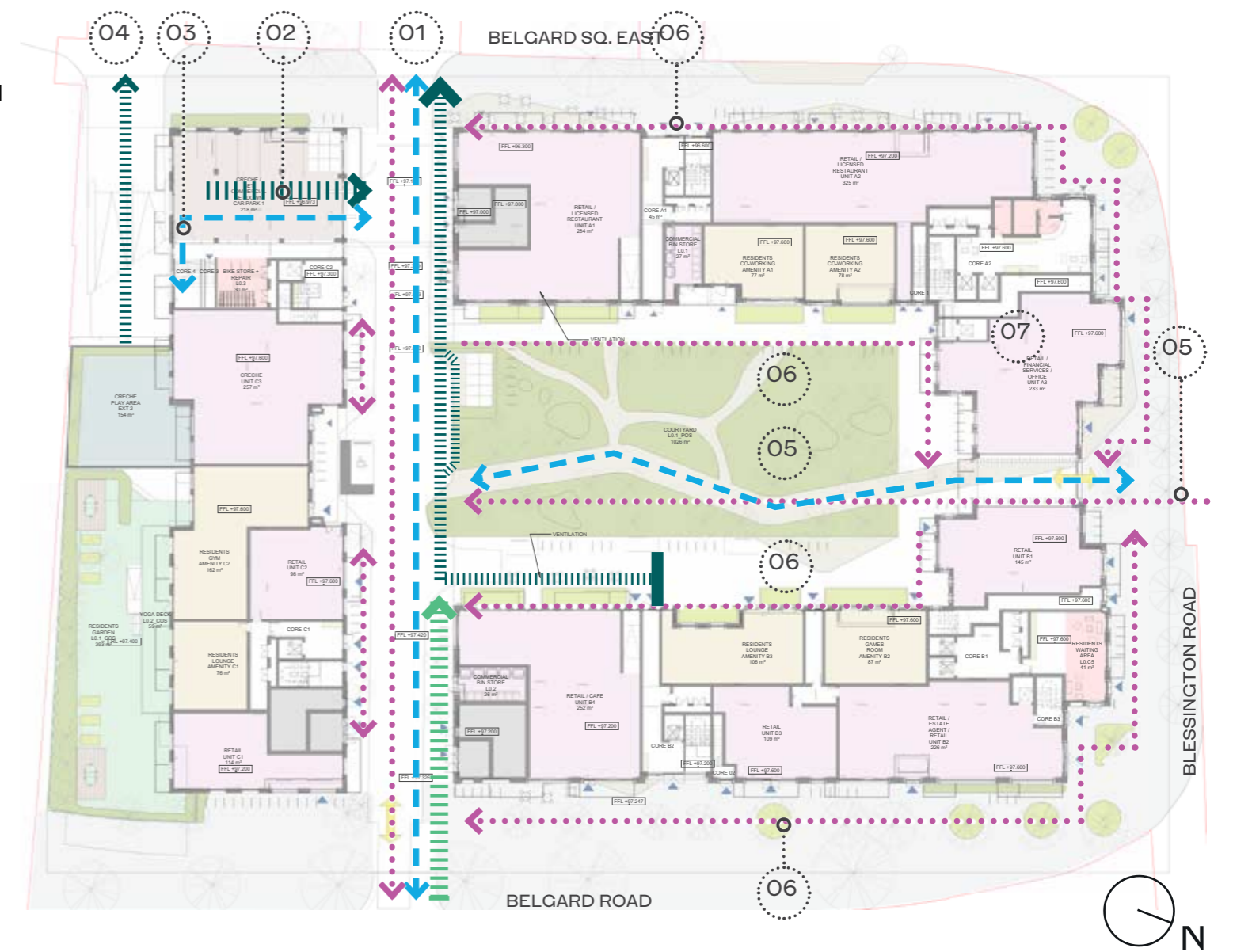
- APPROX. NET DEVELOPABLE SITE BOUNDARY
- TERTIARY ROUTE
- URBAN GRAIN
- COMMERCIAL ACCESS
- RESIDENTIAL ACCESS
- ACCESS ROUTE

# 03.11 CONNECTIONS - SITE

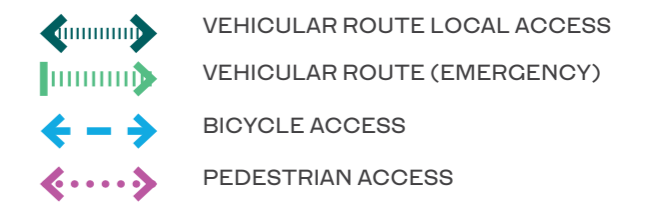
- 01 Proposed Tertiary Route with shared surface, and providing vehicular access via Belgard Sq. East for deliveries, refuse, taxi set down, ESB access, and access to ground level car parking; through access for pedestrians and bicycles, and emergency services vehicles between Belgard Rd. & Belgard Sq. East.
- 02 Vehicular access to ground level set down car park , cargo bike and bike parking.
- 03 Ground level visitor bike parking and bicycle stairs to basement.
- 04 Two way vehicular access to basement level car park.
- 05 Bicycle and Pedestrian route through site, and access to public courtyard.
- 06 Pedestian access to residential, commercial and public open space.
- 07 Lift access to basement car park, secure bicycle parking, and refuse store.

Refer to accompanying Henry J Lyons architectural drawings and Reference should also be made to the following reports:

- John Spain Associates Statement of Consistency;
- Park Hood Chartered Landscape Architects Landscape DAS Report & Accompanying Drawings;
- Axis Engineering Sustainability Statement.
- CS Consulting Drawings & Report.



PROPOSED GROUND FLOOR LAYOUT PLAN



# 03.12 CONNECTIONS - SITE



PLAZA ELEVATION SOUTH

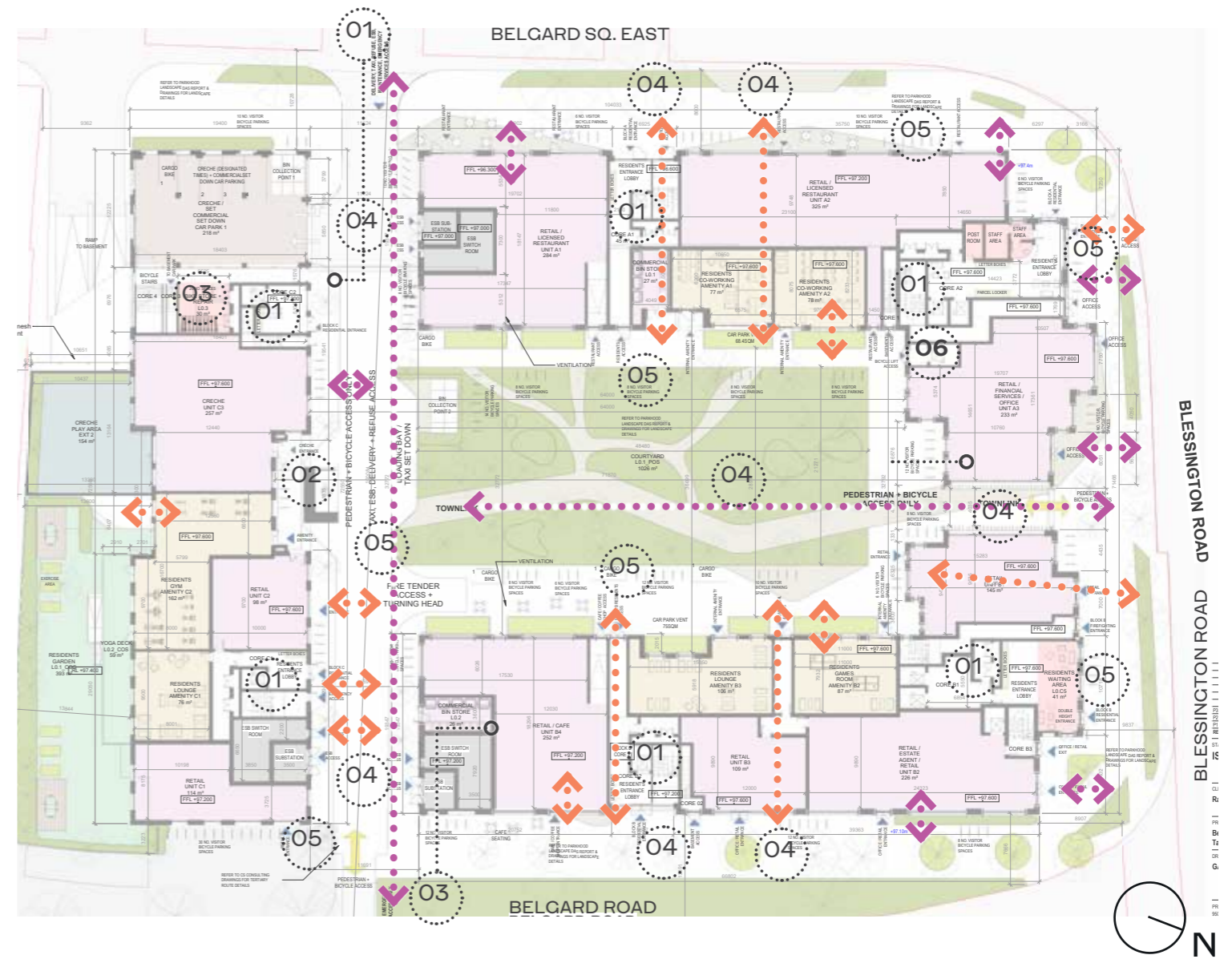
- |  |                           |  |                    |
|--|---------------------------|--|--------------------|
|  | APPLICATION SITE BOUNDARY |  | URBAN GRAIN        |
|  | RESIDENTIAL               |  | RESIDENTIAL ACCESS |
|  | RESIDENT'S AMENITY        |  | COMMERCIAL ACCESS  |
|  | COMMERCIAL AREA           |  | LANDMARK CORNER    |
|  | TERTIARY ROUTE ACCESS     |  | ACCESS ROUTE       |

# 03.13 INCLUSIVITY

The existing site is closed off to the street. The pedestrian pavement to the north, east and south of the site is monotonous, and has no real sense of security. The new proposal includes an upgrade of the existing landscape to public realm to the site perimeter.

The proposed makes the site easily accesible for pedestrians, cyclists and cars. The basement level car park allows ingress and egress via ramp for cars, and via a pedestrian lift and stairs between ground level, and the proposed apartments and commercial areas.

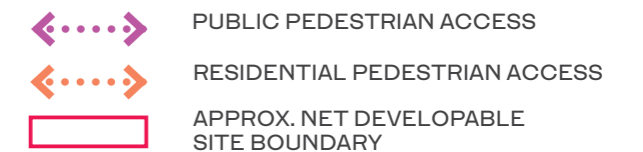
- 01** Lift + Part M compliant stairs access to basement car park and apartments from street level
- 02** Disabled accessible car parking set down space
- 03** Ground level secure bicycle parking, in addition to basement level bicycle parking, comprised of double stacked storage + sheffield stands for ease of access and use.
- 04** Accessible link between street and car park, with visual connection.
- 05** Easily accessed visitor bicycle parking to courtyard, apartments and retail.
- 06** Bicycle lift serving ground floor to basement (for bin and retail use in addition).



PROPOSED GROUND FLOOR LAYOUT PLAN

Refer to accompanying Henry J Lyons architectural drawings and Reference should also be made to the following reports:

- John Spain Associates - Statement of Consistency & Statement of Response to ABP Opinion;
- Park Hood Chartered Landscape Architects Landscape DAS Report & Accompanying Drawings;
- Axis Engineering Sustainability Statement.
- CS Consulting Engineering Services Report & Traffic & Transport Assessment.





# 03.14 INCLUSIVITY

Access routes are designed in accordance with design principles as set out in Technical Guidance Document part M.

Landscaping incorporates changes in levels, and provides seated areas which can be accessed by people with varying accessible needs.

Refer to accompanying Park Hood Landscape report and drawings, and CS Consulting Engineering Services Report & Traffic & Transport Assessment

- 01** Lift + Part M compliant stairs access to basement car park and apartments from street level
- 02** Disabled accessible car parking space
- 03** Ground level secure bicycle parking, in addition to basement level bicycle parking, comprised of double stacked storage + sheffield stands for ease of access and use.
- 04** Accessible link between street and car park, with visual connection.
- 05** Easily accessed visitor bicycle parking
- 06** Lift access between ground floor and basement floor levels for residents, visitor and commercial units, with access for bins, car park and bicycle parking

Refer to accompanying Henry J Lyons architectural drawings and Reference should also be made to the following reports:

- John Spain Associates - Statement of Consistency & Statement of Response to ABP Opinion;
- Park Hood Chartered Landscape Architects Landscape DAS Report & Accompanying Drawings;
- Axis Engineering Sustainability Statement;
- CS Consulting Engineering Services Report & Traffic & Transport Assessment



GROUND FLOOR LAYOUT PLAN



# DESIGN RESPONSE TO 12 POINTS OF CONSIDERATION

## 4. VARIETY

*How does the development promote a good mix of activities?*

The development will provide animation to the streetscape along the perimeter, including views to the courtyard and access routes across the proposed development.

Resident's communal public space is provided in the form of roof terraces and a ground floor level garden, which is accessed via residents amenity gym. This is located to the ground floor, with a southerly aspect.

The variety of communal open and amenity space ensures that there will be a mix of people and activities throughout the year.

The physical and visual links between the public realm and the proposed development will provide positive visual amenities for the community.

Further consideration was given to the design of Sustainable Neighbourhoods, with consideration to Built Form & Mix.

The design development is discussed in this section of the report, and reference should also be made to the following reports in regard to variety:

- John Spain Associates - Statement of Consistency & Statement of Response to ABP Opinion;
- Citydesigner Townscape & Landscape Visual Assessment Report;
- Park Hood Chartered Landscape Architects Landscape DAS Report.

## 5. EFFICIENCY

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

The proposed development makes appropriate use of the land, and provides 48% dual access apartments, utilising the aspect of the site, and providing varied views to residents.

The full extent of the site, is utilised, and making use of level changes, by providing a car parking at basement level, and courtyard at ground floor level.

The apartments are designed with a variety of types, to utilise the most advantageous aspects of the site; considerations include aspect, view, provision of dual aspect, and to make the most of natural daylighting. Several studies were carried out in order to inform the design in order to position balconies and apartments to provide optimum aspect for apartments, and to maximise daylighting provision to the apartments at lower floor levels. The overall daylighting levels achieved in apartments is up to 90%.

Further consideration was given to the design of Sustainable Neighbourhoods, with consideration to Design & Materials.

Reference should also be made to the following reports in regard to Efficiency:

- John Spain Associates - Statement of Consistency & Statement of Response to ABP Opinion;
- Henry J Lyons Building Lifecycle Report;
- BPG3. Daylight / Sunlight Assessments Reports;
- Axis Engineering Sustainability Statement;
- Park Hood Chartered Landscape Architects Landscape DAS Report;.
- Bannon Property Consultants & Chartered Valuation Surveyors Site Retail Provision Report.

## 6. DISTINCTIVENESS

*How do the proposals create a Sense of Place?*

The proposed provides a sense of place by the providing a new streetscape which will be actively used, and providing quality public open space, designed with some seating to be utilised by the public and residents. This is a positive contribution to the streetscape, and encourages interaction in this streetscape.

The provision of public open space allows for the public to interact with the proposed development.

The proposed is in keeping with the height of a number of taller buildings that are built, and further approved developments, several of which are currently on site; and the quality of design and materiality brings a sense of a landmark building to this central site.

Further consideration was given to the design of Sustainable Neighbourhoods, with consideration to Built Form & Mix, & Design & Materials.

Reference should also be made to the following reports in regard to distinctiveness:

- John Spain Associates - Statement of Consistency & Statement of Response to ABP Opinion;
- Henry J Lyons Building Lifecycle Report;
- Citydesigner Townscape & Landscape Visual Assessment Report;
- Park Hood Chartered Landscape Architects Landscape DAS Report.

# 03.15 VARIETY

The development will provide animation and quality street frontage to the streetscape along Belgard Sq. East, Belgard Road and Blessington Road.

The proposed provides landscaping to the public realm, and provides links to connect the proposed with the Square Tallaght shopping centre via defined routes, which integrates the proposed within the neighbourhood.

Resident's communal shared space is provided in the form of roof terraces and a private landscaped garden at ground floor level - these are partially visible from the street level and provide variety to the street.

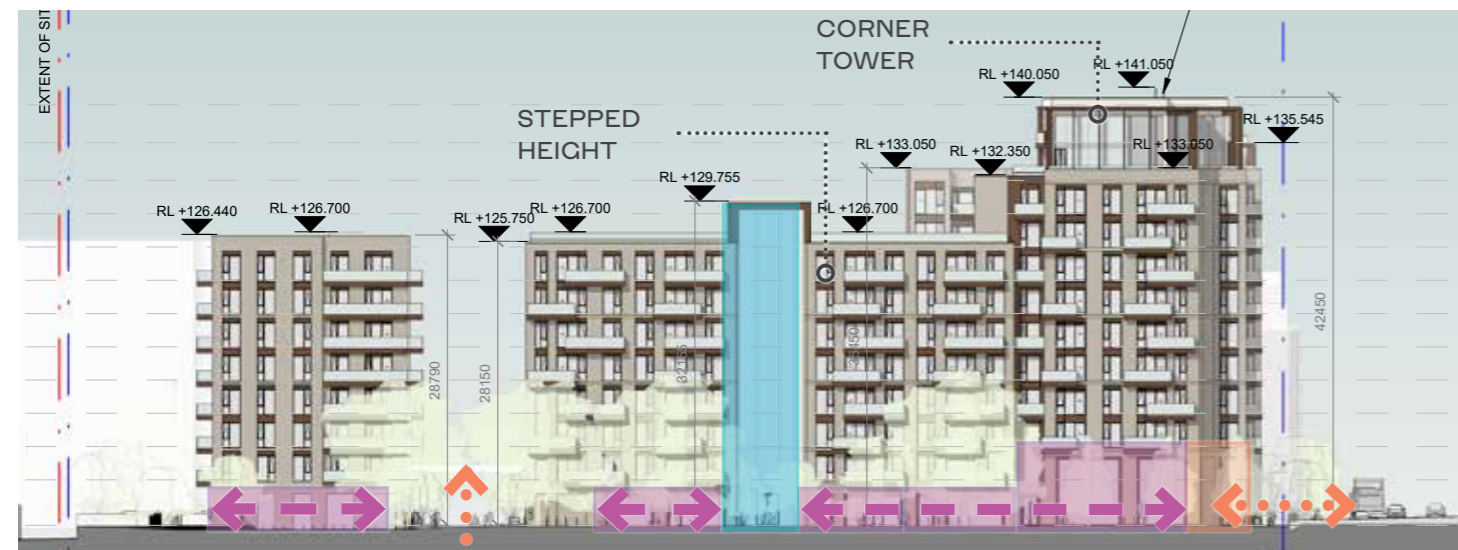
There are a number of different types of communal open and amenity space, to ensure that there will be a mix of people and activities throughout the night and day.

The links between the public realm and the proposed development will provide positive visual amenities for the communities.

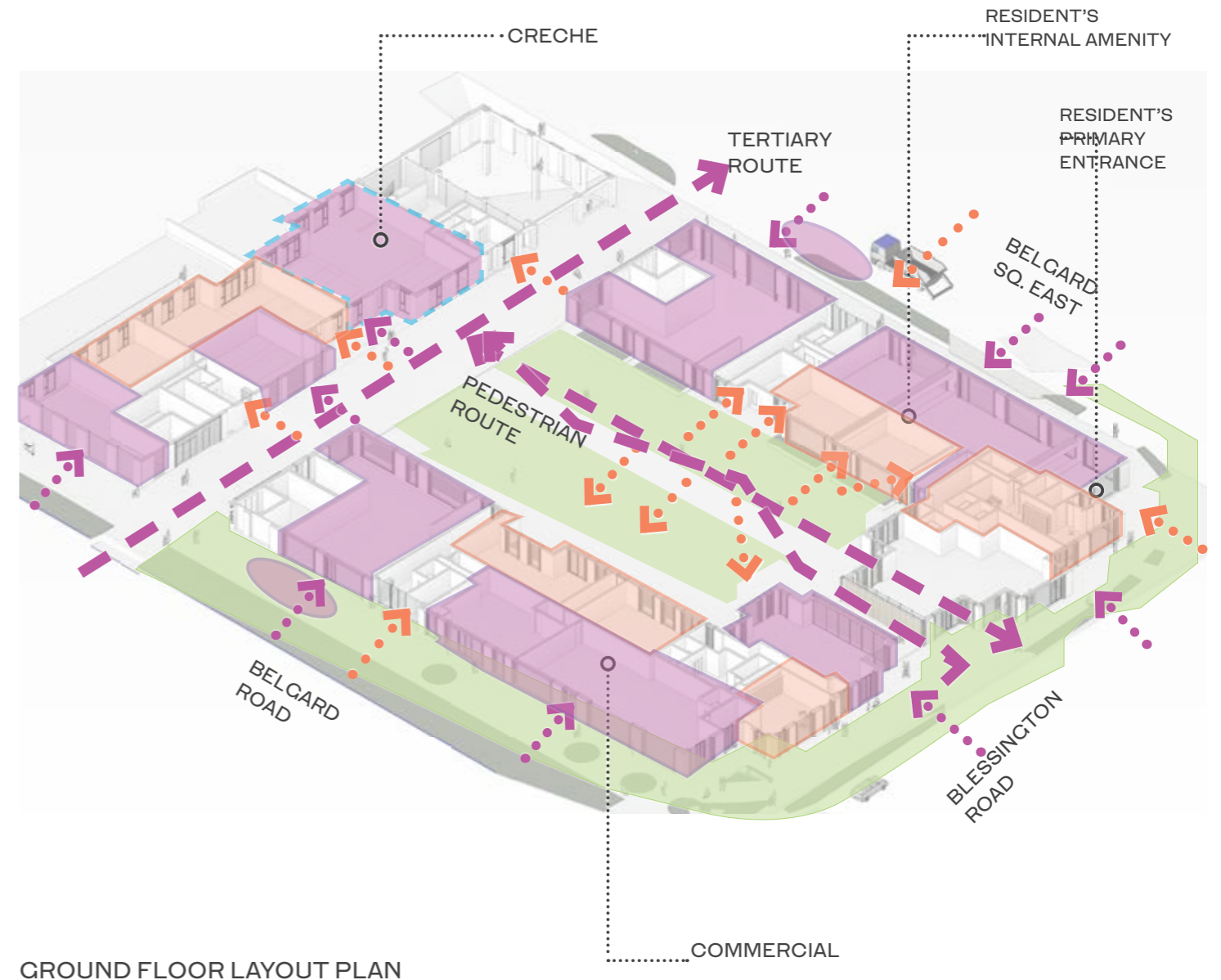
The proposed includes quality materials, and a defined frontage to the street along the perimeter of the site.

Refer to accompanying Henry J Lyons architectural drawings and Reference should also be made to the following reports:

- John Spain Associates Statement of Consistency;
- Park Hood Chartered Landscape Architects Landscape DAS Report & Accompanying Drawings;
- Axis Engineering Sustainability Statement;
- CS Consulting Drawings & Report.



PROPOSED EAST ELEVATION (BELGARD RD)



GROUND FLOOR LAYOUT PLAN

- |  |                                       |  |                             |
|--|---------------------------------------|--|-----------------------------|
|  | APPROX. NET DEVELOPABLE SITE BOUNDARY |  | RESIDENT'S INTERNAL AMENITY |
|  | RESIDENTIAL ACCESS                    |  | RETAIL / COMMERCIAL         |
|  | LINK THROUGH SITE                     |  | CRECHE                      |

## 03.16 EFFICIENCY

The proposed development makes appropriate use of the land, and provides an excess of 48% dual access apartments, utilising the aspect of the site, and providing varied views to residents.

Site coverage is 46%, which allows for inclusion of a tertiary road and generous courtyard. The site is well utilised, and allows for generous public open space.

The full extent of the site, is utilised, and making use of level changes, by providing a car park accessed at ground level and landscaped courtyard.

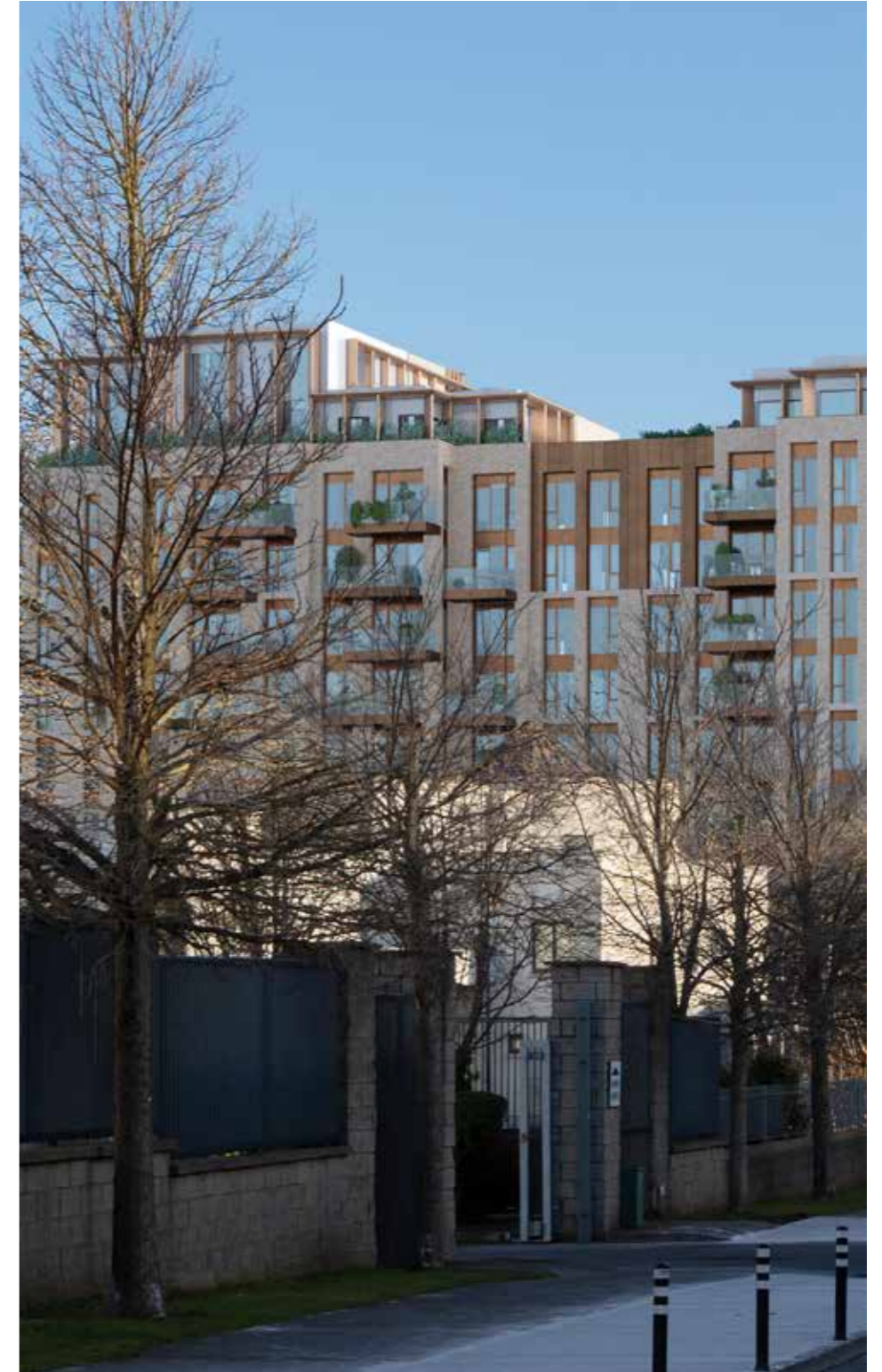
The apartments are designed with a variety of types, to utilise the most advantageous aspects of the site; considerations include aspect, view, provision of dual aspect, and to make the most of natural daylighting. Several studies were carried out in order to inform the design to position balconies and apartments in order to maximise daylighting where possible.

Optimal location for public open space and resident's amenity access points to the site, and through the site have been identified through this process.

Mechanical and electrical systems are to be efficient services.

Refer to accompanying Henry J Lyons architectural drawings and Reference should also be made to the following reports:

- John Spain Associates - Statement of Consistency & Statement of Response to ABP Opinion;
- Park Hood Chartered Landscape Architects Landscape DAS Report & Accompanying Drawings;
- Axis Engineering Sustainability Statement;
- CS Consulting Engineering Services Report & Traffic & Transport Assessment.



VIEW OF NORTH ELEVATION

# 03.17 DISTINCTIVENESS

The proposed development provides a sense of place by the providing a new streetscape which will be actively used, and through the provision of quality & usable public open space, this is a positive contribution to the streetscape, and encourages interation with the public realm The provision of well designed public open space facilitates public interaction with the proposed development.

The proposed is in keeping with the height of a number of taller buildings that are built and approved, and the quality of design and materiality brings a sense of a landmark building to this prominent corner site.

Refer to accompanying Henry J Lyons architectural drawings and City Designer visual impact assessment report.



PROPOSED EAST ELEVATION (BELGARD ROAD)

PRECEDENT: DEFINED ENTRANCE



PRECEDENT: CONNECTIONS PUBLIC



PRECEDENT: RESIDENTIAL ENTRANCE



PRECEDENT: CO-WORKING SHARED OFFICE



RETAIL + COMMERCIAL TO STREET  
HJL - ONE CHARLEMONT SQ



RETAIL + COMMERCIAL TO STREET  
HJL - ONE CHARLEMONT SQ

# DESIGN RESPONSE TO 12 POINTS OF CONSIDERATION

## 7. LAYOUT

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

The proposed development provides active frontage, will include extensive landscaping to the public realm. The active frontage will run along the perimeter of the proposed development to the west, north & east elevations and . The pathway will be accessible, with planted buffers separating it from the road, reducing interaction with passing vehicles where space allows.

The proposed is designed with link routes for pedestrians and cyclists running from north to south, and from east to west. These provide good visibility, and access to the public open space, in the form of a public courtyard, which includes children's play areas.

The proposed provides residential access points to the perimeter of the site, also to create a more active frontage. Residential amenity spaces are provided with access via the courtyard.

Retail options are allowed for to the perimeter of the site, with visual connections to the courtyard.

The layout is practical, and creates an inviting environment, which in addition accommodates the car, without it being the main focus.

Landscaping is designed to be attractive and inviting to the public. The residents communal spaces are in part visible from the public realm, and provide visible activity.

Further consideration was given to the design of Sustainable Neighbourhoods, with consideration to Built Form & Mix, & Healthy Placemaking.

Refer to accompanying Henry J Lyons architectural drawings and Reference should also be made to the following reports:

- John Spain Associates Statement of Consistency;
- Park Hood Chartered Landscape Architects Landscape DAS Report & Accompanying Drawings;
- Axis Engineering Sustainability Statement;
- CS Consulting Drawings & Report.

## 8. PUBLIC REALM

*How safe, secure and enjoyable are the public areas?*

The proposed public realm is designed with accessibility and safety in mind.

The public realm will run along the perimeter of the proposed development to the west, north & east of the site. The pathway will be accessible, with planted buffers separating it from the road, reducing interaction with passing vehicles, where space allows.

The public realm is designed to be maintained easily.

Active frontage and a designed lighting scheme will increase the sense of security and it is intended that through design to minimise or reduce anti social behaviour. A well maintained public realm with passive surveillance through having active frontage and apartments overlooking the road will ensure the public areas can be enjoyable.

Good visual links further reinforce the sense of safety of the

The public realm and public open space was designed with consideration to daylighting and mitigation of a wind tunnel effect. Alterations to massing and balcony positions helped to reinforce this.

Further consideration was given to the design of Sustainable Neighbourhoods, with consideration to Public Realm & Healthy Placemaking.

Reference should also be made to the following reports in regard to Public Realm:

- John Spain Associates Statement of Consistency;
- Park Hood Chartered Landscape Architects Landscape DAS Report & Accompanying Drawings;
- CS Consulting Drawings & Report;
- Citydesigner Townscape & Landscape Visual Assessment Report;
- Hooke & MacDonald Operational Management Plan.

## 9. ADAPTABILITY

*How will the buildings cope with change?*

The proposed has been designed to suit the location which is in close proximity to a large number of areas of employment, and close to important transport hubs. The apartment layouts are varied throughout the proposed, and can be adapted to suit changes in the environment.

The ground floor entrance and resident's communal amenity space at ground and first floor levels have a modern layout, and allow for flexibility of use and layout in the future, as the needs of residents changes. The building has been designed to incorporate a high level of energy efficiency, with consideration to a future connection to the district heating grid, when operational.

Residents amenity spaces are located in areas that would be less suited to retail premises, ensuring the locations are retained in the future as residential amenity spaces.

Carparking spaces allow for future installation of ev charge points.

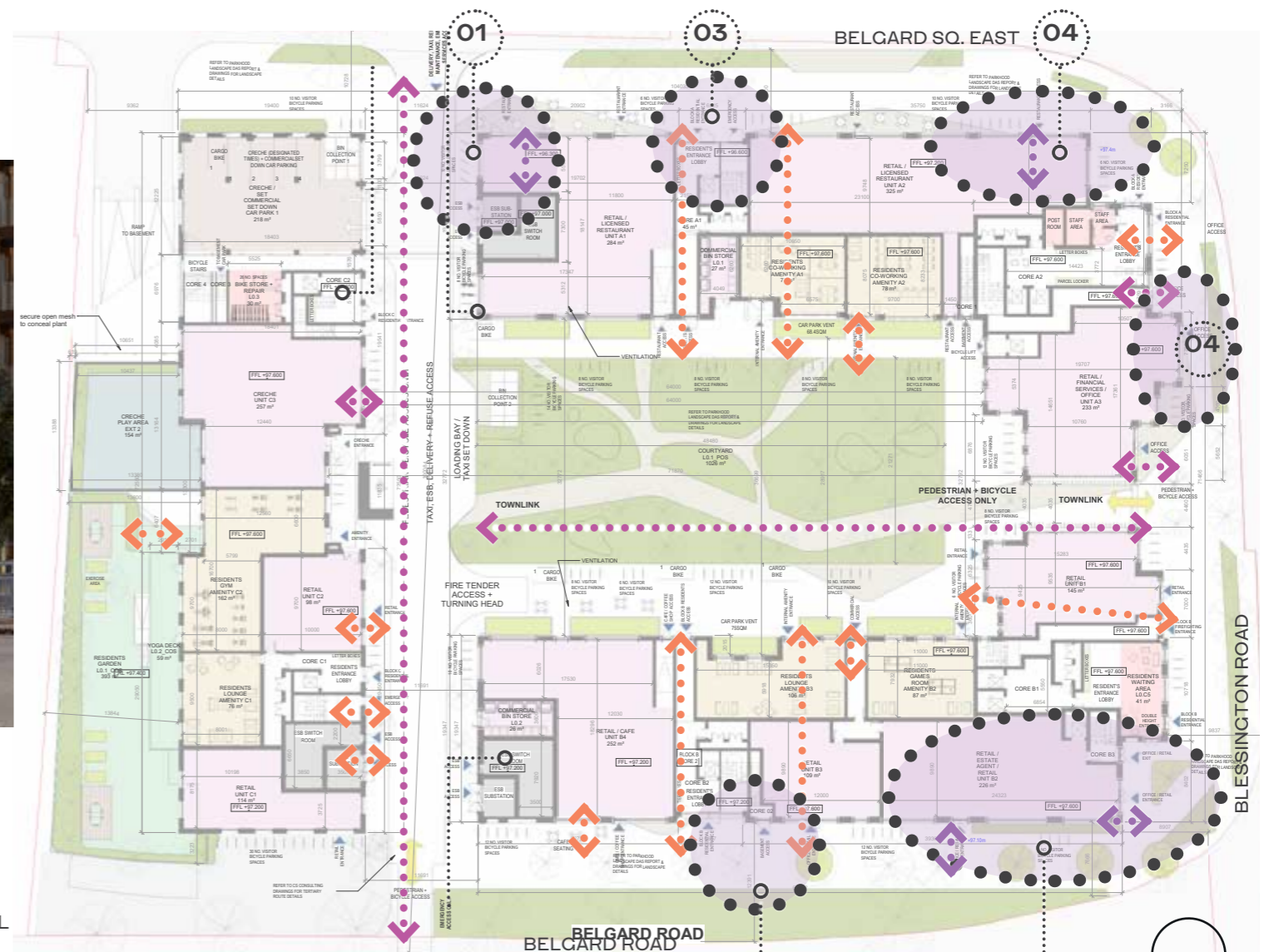
Further consideration was given to the design of Sustainable Neighbourhoods, with consideration to Design & Materials.

Refer to accompanying Henry J Lyons architectural drawings and Reference should also be made to the following reports:

- John Spain Associates Statement of Consistency;
- Park Hood Chartered Landscape Architects Landscape DAS Report & Accompanying Drawings;
- Axis Engineering Sustainability Statement;
- CS Consulting Drawings & Report;
- Henry J Lyons Building Lifecycle Report;
- Bannon Property Consultants & Chartered Valuation Surveyors Site Retail Provision Report.

# 03.18 LAYOUT - APPROACH

The proposed development provides active frontage, which includes landscaping to the public realm. The active frontage will run along the perimeter of the site to the street. The pathway will be accessible, with planted buffers separating it from the road, reducing interaction with passing vehicles. Main residential entrances were relocated in the design process, to allow easy access for residents.



01 VARIED FRONTAGE TO STREET WITH DEFINED ENTRANCE POINTS



02 DEFINED DOUBLE HEIGHT COMMERCIAL SHOPFRONT TO STREET






PRIMARY RESIDENTIAL ENTRANCE FROM STREET

03

PROPOSED GROUND FLOOR LAYOUT PLAN



04 DEFINED RESIDENTIAL FRONTAGE TO STREET WITH HIGH FLOOR TO CEILING

-  PUBLIC PEDESTRIAN ACCESS
-  RESIDENTIAL PEDESTRIAN ACCESS
-  APPROX. NET DEVELOPABLE SITE BOUNDARY

# 03.19 LAYOUT - APPROACH



PRECEDENT: CO-WORKING SPACE



PRECEDENT: RESIDENT'S LIBRARY / READING ROOM



PRECEDENT: CO-WORKING SPACE



PRECEDENT: RESIDENT'S GYM



PRECEDENT: GAMES ROOM



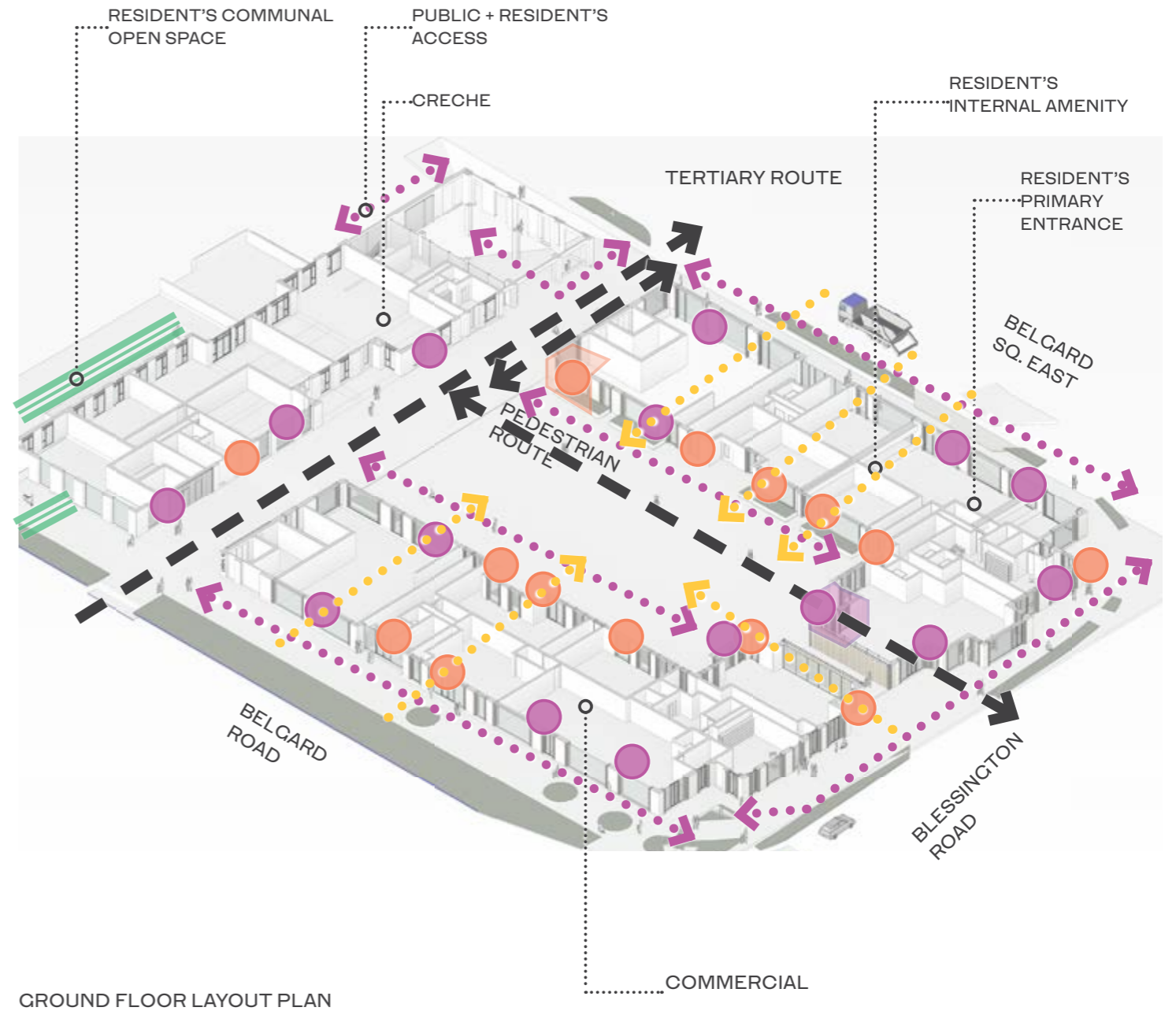
PRECEDENT: RESIDENTS YOGA / MEDITATION ROOM



EAST ELEVATION (BELGARD ROAD)



WEST ELEVATION

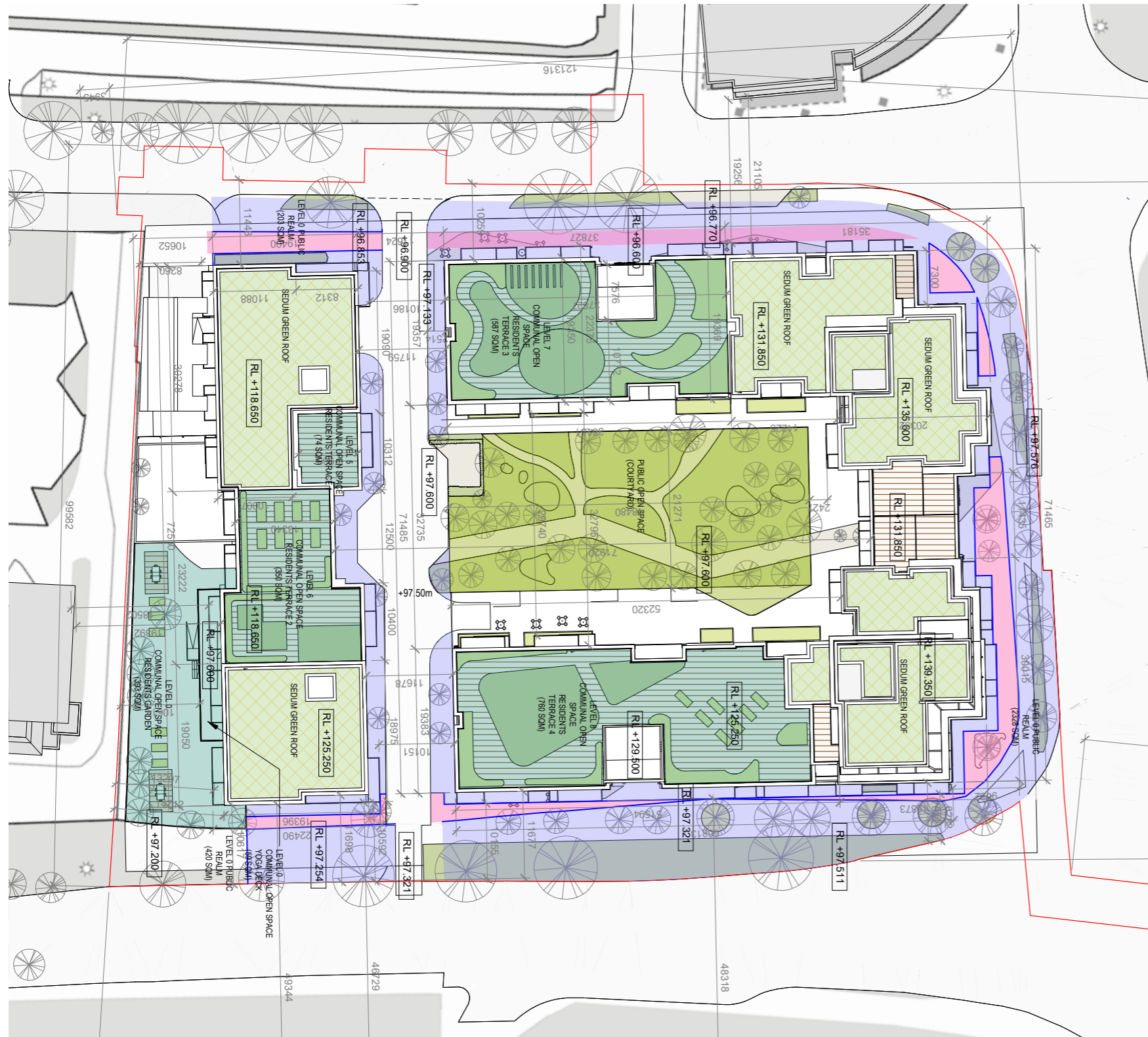


GROUND FLOOR LAYOUT PLAN

- - 
  - 
  - 
  - 
  - 
  - 
  - 
  - 
  -
- APPLICATION SITE BOUNDARY
  - PUBLIC ROUTE
  - LINK THROUGH SITE
  - RESIDENT'S ACCESS
  - GENERAL ACCESS
  - PRIVATE, SCREENED FROM PUBLIC
  - RESIDENT'S ACCESS
  - GENERAL ACCESS
  - VIEW THROUGH SITE



# 03.20 PUBLIC REALM + COMMUNAL OPEN SPACE



## Public Realm & Communal Open Space Provision:

The public realm, including along the Tertiary Route and the public open space has been developed in conjunction with discussions with SDCC roads and parks departments.

The design development is further discussed in the accompanying Henry J Lyons Design Response to the ABP Pre-App, and with reference to the ParkHood Landscape DVA & drawings and CS Consulting Drawings & Report..

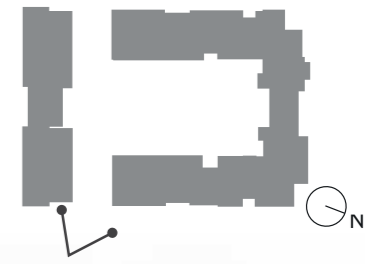
The Refer to accompanying Henry J Lyons architectural drawings , Statement of Response, and City Designer Visual Impact Assessment Report & Parkhood Landscape DAS.

## LEGEND

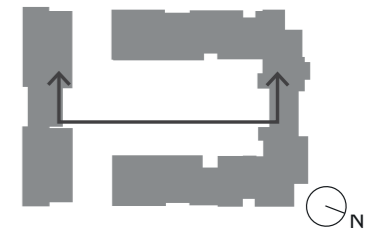
APPLICATION SITE BOUNDARY		RESIDENTS COMMUNAL OPEN SPACE ROOF TERRACES	
PUBLIC OPEN SPACE		PUBLIC REALM	
PUBLIC REALM TO BE TAKEN IN CHARGE			



# 03.21 PUBLIC REALM



# 03.22 PUBLIC OPEN SPACE



# 03.23 AMENITY - RESIDENT'S COMMUNAL OPEN SPACE

The proposed development provides residents external communal amenity space in the form of a garden at ground floor level, and roof terraces at 5th, 6th, 7th & 8th floor levels. Roof terraces are located throughout the proposed development, offering a variety of uses, and ensuring that all apartments have access to suitable communal amenity space. A provision in excess of 116% of the required communal open space is provided.

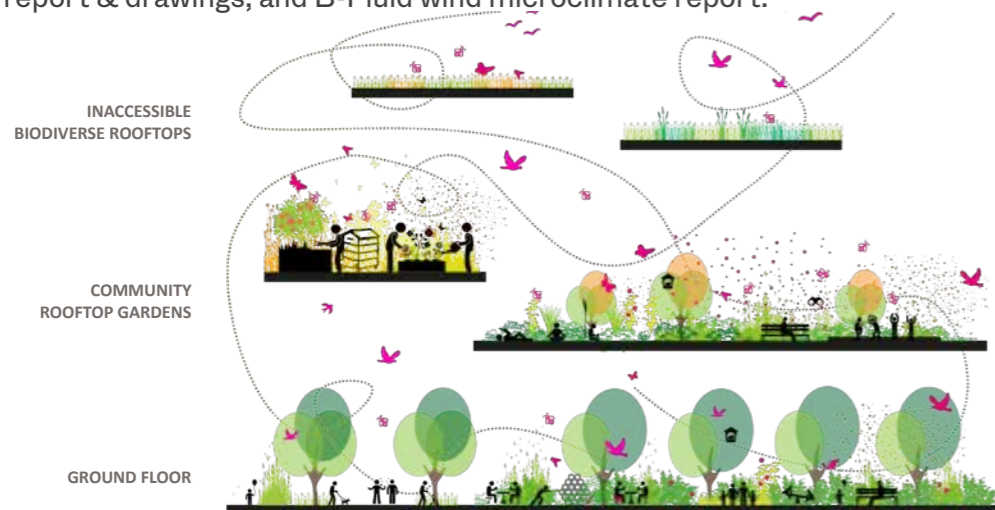
The shared communal open space is designed to ensure that only resident's have access to the areas, in order that they are safe, secure, easily managed.

Resident's communal internal areas include the provision of co-working spaces at ground and podium level. Both enjoy access to landscaped areas. The proposed co-working spaces include hot desks, informal seated areas, group desk space, and private meeting rooms. There will be provision of a coffee dock and access to a printer .

Passive surveillance provides a sense of security, with access to residential and commercial from the road, and overlooking by residential, and shared access by

The public open space has been designed to be attractive, comfortable and to accommodate informal play and seated areas for leisure.

Refer to accompanying Park Hood landscape report and drawings, CS Consulting Civil traffic and road report & drawings, and B-Fluid wind microclimate report.



PROPOSED COMMUNAL OPEN SPACE (EXTRACT FROM PARKHOOD LANDSCAPE REPORT)



ROOF LAYOUT PLAN SHOWING COMMUNAL AMENITY SPACE

- APPLICATION SITE BOUNDARY
- RESIDENT'S COMMUNAL OPEN SPACE

## 03.24 ADAPTABILITY

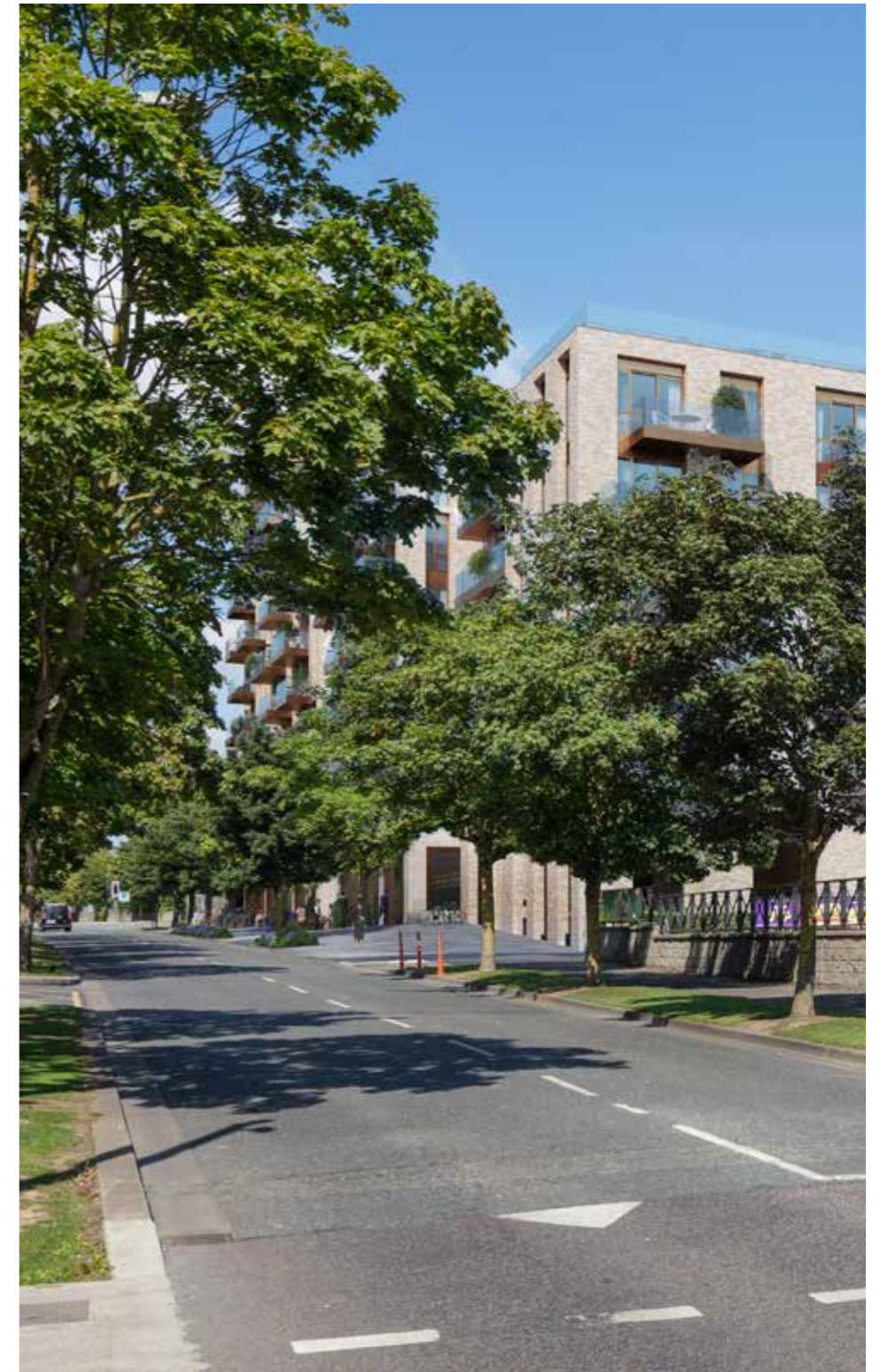
The proposed has been designed to suit the location which in close proximity to a large number of areas of employment, close to important transport links and retail, and provides resident's co-working space, and retail spaces.

- Apartment layouts are varied throughout the proposed, and can be adapted to suit changes in the environment;
- The proposed is designed in accordance with TGD M, and will adapt to chnaging needs of residents;
- Commercial units are flexible in layout;
- Residents internal amenity spaces are flexible in layout;
- Resident's communal shared spaces are varied in use, and can facilitate differnt types of uses;
- Ground floor entrance and resident's comunal amenity space is a modern layout, and allows for flexibility of use and layout in the future;
- The building has been designed to incorporate a high level of energy efficiency, with consideration to possible future systems.
- Carparking spaces allow for future installation of ev charge points, and additional secure bicycle parking, and electric bicycle charge points can be accommodated;
- Courtyard to be enjoyed by the public and residents; and roof terraces, for residents use, at upper levels provide a variety of uses and aspects. Roof terraces are varied in size, aspect and use, and can be adapted to meet cultural and society changes, and provide spaces to be enjoyed by the individual or as part of group activities;

- Resident's internal communal shared support facilities are distributed throughout the basement and ground floor levels in order to be convenient and make provision for people with different accessible requirements. The distribution of spaces would facilitate future sub-division of the proposed development should a different use be required;
- Residential and commercial internal areas are separated from one another to ensure the use can be disignated for people with access to the spaces, and at a future time could be separate units, or be merged together, which allows for renovation and upgrades to different areas;
- Landscaping is designed to be easily maintained.

Refer to accompanying Henry J Lyons architectural drawings, and Reference should also be made to the following reports:

- John Spain Associates Statement of Consistency;
- Park Hood Chartered Landscape Architects Landscape DAS Report & Accompanying Drawings;
- Axis Engineering Sustainability Statement;
- Henry J Lyons Building Lifecycle Report;
- CS Consulting Drawings & Report.



VIEW OF SOUTH ELEVATION AND JUNCTION WITH WEST ELEVATION TO BELGARD SQ. EAST

# DESIGN RESPONSE TO 12 POINTS OF CONSIDERATION

## 10. PRIVACY / AMENITY

*How do the buildings provide a high quality amenity?*

The proposed development provides residents communal amenity space in the form of a ground floor garden, and upper floor level roof terraces provide a variety of uses by residents. The amenity areas are located prominently throughout the development, and are predominantly visible to residents, with good views of the public realm, allowing for passive surveillance.

The proposed layouts take into account daylighting and wind, with seating located accordingly. The Roof terraces have different aspects, are located at a variety of levels, and vary in proposed size and use. It is intended that they can be adapted to meet cultural and society changes, and provide spaces to be enjoyed by the individual or as part of group activities.

Residents' communal internal areas include the provision of co-working spaces at ground floor level, and residents gym and games rooms at both ground and first floor levels. The ground floor gym provides access to a residents garden, with space for outdoor exercise and gatherings.

The proposed co-working spaces include hot desks, informal seated areas, group desk space, and private meeting rooms, with for example, provision of a coffee dock and access to a printer.

Further consideration was given to the design of Sustainable Neighbourhoods, with consideration to Public Realm & Healthy Placemaking & Inclusive & Accessible.

Reference should also be made to the following reports in regard to Privacy /Amenity:

- Park Hood Chartered Landscape Architects Landscape DAS Report & Accompanying Drawings;
- Citydesigner Townscape & Landscape Visual Assessment Report;
- John Spain Associates Statement of Consistency.

## 11. CAR PARKING

*How will the parking be secure and attractive?*

The car parking is at basement level, and has direct access to lifts to access retail / commercial areas, and residential. The carparking will have dedicated spaces, and CCTV will be available for an added sense of security.

Residents secure bicycle parking will be accessed through the carpark, and will provide active use throughout the day, giving a sense of security.

Car parking for residents is conveniently located near to the residents access to apartments, and provides a convenient route to access the building.

Additional provisions at the basement level includes residents bin stores. It is intended that increasing the presence of residents in the carpark will further reinforce the utilisation of the basement.

It is proposed that a small number of set down car parking spaces be provided at ground level, for easy access to the creche and retail / commercial areas outside of creche hours.

Reference should also be made to the following reports in regard to Car Parking:

- CS Consulting Drawings & Report;
- Park Hood Chartered Landscape Architects Landscape DAS Report & Accompanying Drawings;
- Hooke & MacDonald Operational Management Plan.
- John Spain Associates Statement of Consistency.

## 12. DETAILED DESIGN

*How well thought through is the building and landscape design?*

The proposed development has been carefully considered on a macro and micro scale. It is designed in order to provide quality architecture and public realm to the area.

The architectural design is informed by local context, and through design studies. Please refer to sections 4 & 5 of this report,

The selected materials are a modern palette, with durability in mind. The design is modern, and offers visual variety.

There is an architectural language carried throughout the proposed development, with a limited palette of materials and colours, and a clear hierarchy of materials to emphasise retail / commercial units and main entrances.

The design approach to materiality at ground floor and first floor level, and the provision of double height spaces, and the impression of double height spaces was designed in conjunction with Citydesigner.

Further consideration was given to the design of Sustainable Neighbourhoods, with consideration to Design & Materials & Built Form & Mix.

Reference should also be made to the following reports in regard to Detailed design:

- Citydesigner Townscape & Landscape Visual Assessment Report;
- Park Hood Chartered Landscape Architects Landscape DAS Report & Accompanying Drawings;
- John Spain Associates Statement of Consistency.

# 03.25 AMENITY - PRIVACY

Ground Level is comprised of the following:

- Commercial / Retail;
- Resident's Internal Amenity Space & amenity support services and facilities;
- Public Open Space;
- Resident's Communal Amenity Garden;
- Creche external play area;
- Private open space to all apartments.

Resident's entrances, internal amenity space and commercial units allow views from the street to the courtyard. There are areas of access where the public and resident's have shared access, namely through the site.

Privacy to Resident's amenity areas has been considered in the design of the proposed, and is achieved through the following means:

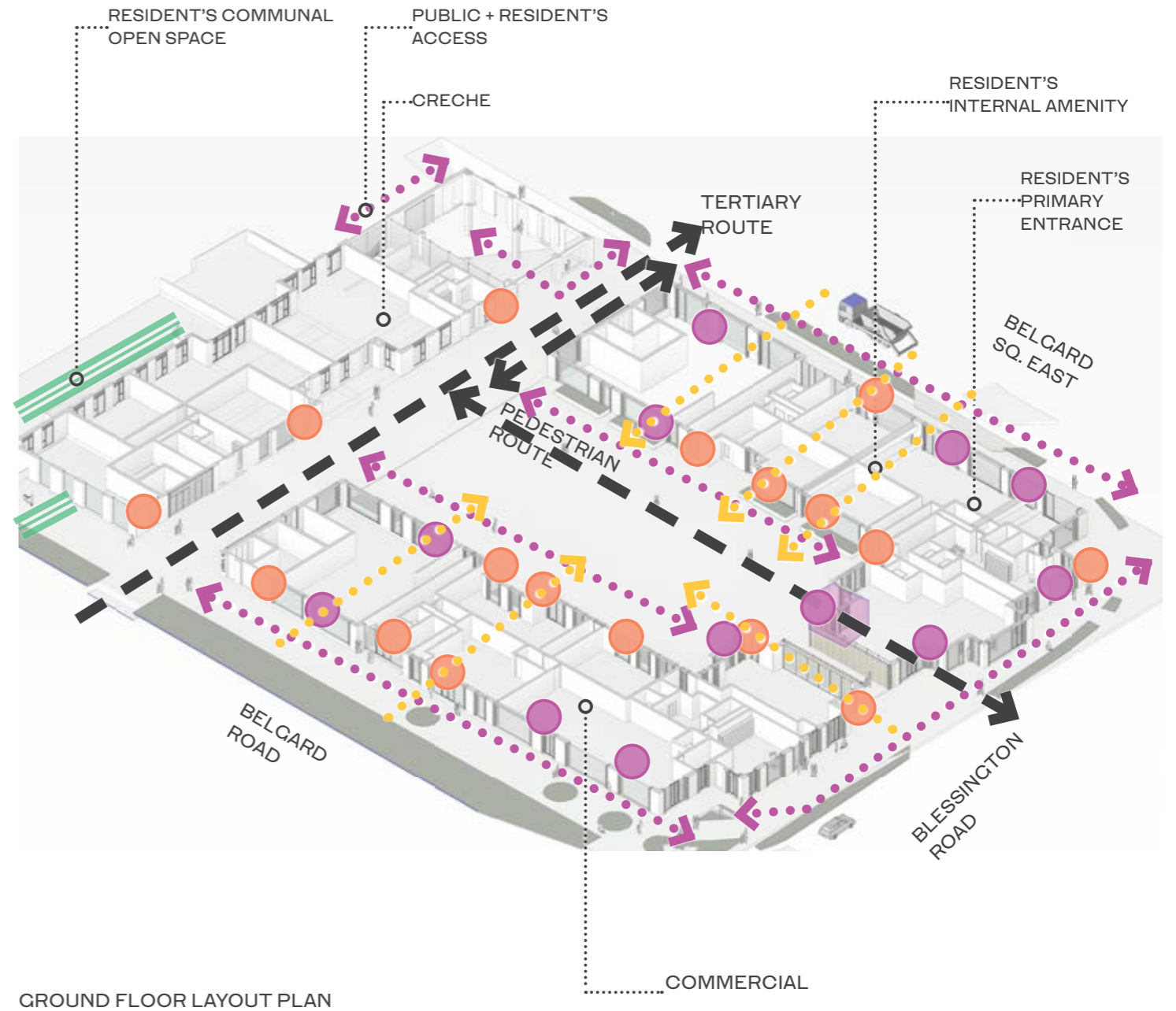
- Resident's garden at ground level is raised above pavement level, and screened from public view;
- Resident's internal amenity areas are only accessible for resident's use, with no public access;
- Communal amenity spaces are provided above ground level, with no public access.



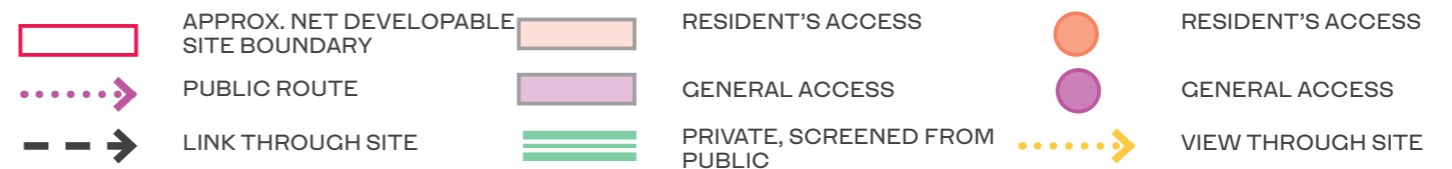
EAST ELEVATION (BELGARD ROAD)



WEST ELEVATION



GROUND FLOOR LAYOUT PLAN



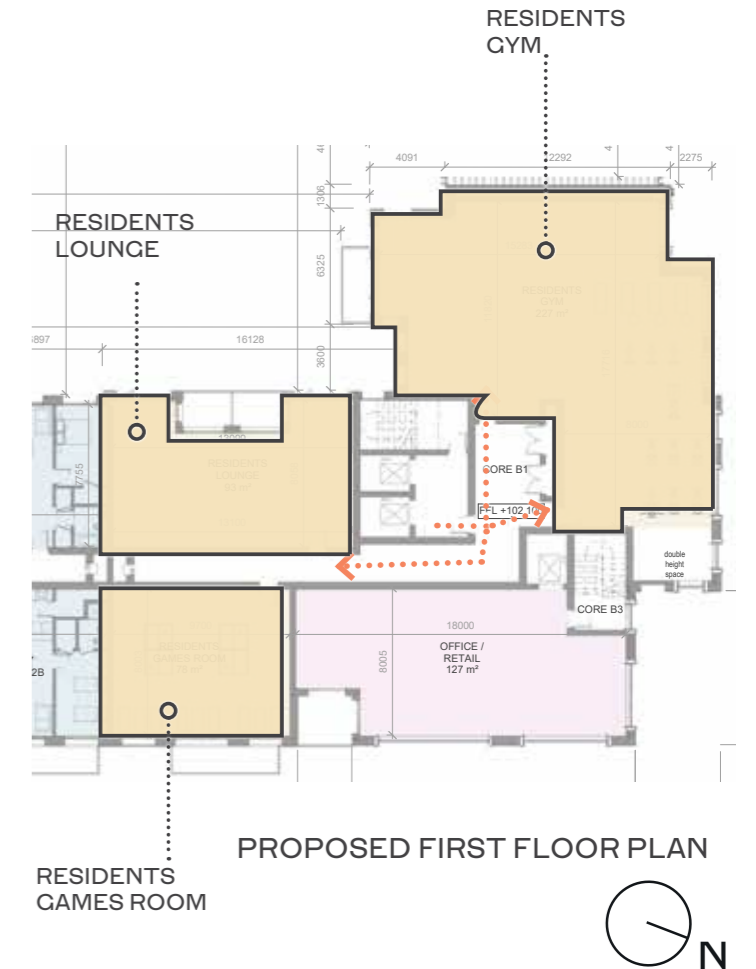
# 03.26 AMENITY - RESIDENT'S INTERNAL AMENITY



PROPOSED GROUND FLOOR PLAN

It is proposed to include resident's internal amenity areas throughout at ground floor level, with frontage onto both the street to the perimeter of the site, and into the courtyard. Amenity space is provided at these locations in order that they be accessible to all residents to use, and to provide active frontage which contributes in a positive manner to the neighbourhood.

The uses proposed for the resident's amenity areas are varied to ensure a broad rate of usership, and are designed to have flexibility for use as other spaces, should future demands change.

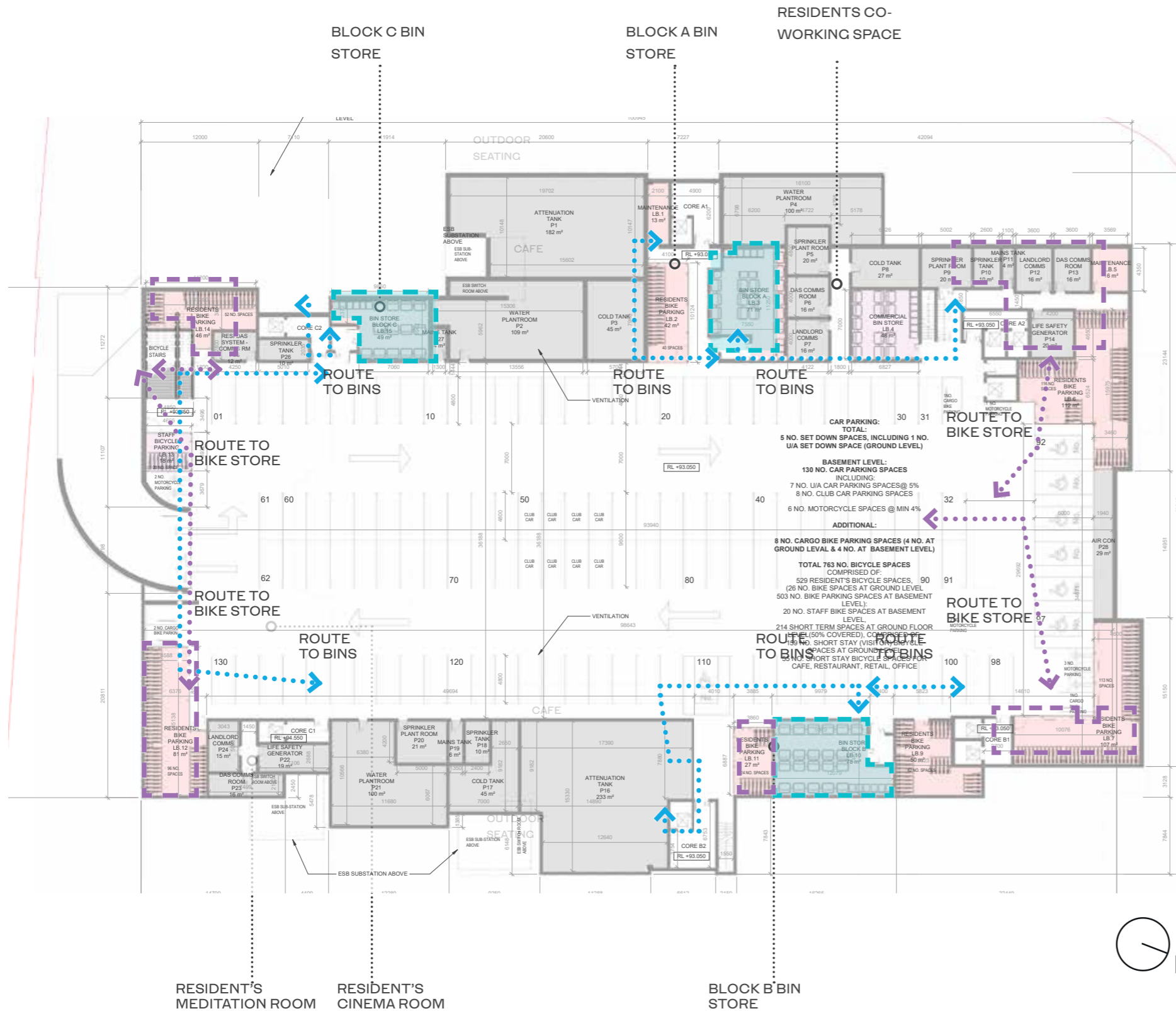


PROPOSED FIRST FLOOR PLAN

- APPLICATION BOUNDARY
- RESIDENT'S INTERNAL AMENITY
- RESIDENT'S EXTERNAL AMENITY
- INTERNAL SHARED SUPPORT SERVICES
- .....> RESIDENTIAL ACCESS



# 03.27 AMENITY - INTERNAL SHARED SUPPORT FACILITIES



PROPOSED BASEMENT FLOOR PLAN

Resident's internal communal shared support facilities are distributed throughout the basement and ground floor levels in order to be convenient and make provision for people with different accessible requirements.

The facilities include bin stores and secure bicycle storage, and are located within close proximity of lifts providing direct access to each residential core.

Post boxes for apartments are included within the entrance to each residential core for convenience, and security.

Refer to accompanying schedules, CS Consulting Transportation Statement, AWN Operational Waste Management Plan

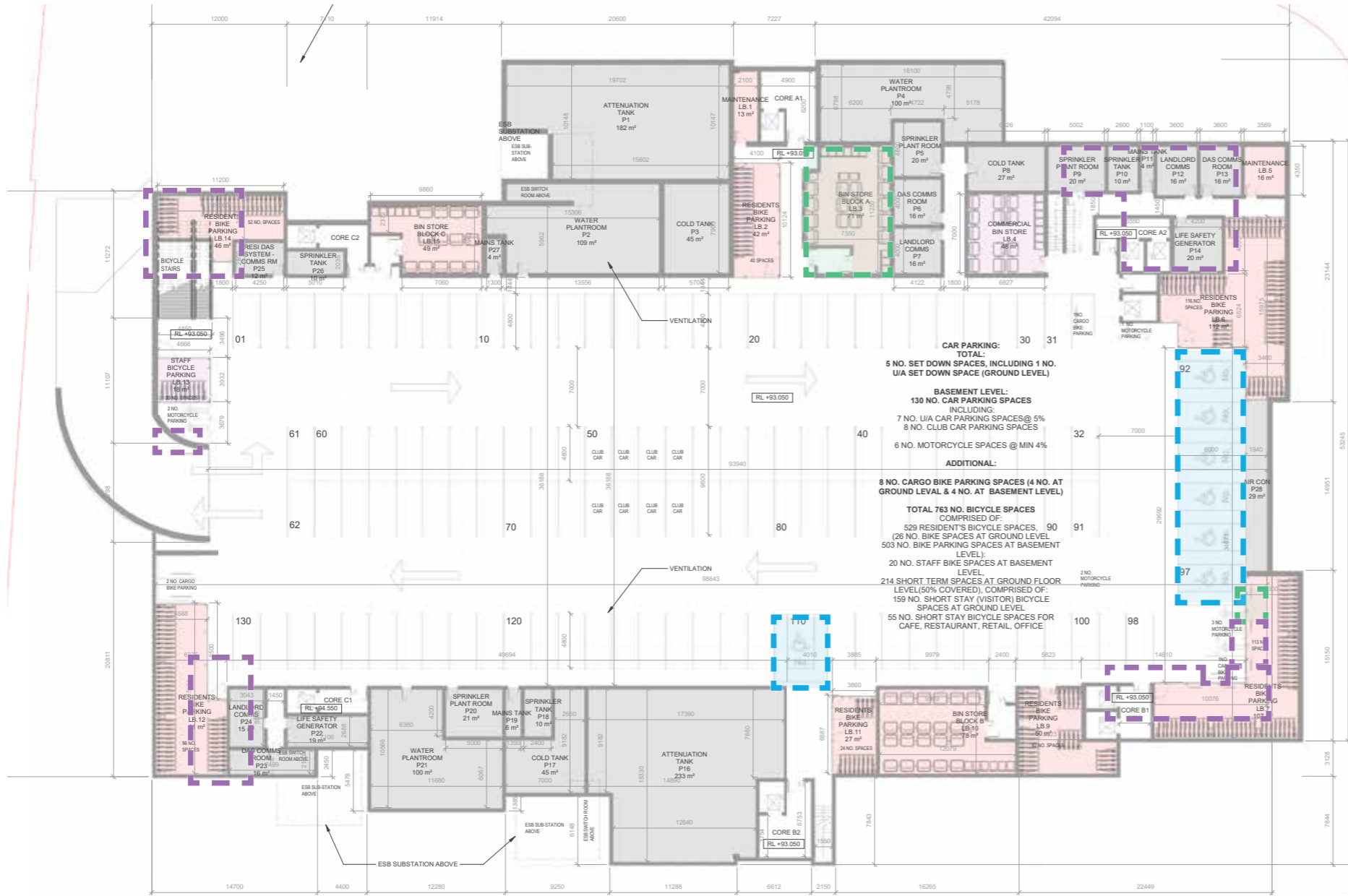


PROPOSED: DOUBLE STACKED BICYCLE PARKING



- APPLICATION SITE BOUNDARY
- INTERNAL SHARED SUPPORT SERVICES
- RESIDENT'S BICYCLE PARKING
- BIN STORE

# 03.28 CAR PARKING



**CAR PARKING:** 30 31  
**TOTAL:**  
 5 NO. SET DOWN SPACES, INCLUDING 1 NO. U/A SET DOWN SPACE (GROUND LEVEL)  
**BASEMENT LEVEL:**  
 130 NO. CAR PARKING SPACES INCLUDING:  
 7 NO. U/A CAR PARKING SPACES @ 5%  
 8 NO. CLUB CAR PARKING SPACES  
 6 NO. MOTORCYCLE SPACES @ MIN 4%  
**ADDITIONAL:**  
 8 NO. CARGO BIKE PARKING SPACES (4 NO. AT GROUND LEVEL & 4 NO. AT BASEMENT LEVEL)  
**TOTAL 763 NO. BICYCLE SPACES** COMPRISED OF:  
 529 RESIDENT'S BICYCLE SPACES, 90 (26 NO. BIKE SPACES AT GROUND LEVEL 503 NO. BIKE PARKING SPACES AT BASEMENT LEVEL)  
 20 NO. STAFF BIKE SPACES AT BASEMENT LEVEL  
 214 SHORT TERM SPACES AT GROUND FLOOR LEVEL (50% COVERED), COMPRISED OF:  
 159 NO. SHORT STAY (VISITOR) BICYCLE SPACES AT GROUND LEVEL  
 55 NO. SHORT STAY BICYCLE SPACES FOR CAFE, RESTAURANT, RETAIL, OFFICE

In response to SDCC comments at the Section 247 pre-app meeting, to increase car parking, it was increased by 21%, from 107 no. car parking spaces to 130 no. spaces, with additional set down on Belgard Sq. East, Belgard Rd, and within the site, accessed by the tertiary route; additional design changes are

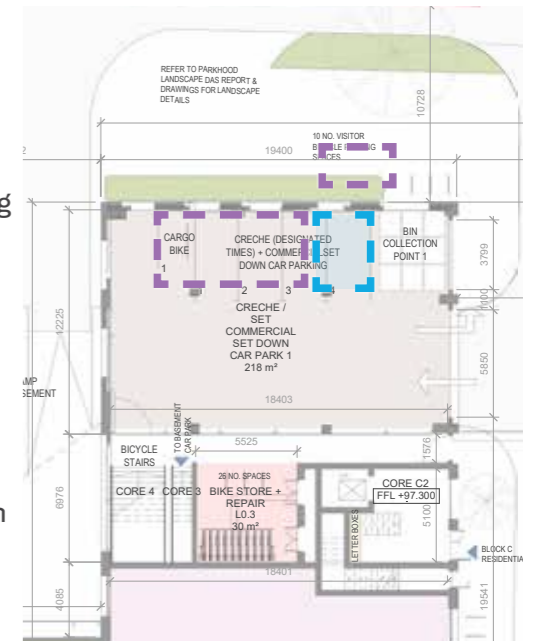
- Provision of 130 no. car parking spaces (including 8 no. club car spaces and 6 no. disabled access spaces) at basement level;
- 5 no. set down spaces (4 no. serving creche) and 1 no. disabled access space at ground level, layby on Belgard Square East;
- 6 no. motorcycle spaces and a total of 763 no. bicycle parking spaces;
- Addition of bicycle stairs and lift between ground level and basement.

Car parking spaces are located to be convenient to access residential areas, with disabled accessible car parking pepper potted throughout the car park.

Residents secure bicycle parking will be accessed through the carpark, and will therefore be in active use at all times, giving a sense of security.

Visitor spaces at ground floor level are sheffield stand style, and resident's bicycle parking is in the form of double stackers and sheffield stand at basement and ground floor level.

Refer to accompanying schedules and CS Consulting Transportation Statement.



PROPOSED GROUND FLOOR PLAN

PROPOSED GROUND FLOOR PLAN



APPLICATION SITE BOUNDARY  
 DISABLED ACCESSIBLE CAR PARKING SPACE

BICYCLE / CARGO BICYCLE PARKING  
 MOTORCYCLE PARKING

# 04 DETAILED DESIGN

## 04.1 BUILDING HEIGHT: PLANNING POLICY CONTEXT

### **SDCC Draft Development Plan 2022 - 28 includes Policy QDP8: High Quality Design – Building Height and Density Guide (BHDC):**

*Adhere to the requirements set out in the Urban Development and Building height Guidelines (2018) issued by the DHLGH through the implementation of the Assessment Toolkit set out in the South Dublin County's Building Heights and Density Guide 2021.*

### **QDP8 Objective 1:**

*To assess development proposals in accordance with the Building Height and Density Guide set out in appendix 10 of this Development Plan and associated planning guidelines. In this regard, all medium to large scale and complex planning applications (30 + residential units, commercial development over 1,000 sq.m. or as otherwise required by the Planning Authority) shall be accompanied by a 'Design Statement'. The Design Statement shall include, inter alia, a detailed analysis of the proposal and statement based on the guidance, principles and performance-based design criteria set out in the South Dublin County's Height and Density Guide. Any departures within the proposed development from the guidance set out in the Building Height and Density Guide for South Dublin County (Appendix 10) shall be clearly highlighted in the Design Statement. (See Chapter 13 Implementation and Monitoring).*

### **QDP8 Objective 2:**

*In accordance with NPO35, SPPR1 and SPPR3, to proactively consider increased building heights on lands zoned Regeneration (Regen), Major Retail Centre (MRC), District Centre (DC), Local Centre (LC), Town Centre (TC) and New Residential (Res-N) and on sites demonstrated as having the capacity to accommodate increased densities in line with the locational criteria of Sustainable Urban Housing: Design Standards for New Apartments (2018) and the Urban Design Manual – Best Practice Guidelines (2009), where it is clearly demonstrated by means of an urban design analysis carried out in accordance with the provisions of the South Dublin County's Building Height and Density Guide that it is contextually appropriate to do so.*

## 04.2 BUILDING HEIGHT & THE DEVELOPMENT PLAN

**This Section responds to the Development Management Criteria of the Urban Development and Building Heights Guidelines 2018 at the specified scales, as referenced in Specific Planning Policy Requirement (SPPR) 3(a)**

*“it is a specific planning policy requirement that where:*

*1. An applicant for planning permission sets out how a development proposal complies with the above criteria; and*

*2. The assessment of the planning authority concurs, taking into account of the wider strategic and national policy parameters set out in the National Planning framework and these guidelines then the planning authority may approve such development, even where specific objectives of the relevant development plan or local area plan may indicate otherwise”.*

In the event of making a planning application, applicants are required to satisfactorily demonstrate that the proposed development satisfies certain Development Management Criteria at three scales as follows:

- **The scale of the relevant city/town;**
- **The scale of district/ neighbourhood/ street; and**
- **The scale of the site/building**

**The above are discussed in this section of the Architectural Design Statement.**

### **At the Scale of the Relevant City / Town**

As discussed earlier in this Design Statement, the site is located in close proximity to a Luas red line terminus; Is close proximity to dublin Bus stops, and can be considered to be generally well served by public transport links, with future bus connects planned in the locality, and expansion of the cycle lanes network is planned.

The site is also in close proximity (walk or cycle)to the TU tallaght university and Tallaght hospital, and the Square tallaght, a significant shopping centre which includes supermarkets.

The proposed has been designed to respond directly to the site, which includes public transport links, road links to th city centre, orientation, daylight/sunlight 7 wind analysis..

The site is at a key junction of Belgard road and Blessington Road, and visible from the north east on apporoach to the Square Shopping Centre, Tallaght, and can be considered an important junction, to link to the existing square shopping centre.

The building massing has been designed with consideration to daylighting to surrounding areas, and to the proposed public open space, provided in the form of a centrally located courtyard for public access, with bicycle and pedestrian links proposed on the site running from east to west, and , with childrens play areas also provided. High quality landscaping is also proposed to the site perimeter.

There are a number of proposed developments of considerable height, ranging from 6-15 storeys granted planning permission, in the porcess of seeking permission, and or underway on site in th tallaght Town Area.

Overall, the proposed will offer an enhancement to the area, with active frontag to the perimer, and on a townscape level, and therefore be a positive addition to the townland.

Reference should be made to the following:

- John Spain Associates - Statement of Consistency & Statement of Response to ABP Opinion;
- Citydesigner - Townscape & Landscape Visual Assessment Report.

## 04.3 BUILDING HEIGHT & THE DEVELOPMENT PLAN

### At the Scale of the District / Neighbourhood / Street

The proposed development achieves a good relationship between the built environment, public, private and semi public spaces, including improvements to the landscaping and pavement width at the interface with the public realm, and the links between the proposed courtyard, provision of a tertiary route running from east to west.

The proposed massing is varied in form, and directly relates to the street. At areas expected to achieve greater footfall, double height, or the impression of double height at the street level reinforce the position of the proposed, and the provision of retail / commercial spaces.

The proposal enhances the urban grain to the perimeter of the site, and makes a positive contribution to the locality, and therefore can be considered for additional height at this key junction.

The development will be subject of a Site Specific Flood Risk Assessment by CS Consulting.

The inclusion of enhanced public realm and public courtyard with play areas for children further reinforces the position of the proposed within the neighbourhood. Retail to the site perimeter, and access to apartments activate the street frontage in a positive way.

### At the Scale of the Site / Building

The massing and general form of the proposed has been informed by carrying out daylight/sunlight and wind analysis, with a focus on the public spaces, and apartment interiors.

In regard to daylighting to apartments, there is an 89% compliance rate. This is a good result, and additional compensatory measures have been included where possible. Proposed compensatory measures include:

- Provision of 48% dual aspect apartments (33% required)
- Provision of 38% of apartments sized at <110% of the required minimum areas;
- Provision of 119% of the required private open space provision.

The proposed has been designed with consideration to the above, and provides an enhancement to the site. As these items have been carefully addressed, the proposed creates a positive contribution, with quality homes, and contributes to urban grain and active frontage to the perimeter of the site.

Justification can be made for the increased height based on the site location, and the use can be justified on the basis that this would be the provision of much needed quality housing in Tallaght Town Centre, which is more desirable and sustainable on the long term, as the central location, and reduced requirement for car ownership further reinforce this.



DOUBLE HEIGHT BAYS, LANDSCAPED PUBLIC REALM



DOUBLE HEIGHT BAYS, JURA LIMESTONE TO EMPHASIS RETAIL HIERARCHY

# 04.4 URBAN DEVELOPMENT & BUILDING HEIGHTS

## SDCC Tallaght Town LAP 2020:

### 2.6.2 Height & The Built Form

'In general terms, the height strategy provides for the following:

- Building height and scale is greatest in the Centre, in close proximity to Luas stops and along arterial and primary route frontages (up to 6-7 storeys residential, +1 recessed and up to 5-6 storeys non residential, +1 recessed).

- Building height and scale on secondary routes/frontages is lesser but still within an urban scale, (4-6 storeys residential, 3-5 storeys non-residential).

- Building Height (3-4 storeys) is lower along tertiary routes, within the network of secondary streets).

Initial massing studies were carried out to determine the extent of the general height & mass of a number of new, recently granted and current planning developments in the Tallaght Area, and to determine how the proposed would sit within the context of the site at a height of 6-7 Storeys + a set back.

The results are that a number of the buildings exceed the allowable height under the Urban Development & Building height guidelines for planning Authorities (2018), and there is justification for this on the application site.

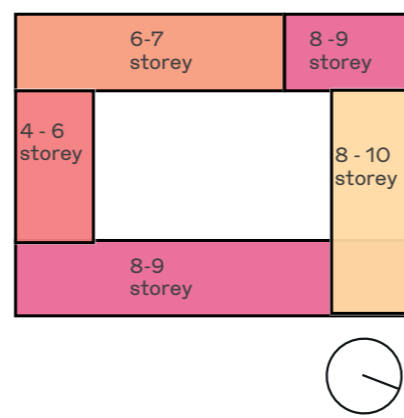
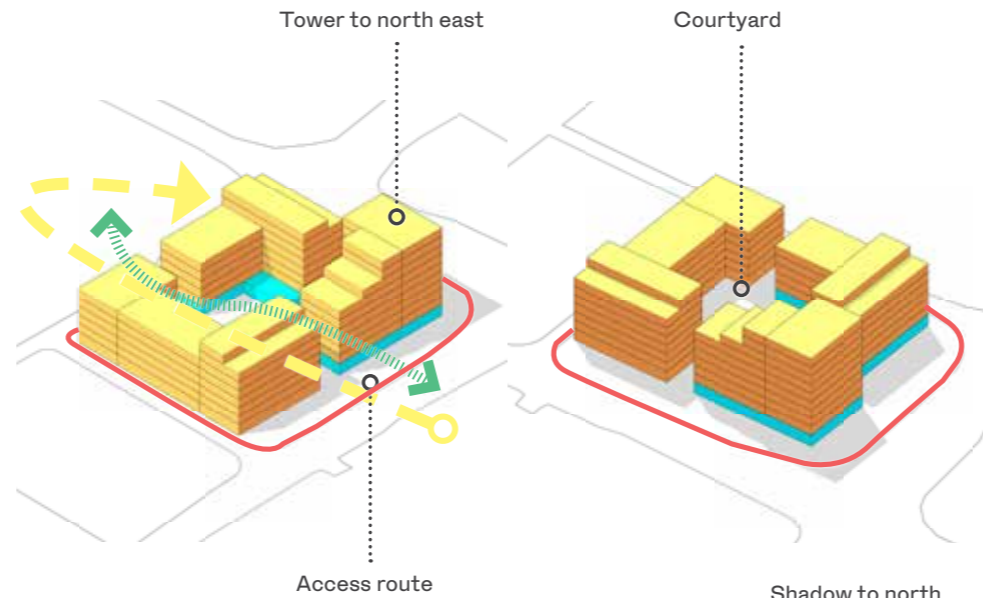
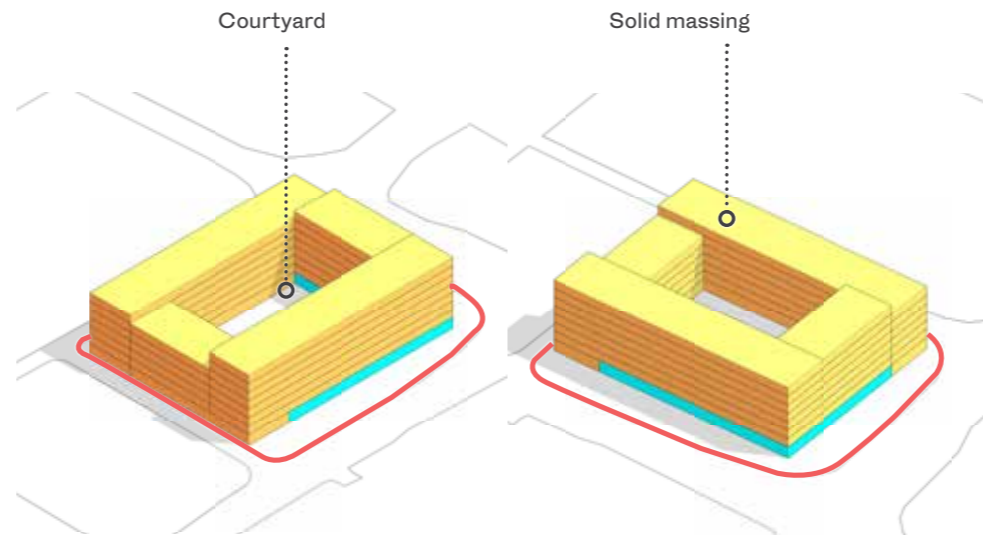
The initial massing study results showed that an increased height would be suitable for the northern end of the site - Increased height in this location would:

- Allow for provision of additional apartments

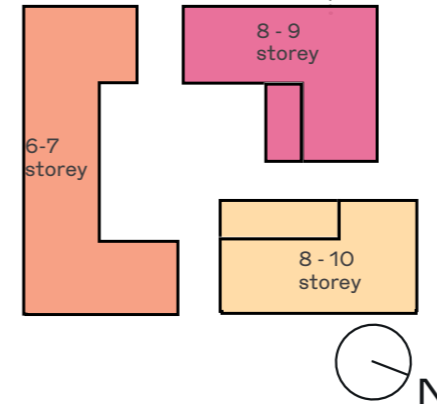
- Provide a feature building at this key location;

- Have minimal impact of existing building, due to aspect.

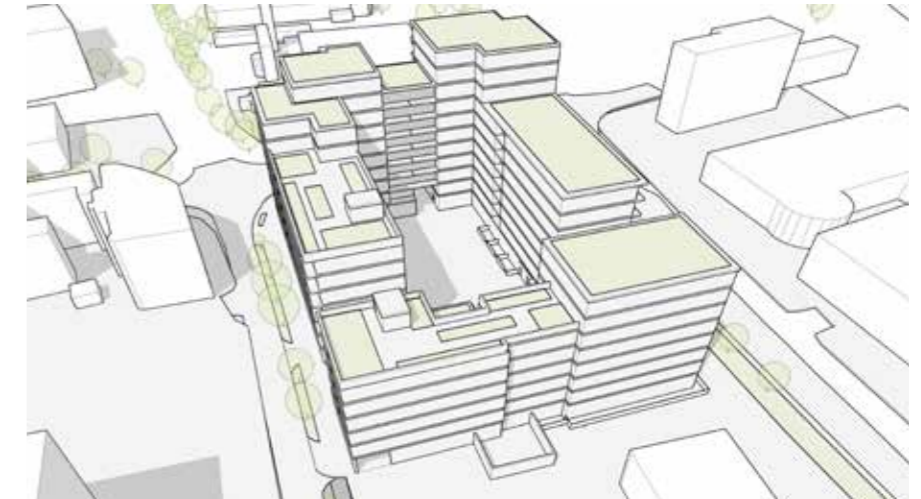
The studies of the proposed were carried out on the scale of the site, the street and the neighbourhood. Comparison was made with existing and approved developments.



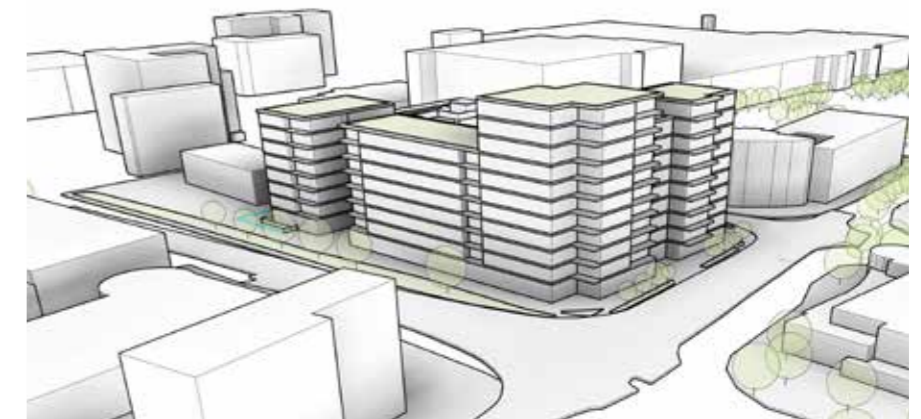
Uniform Massing - increased height to the NE corner (not to scale)



Break in massing - permeability of site, improved courtyard and street interface (not to scale)



VARIED HEIGHTS TO ALLOW FOR IMPROVED SUNLIGHT TO COURTYARD



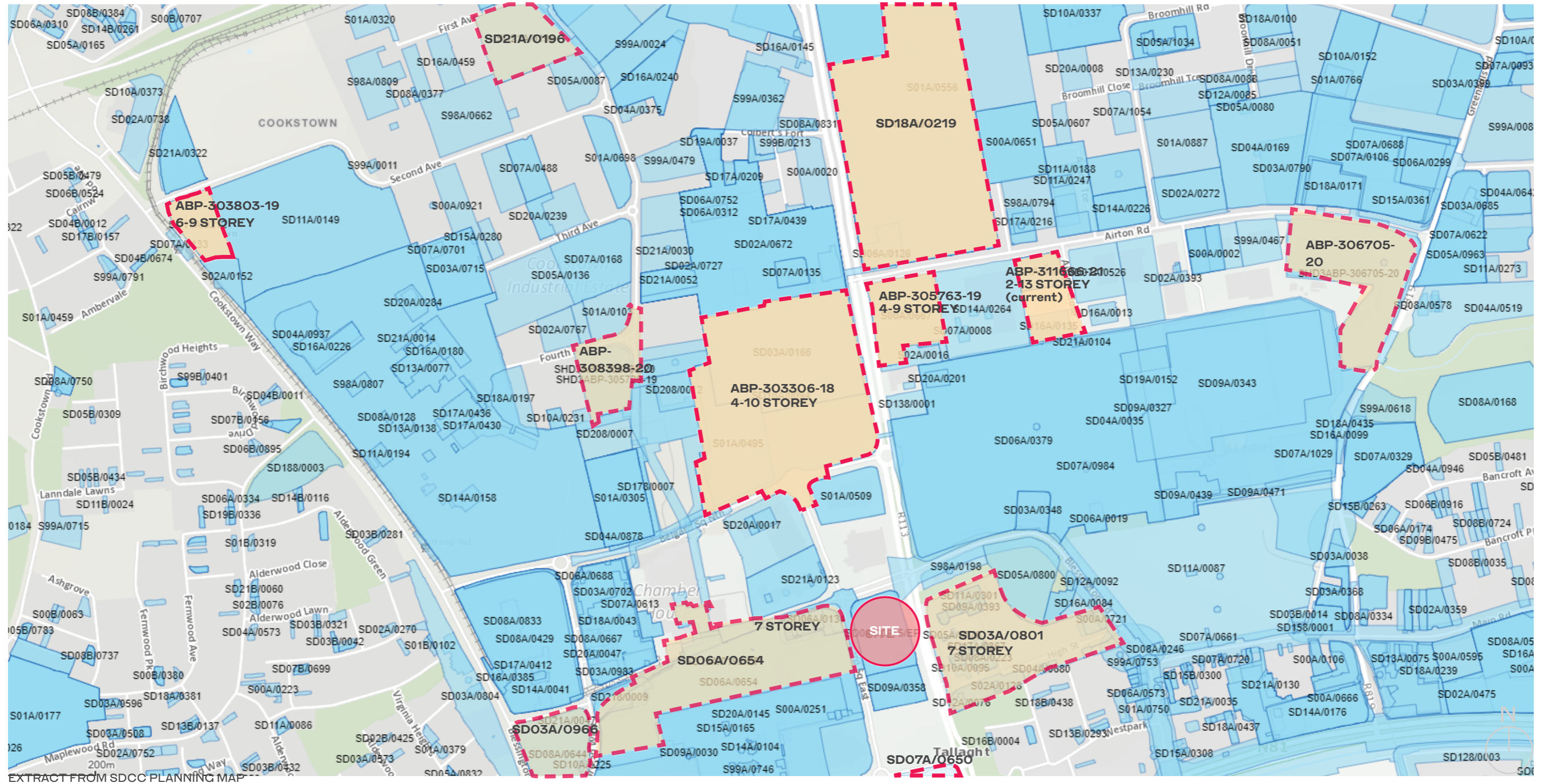
LANDMARK TOWER



INITIAL ELEVATIONAL STUDY

 APPROXIMATE NET DEVELOPABLE SITE BOUNDARY

# 04.5 URBAN DEVELOPMENT & BUILDING HEIGHTS



EXTRACT FROM SDCC PLANNING MAP

NOT TO SCALE

In recent times there have been a number of planning applications granted for taller buildings, a number of which are currently under construction.

There is a growing trend to have taller buildings within Tallaght, as the location is suitable, due to anticipated increase in population, and proximity to public transport, including the Luas, and places of employment.

SITE LOCATION
  APPROVED DEVELOPMENT



## 04.6 URBAN DEVELOPMENT & BUILDING HEIGHTS

### Specific Assessments

**Building Height Guidelines set out the following specific assessments that may be required to support proposals submitted:**

**“Specific impact assessment of the mirco-climatic effects such as down-draft. Such assessments shall include measures to avoid / mitigate such micro-climatic effects and, where appropriate, shall include assessment of the cumulative micro-climatic effects where taller buildings are clustered.”**

The following reports accompany this application:

Bfluid - Wind & Microclimate Assessment.

**“An assessment that the proposal allows for the retention of important telecommunications channels, such as microwave links”.**

The following reports accompany this application:

ISM - Telecommuniactions Impact Assessment.

**“An assessment that the proposal maintains safe air navigation”.**

The following reports accompany this application:

O’Dwyer jones - Aviation Impact Assessment.

**“An urban design statement including, as appropriate, impact on the historic built environment”**

The following reports accompany this application:

City Designer - Townscape & Landscape Visual Impact Assessment.

**“Relevant environmental assessment requirements, including SEA, EIA, AA and Ecological Impact Assessment, as appropriate.”**

The following reports accompany this application:

Enviroguide - Appropriate Assessment Screening; Bat Survey; Ecological Impact Assessment; Ecological Impact Assessment.

# 04.7 HEIGHTS - MASSING

BELGARD GARDENS, APPROVED APPLICATION ABP-303306-18 (PHASE 1)

ABP-311666-21 (CURRENT APPLICATION)

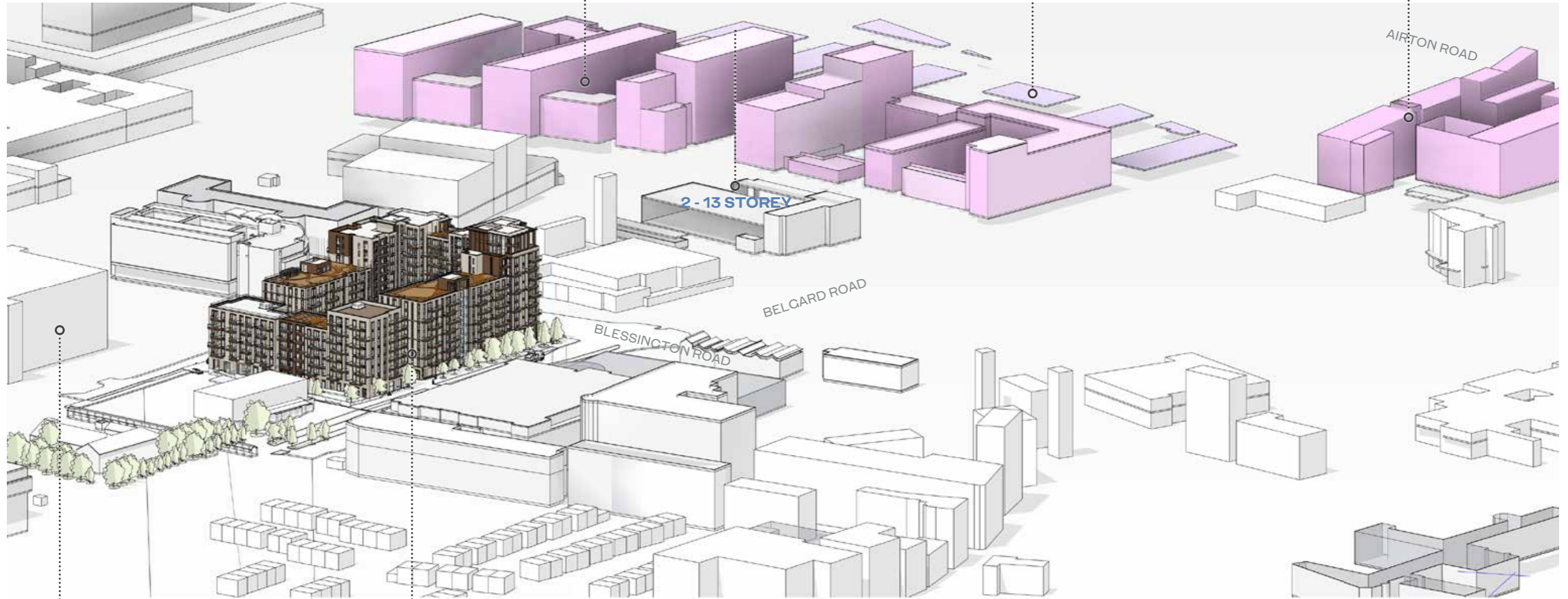
BELGARD GARDENS, APPROVED APPLICATION ABP-303306-18 (FOOTPRINT OF FUTURE PHASE)

AIRTON PLAZA, APPROVED APPLICATION ABP-305763-19

4 - 10 STOREY

2 - 13 STOREY

4 - 9 STOREY



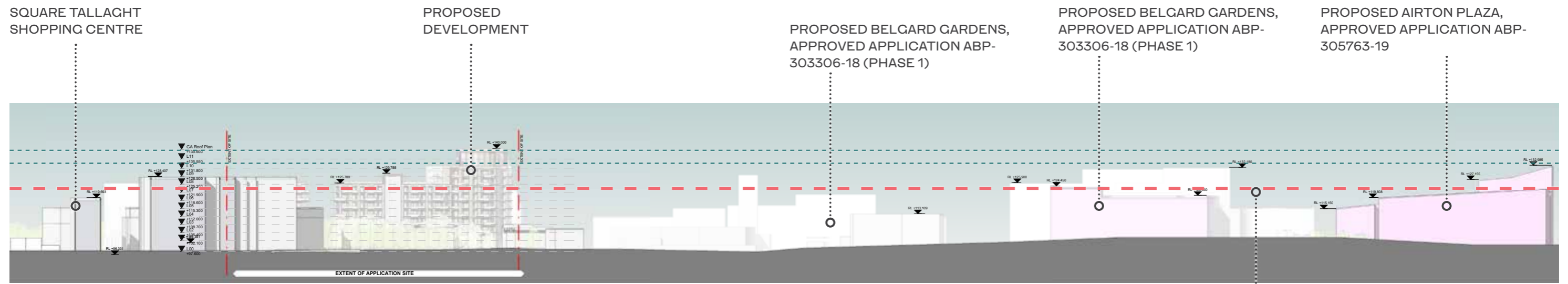
SQUARE TALLAGHT SHOPPING CENTRE

PROPOSED DEVELOPMENT

DESIGN DEVELOPMENT: ORTHO VIEW LOOKING NORTH WEST

- APPROVED DEVELOPMENT
- APPROVED DEVELOPMENT - FUTURE PHASE

# 04.8 HEIGHTS - MASSING



DESIGN DEVELOPMENT: PROPOSED EAST ELEVATION SHOWING APPROVED DEVELOPMENTS

## MASSING

The proposed massing has been determined by orientation, daylighting, integration with the street and neighbourhood, in response to local area plan requirement for the inclusion of a tertiary route which can link the site visually to the square shopping centre.

The proposed creates a strong form, with high quality material, defining this prominent corner, and with emphasis at the ground floor retail provision, with a strong framing, and a proposal to include quality materials.

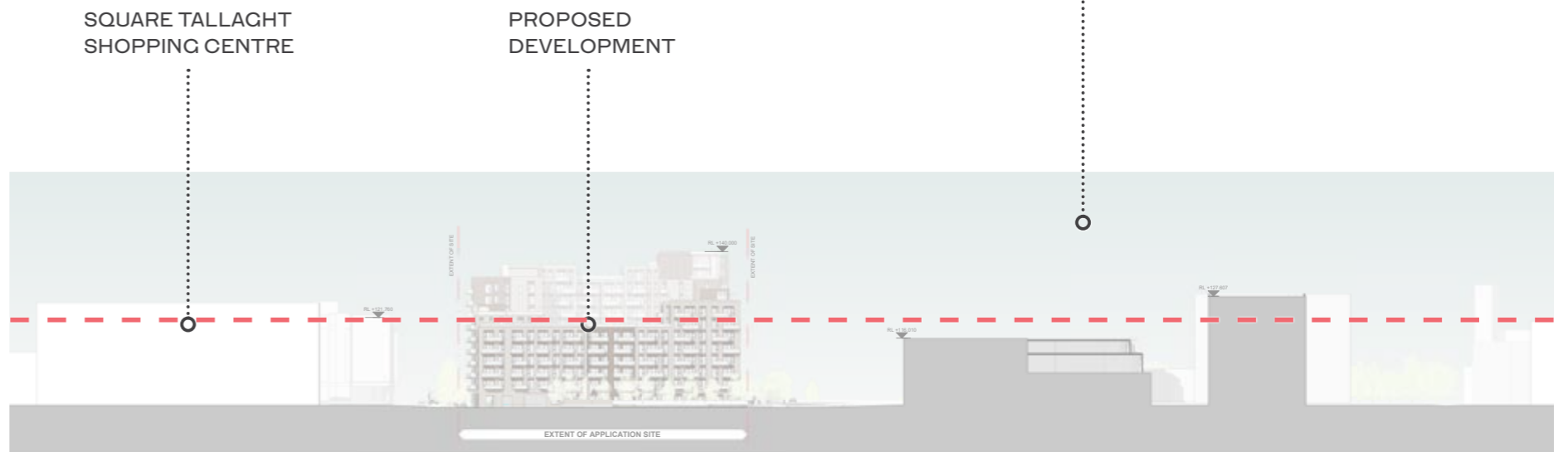
As can be seen from the proposed massing, there is a deviation away from the height guidelines, onto provide an oncreased height of 9 storeys, with an additional 2 no. storeys set back at the upper level.

Articulation and breaks in the massing help to articulate the massing, and allowing for a better connection to the street.

Key design elements include:

- Active frontage
- Aspect
- Daylighting
- Permeability to access the public courtyard within the site, and to open up a better link across to the sqaura shopping centre.

Building height and scale is greatest in the Centre, in close proximity to Luas stops and along arterial and primary route frontages (up to 6-7 storeys residential, +1 recessed and up to 5-6 storeys non residential, +1 recessed).



DESIGN DEVELOPMENT: WEST ELEVATION SHOWING PROPOSED DEVELOPMENT

- APPLICATION SITE BOUNDARY
- █ APPROVED DEVELOPMENT

## 04.9 HEIGHTS - MASSING

Key criteria of design of the proposed residential mixed-use BTR scheme has been considered in relation to:

The context is in regard to Section 5.2.7, Density & Building Heights, 'The Plan Approach' of the Draft South Dublin County Development Plan 2022 -2028.

From the outset the proposed was designed with reference to City Designer during the process. the proposed height & massing is discussed in detail in the City Designer DTVA Report accompanying this application.

key elements of the design considerations:

Reinstating the urban grain along Blessing Road & Belgard Road;

Provision of a strong retail / commercial street frontage, at a 2 storey scale to reinforce the street presence;

Staggered balconies to provide animation, reduce scaling and improve daylighting and effects of wind on the proposed;

Tower features to the north east and north west corners;

Change in materials to top levels to reduce height impact; variety of height and form.



# 04.10 HEIGHTS - MASSING

## MASSING

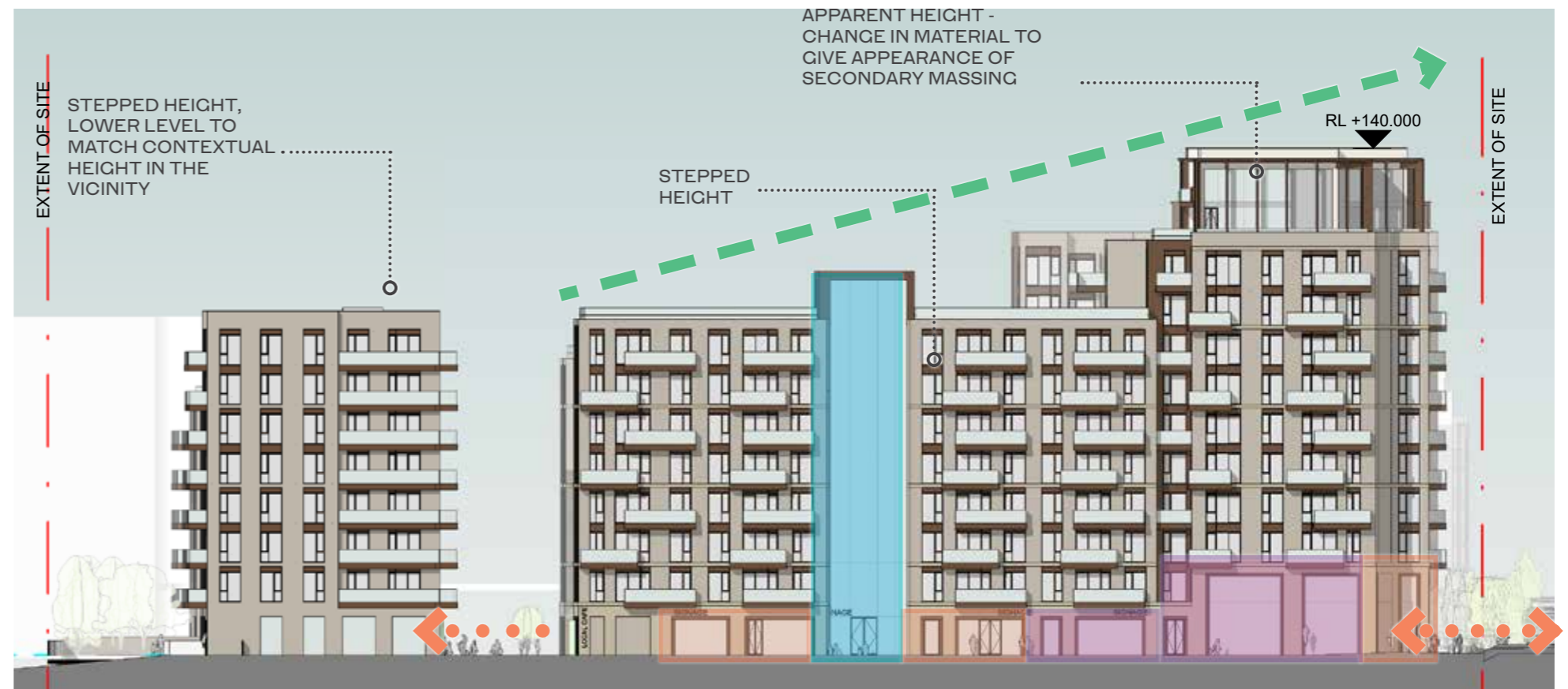
The proposed massing has been determined with strong consideration to orientation, daylighting, integration with the street and neighbourhood, in response to local area plan requirement for the inclusion of a tertiary route which can link the site visually to the square shopping centre.

The proposed creates a strong form, with high quality material, defining this vprominant corner, and with emphasis at the ground floor retail provision, with a strong framing, and a proposal to include quality materials.

Articulation and breaks in the massing help t articulate the massing, and allowing for a better connection to the street.

Key design elements include:

- Active frontage
- Aspect
- Daylighting
- Permeability to access the public courtyard within the site, and to open up a better link across to the sqaure shopping centre.



PROPOSED EAST ELEVATION (BELGARD RD)      STEPPED HEIGHT



EAST ELEVATION (BELGARD ROAD)

- APPLICATION SITE BOUNDARY
- RESIDENTIAL ACCESS
- LINK THROUGH SITE
- RESIDENT'S INTERNAL AMENITY
- COMMERCIAL

# 04.11 PUBLIC REALM - SITE PLAN ORIGINALLY PROPOSED

It is proposed that the area to the perimeter of the site, and extending to the road (area to be taken in charge), include a series of planted buffers, including low level planting, native trees, and the provision of rain gardens. It is proposed to include seated areas throughout.

Safety is provided by provision of a buffer between the road and the street; the layout is designed to encourage safe informal play. It is proposed to include a shared surface for bicycles, pedestrians and vehicles on the tertiary road, to slow down traffic.

Passive surveillance provides a sense of security, with access to residential and commercial from the road, and overlooking by residential, and shared access by

The public open space has been designed to be attractive, comfortable and to accommodate informal play and seated areas for leisure.

Refer to accompanying Park Hood landscape report and drawings, CS Consulting Civil traffic and road report & drawings, and B-Fluid wind microclimate report.

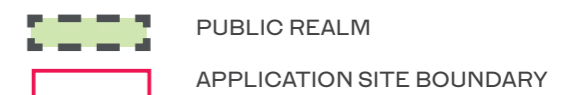
Active frontage and a designed lighting scheme will increase the sense of security and it is intended that through design to minimise or reduce anti social behaviour. A well maintained public realm with passive surveillance through having active frontage and apartments overlooking the road will ensure the public areas can be enjoyable.



PROPOSED PUBLIC OPEN SPACE (EXTRACT FROM PARKHOOD LANDSCAPE REPORT)



PREVIOUSLY PROPOSED GROUND FLOOR LAYOUT PLAN



# 04.12 PUBLIC REALM - SITE PLAN REVISED AT PRE-APP STAGE

01

**SDCC COMMENT:** Utilisation of the tertiary road to be expanded, and functionality to be increased; The tertiary road is considered unsuitable for use as public open space.

**DESIGN RESPONSE:** Tertiary Road to be a dedicated access route, which it is anticipated will be in continual use, and functionality to be increased to include the following:

- Revised access to ground floor level car parking, bike parking, and bicycle access to basement via bicycle stairs
- Taxi set down, refuse, delivery and esb access
- Access via Belgard Road for emergency services vehicles

02

**SDCC COMMENT:** Consider utilisation of the courtyard as public open space, and inclusion of play area, to be agreed with the parks dept.

**DESIGN RESPONSE:** Courtyard to be designated as public open space, to include designated areas for informal play; This has been designed with consultation with South Dublin Co. Council Parks dept.

03

**SDCC COMMENT:** Taking in charge of public realm is suitable for incorporation into the proposed. Bicycle parking must be within the site ownership boundary.

**DESIGN RESPONSE:** Area to kerb has been included in the landscape proposals; Secure bicycle parking is located within the site ownership boundary.

04




**SDCC COMMENT:** Analysis to be provided to demonstrate external spaces meet acceptable levels of pedestrian comfort according to the Lawson Criteria.

**DESIGN RESPONSE:** Wind microclimate analysis has been carried out, and landscape has been adjusted accordingly to provide high levels of comfort according to the Lawson Criteria.

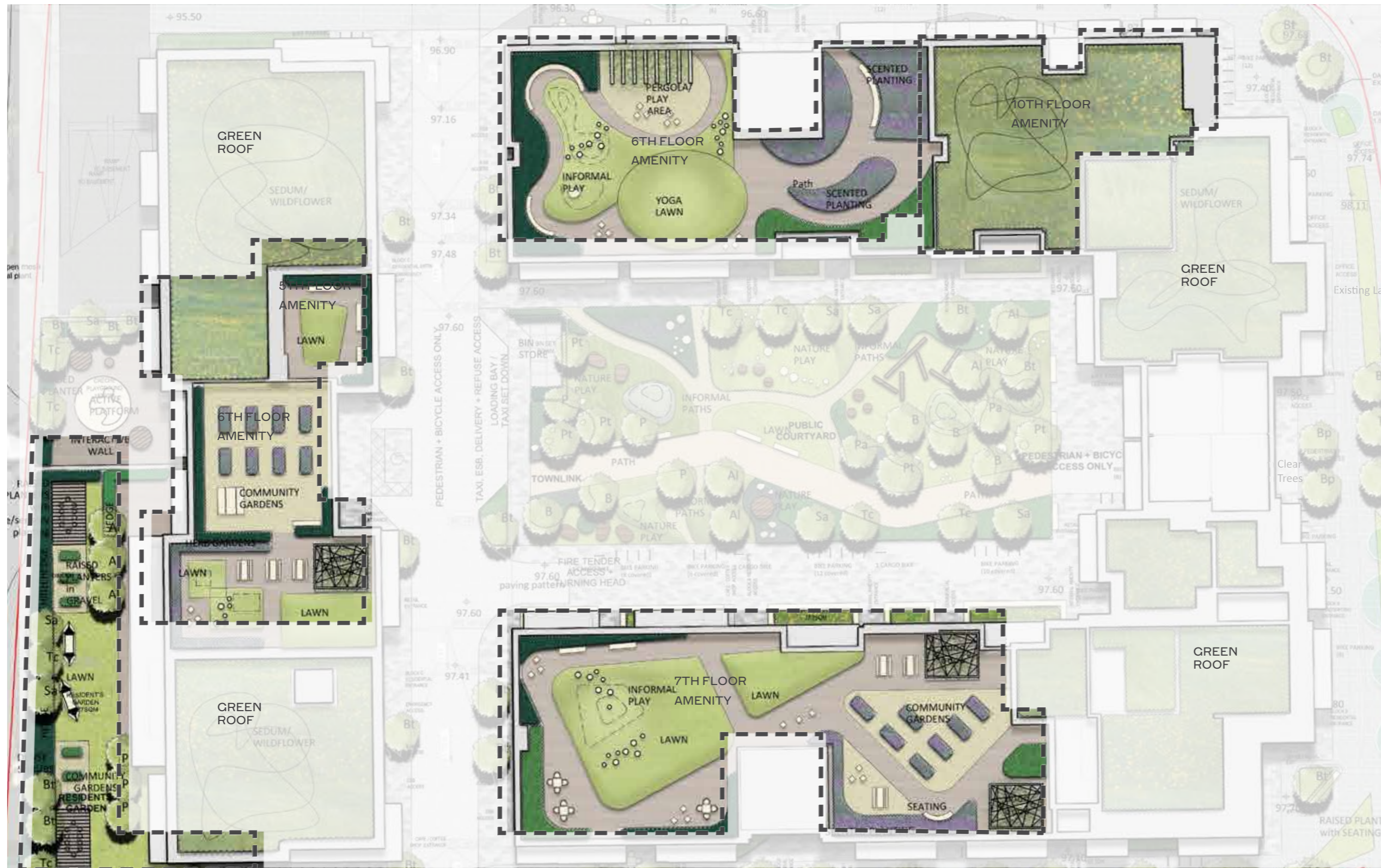
Refer to accompanying Park Hood landscape report and drawings, CS Consulting Civil traffic and road report & drawings, and B-Fluid wind microclimate report.



PROPOSED GROUND FLOOR LAYOUT PLAN

-  PUBLIC REALM (TAKE IN CHARGE)
-  PUBLIC REALM
-  APPLICATION SITE BOUNDARY

# 04.13 RESIDENT'S COMMUNAL OPEN SPACE



ROOF LAYOUT PLAN SHOWING COMMUNAL AMENITY SPACE

- APPLICATION SITE BOUNDARY
- RESIDENT'S COMMUNAL OPEN SPACE



# 04.14 RESIDENT'S COMMUNAL OPEN SPACE



EAST ELEVATION (BELGARD ROAD)

WEST ELEVATION

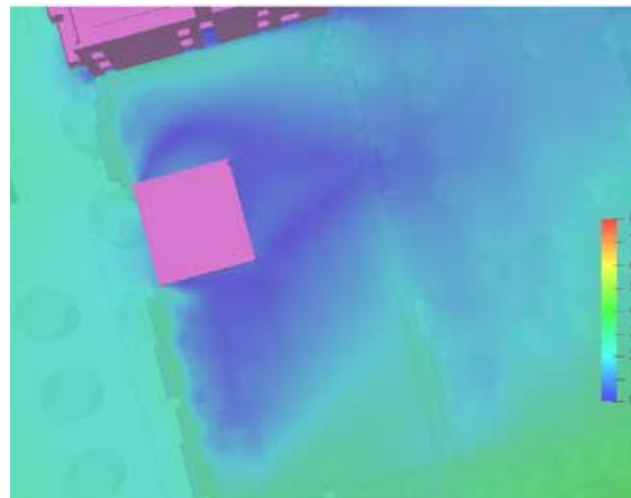
# 04.15 DETAIL DESIGN - WIND ANALYSIS - RESIDENT'S COMMUNAL AMENITY

Proposed resident's communal open space has been adjusted in layout in order to provide areas that are deemed comfortable for sitting, as per the Lawson scale of comfort.



BUILDING + LANDSCAPE MODEL

Beaufort Scale	Wind Type	Mean Hourly Wind Speed (m/s)		Acceptance Level Based on Activity-Lawson Criteria			
				Sitting	Standing/ Entrances	Leisure Walking	Business Walking
0-1	Light Air	0 - 1.55	COMFORT	Green	Green	Green	Green
2	Light Breeze	1.55 - 3.35		Green	Green	Green	Green
3	Gentle Breeze	3.35 - 5.45		Green	Green	Green	Green
4	Moderate	5.45 - 7.95		Yellow	Green	Green	Green
5	Fresh Breeze	7.95 - 10.75		Yellow	Yellow	Green	Green
6	Strong Breeze	10.75 - 13.85		Yellow	Yellow	Yellow	Green
7	Near Gale	13.85 - 17.15		Yellow	Yellow	Yellow	Yellow
8	Gale	17.15 - 20.75	DISTRESS	Red	Red	Red	Red
9	Strong Gale	20.75 - 24.45		Red	Red	Red	Red



ANALYSIS\*

\* UPPER FLOOR LEVELS FLOW VELOCITY RESULTS AT Z=1.5M ABOVE GROUND, WIND DIRECTION 225 DEGREES EXTRACT FROM B-FLUID WIND MICROCLIMATE REPORT AND PARK HOOD LANDSCAPE DESIGN AND ACCESS STATEMENT



PLAN



SECTION

# 04.16 AMENITY - RESIDENT'S INTERNAL AMENITY

By providing spaces where people can work from home within the development will also reduce the requirement for commuting, and ensure that there is a sense of activity at all times.

The proposed is within circa 500m of the Square shopping centre, which includes a large selection of retail, including a large supermarket, allowing for residents to shop locally, and save time.



PROPOSED GROUND FLOOR PLAN



SECURE BICYCLE PARKING



PRECEDENT: RESIDENT'S CO-WORKING SPACE



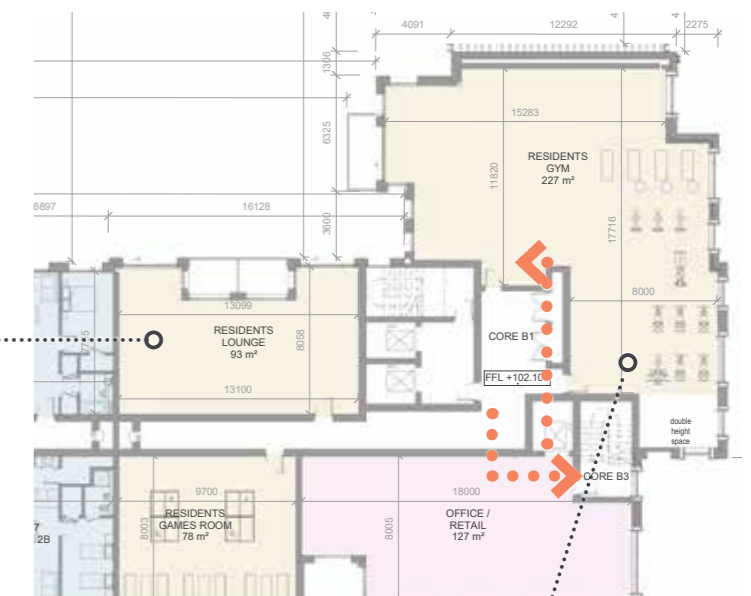
PRECEDENT: RESIDENT'S CO-WORKING SPACE



PRECEDENT: LOUNGE



PRECEDENT: RESIDENT'S GYM



PROPOSED FIRST FLOOR PLAN

- - 
  - 
  -
- APPROX. NET DEVELOPABLE SITE BOUNDARY      RESIDENT'S EXTERNAL AMENITY
- RESIDENT'S INTERNAL AMENITY      INTERNAL SHARED SUPPORT SERVICES
- .....➔ RESIDENTIAL ACCESS

# 04.17 AMENITY - RESIDENT'S INTERNAL AMENITY



PRECEDENT: LOUNGE



PRECEDENT: RESIDENTS YOGYM



PRECEDENT: LOUNGE



PRECEDENT: GAMES ROOM

In response to changes in the manner in which people work, it is proposed that a considerable area be designated for co-working, to make living within the development more attractive. It is intended that the provision of additional leisure and co-working spaces for resident's will provide a more intense utilisation of the areas, especially at street level, providing a more interesting and lively development within the neighbourhood.

Refer to accompanying schedule of accommodation

PRECEDENT: RESIDENTS GYM



PROPOSED GROUND FLOOR PLAN

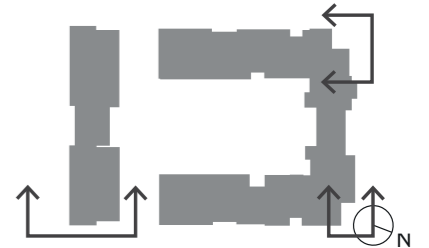


PRECEDENT: CO-WORKING SPACE



PRECEDENT: CO-WORKING SPACE

# 04.18 PUBLIC REALM



# 05 DESIGN PROPOSAL

## 02. 05.1 UNIVERSAL DESIGN STATEMENT

The proposed has been designed with consideration to the principles of universal design; to encourage access and use of the development regardless of age, size, ability or disability, and where applicable to satisfy the regulatory authorities in terms of disability access, and the proposed is designed with consideration to Principles of Universal Design, and with reference to the following:

- TGD Part 'M' of the second schedule to the regulations as amended by the Building Regulations (Part M Amendment) Regulations 2010 (S.I. No. 513 of 2010);
- National Disability Authority's 'Building for Everyone: A Universal Design Approach';
- Universal Design Guidelines for Homes in Ireland.
- The Design has been developed to ensure Disability Access Certificates (DAC) will be achievable.
- The Design has been developed when compared with the with the statutory requirements as set out in Part 'M' of the Second Schedule to the Regulations as amended by the Building Regulations (Part M Amendment) Regulations 2010 (S.I. No. 513 of 2010) as are necessary to:
  - Identify and describe the building or works to which the application relates;
  - Show that the building or works will comply with the requirements of Part M of the Building Regulations 2010.

It is to be noted that the objectives of the proposed as detailed in this report, and subject to detailed design, are to satisfy the functional outcomes of the Building Regulations, which are concerned with health, safety and welfare of persons in and about the proposed building; and to the special needs of disabled persons in relation to buildings.

# 05.3 PROPOSED SITE PLAN



PROPOSED GROUND FLOOR SITE PLAN (LANDSCAPE)



# 05.4 GROUND + TYPICAL FLOOR PLAN

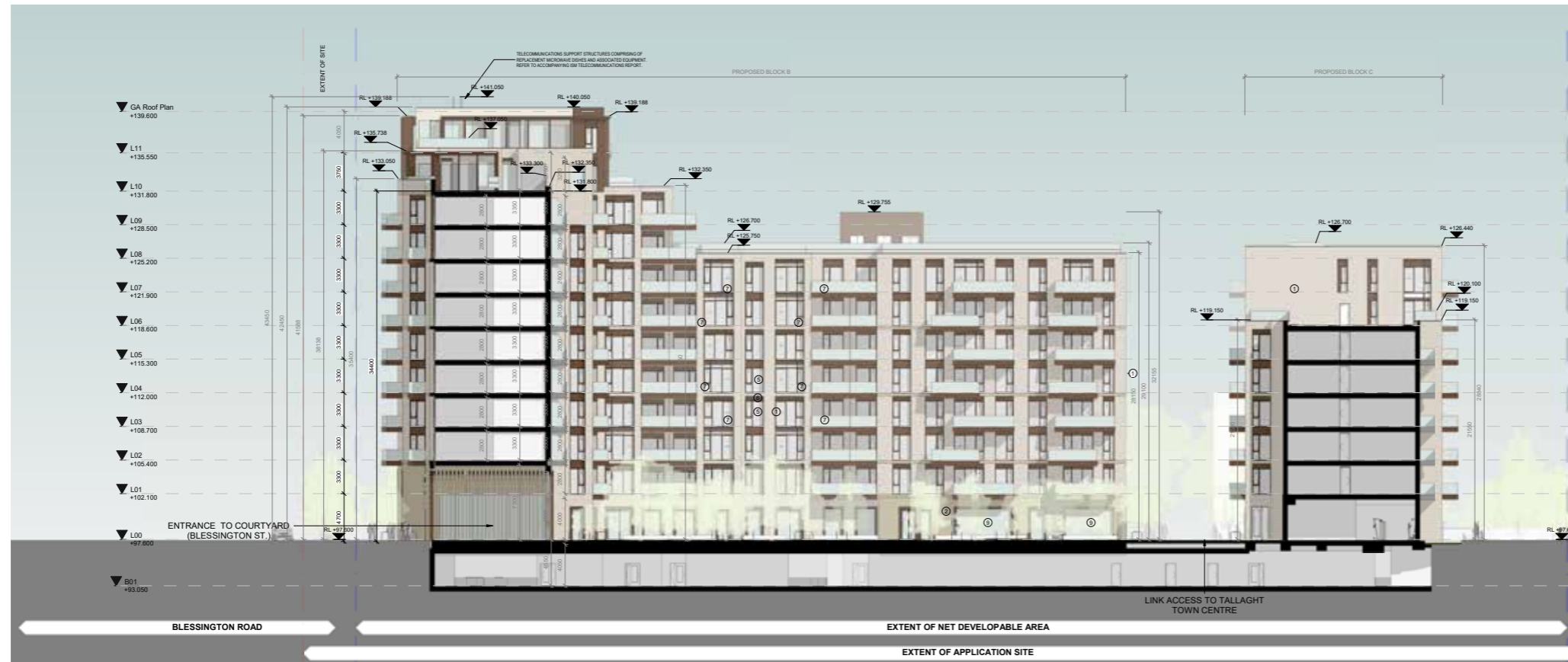
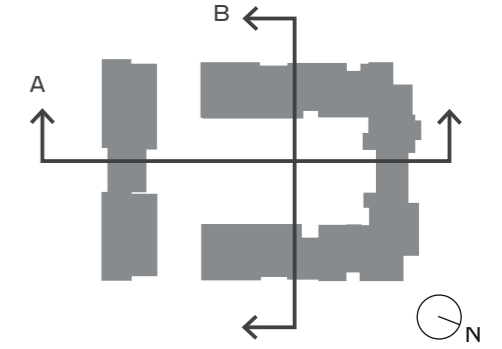


PROPOSED GROUND FLOOR PLAN



PROPOSED TYPICAL UPPER FLOOR PLAN

# 05.5 SECTION

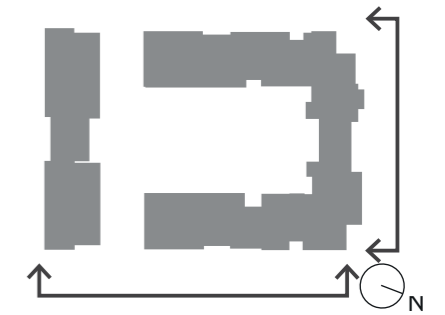


SECTION A

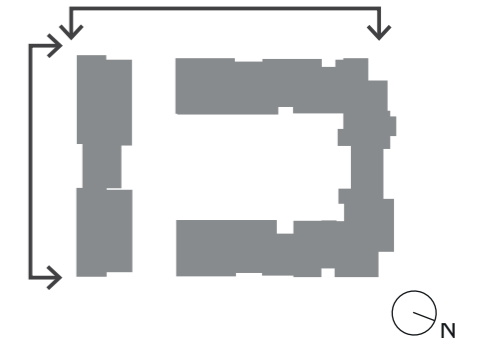


SECTION B

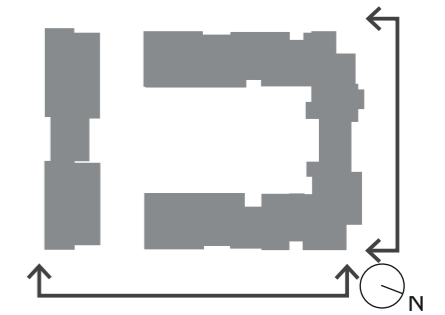
# 05.6 ELEVATIONS



# 05.7 ELEVATIONS



# 05.8 ELEVATIONS

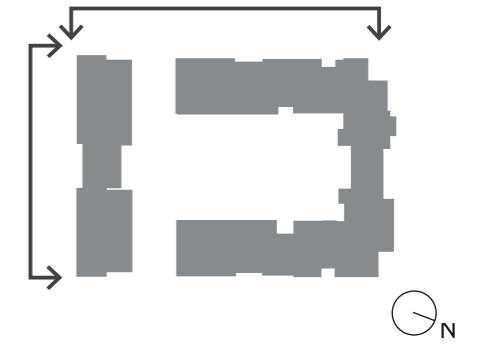


PROPOSED NORTH ELEVATION



PROPOSED EAST ELEVATION

# 05.9 ELEVATIONS



PROPOSED SOUTH ELEVATION



PROPOSED WEST ELEVATION

# 06 MATERIALS

# 06.1 MATERIALS



SPANDREL TO GLAZING



GLAZED ROOF



CLEAR GLAZING + PANELLING



METAL SOFFIT



BRONZE



VIEW LOOKING NORTH, AT JUNCTION OF BELGARD ROAD +BLESSINGTON ROAD



BRICK WITH DURA LIMESTONE  
BANDING (PROPOSED PLAYER  
WILLIS BUILDING, HJL)



JURA BEIGE LIMESTONE+ CREAM/  
BUFF BRICK



SPANDREL PANELS  
BETWEEN WINDOWS



JURA BEIGE LIMESTONE GROUND  
LEVEL



JURA BEIGE LIMESTONE  
SHOPFRONT



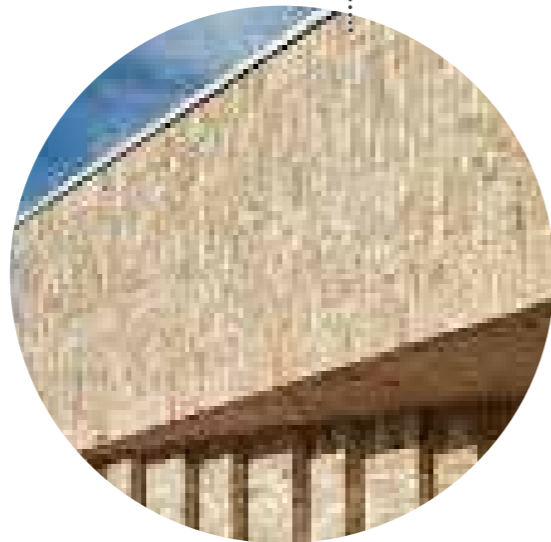
# 06.2 MATERIALS



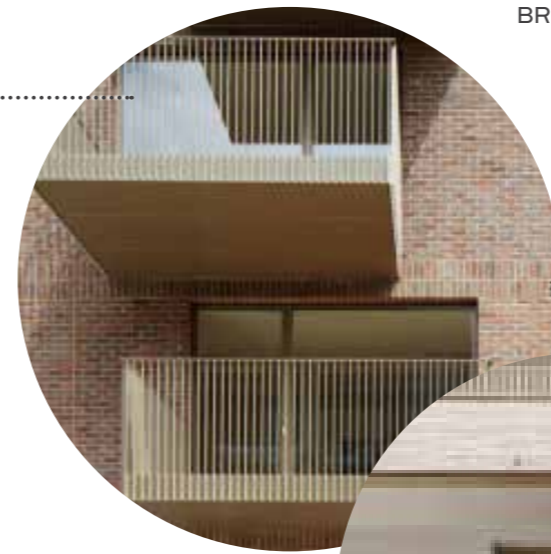
PROPOSED ELEVATION AT SOUTH WEST, SHOWING SOUTH ELEVATION AND WEST ELEVATION (BELGARD SQ. EAST)



JURA BEIGE LIMESTONE + PALE BRICK



BRICK DETAILING



BRONZE BALCONY



PALE BRICK + BRONZE BALUSTRADES



PALE BRICK



SECTION LOOKING WEST THROUGH COURTYARD

# 06.3 MATERIALS

JURA LIMESTONE + GROUND FLOOR COMMERCIAL



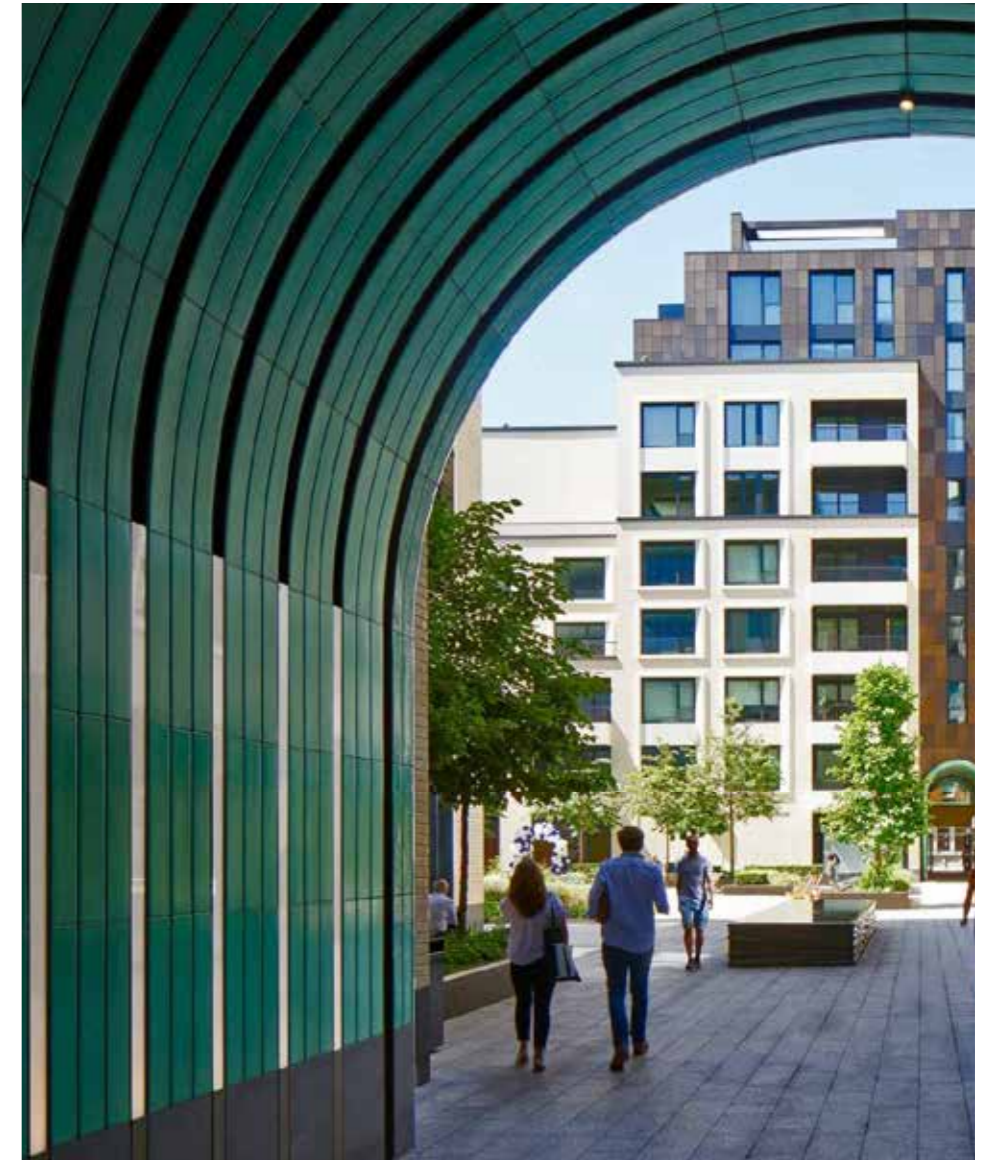
BRICK



METAL FINNS + SOFFIT



# 06.4 PEDESTRIAN & BICYCLE ACCESS



## 06.5 SCREENING (SUBSTATION DOORS)



Precedent non-standard doors, and panelling



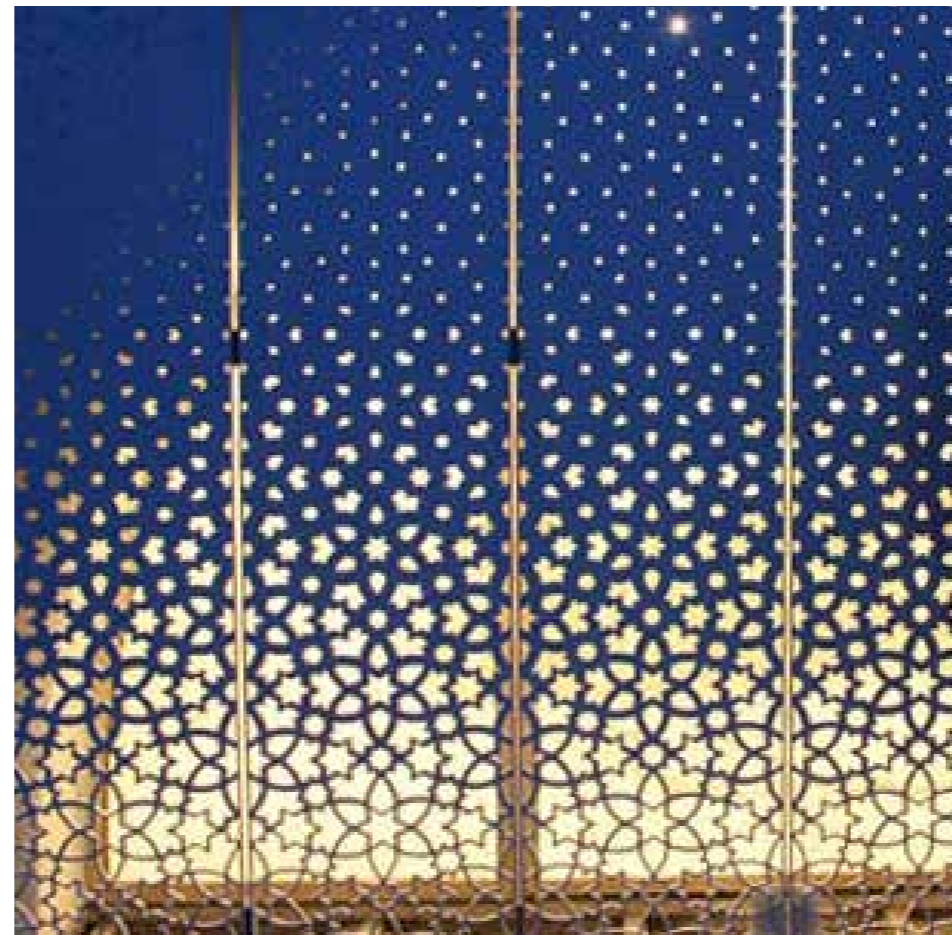
Precedent Bespoke



Tallaght Artist Designed Example



Precedent (pattern)



Precedent (light effects)



# 07 SCHEDULE OF ACCOMMODATION

# 07.1 SCHEDULE OF ACCOMMODATION

Belgard Square East  
17/05/2022  
REV 04

Level	Ancillary	Circulation	Internal Amenity		Total Int. Amenity	Residential NIA	GFA (Commercial Excluded)		GFA	Commercial	Total GFA	Apartments			
	Plant, ESB Sub-Station	Corridors, Stairs	Residents internal communal amenity	Residents internal communal amenity shared services + facilities	Residents Int. Communal Amenity + Shared Support Facilities + Services	Residential NIA Apartments	GFA (apartment + total int. amenity)	Residential GFA (apartment + int. amenity + corridors + plant)	Scheme GFA excluding commercial	Retail / Office / Commercial + support areas (bins, bikes), etc.	Ancillary + Residential + Internal Amenity + Commercial + Residential	1 Bed Apartment	2 Bed Apartment	3 Bed Apartment	Total Apartments
Basement (plant)	1121	93	0	692	692			1,906	1,906	66	1,972	n/a	n/a	n/a	
Ground Floor	146	566	771	95	866		866	1,578	1,578	2,096	3,674	n/a	n/a	n/a	
1st Floor		572	227		227	2,532	2,759	3,331	3,331	127	3,458	10	26	n/a	36
2nd Floor		603				3,129	3,129	3,732	3,732		3,732	13	30	1	44
3rd Floor		606				3,128	3,128	3,734	3,734		3,734	13	30	1	44
4th Floor		599				3,129	3,129	3,728	3,728		3,728	13	30	1	44
5th Floor		604				3,051	3,051	3,655	3,655		3,655	13	29	1	43
6th Floor		488				2,411	2,411	2,899	2,899		2,899	10	23	1	34
7th Floor		450				1,902	1,902	2,352	2,352		2,352	9	17	1	27
8th Floor		279				1,037	1,037	1,316	1,316		1,316	7	7	1	15
9th Floor		224				1,037	1,037	1,261	1,261		1,261	7	7	1	15
10th Floor		177				447	447	624	624		624	3	3		6
11th Floor		83				136	136	219	219		219	1	1		2
Roof Level															
<b>Total Excluding Basement</b>	<b>146</b>	<b>5,251</b>	<b>998</b>	<b>95</b>	<b>1,093</b>	<b>21,939</b>	<b>23,032</b>	<b>28,429</b>	<b>28,429</b>	<b>2,223</b>	<b>30,652</b>	<b>99</b>	<b>203</b>	<b>8</b>	<b>310</b>
<b>Total Including Basement</b>	<b>1267</b>	<b>5,344</b>	<b>998</b>	<b>787</b>	<b>1,785</b>	<b>21,939</b>	<b>23,032</b>	<b>30,335</b>	<b>30,335</b>	<b>2,289</b>	<b>32,624</b>	<b>32%</b>	<b>65%</b>	<b>3%</b>	
<b>Total Bedrooms</b>														<b>529</b>	

# 07.2 SCHEDULE OF ACCOMMODATION

Total Application Site Area (m <sup>2</sup> ) <sup>Note 1</sup>	12640 m2/ 1.264 ha
--------------------------------------------------------------------	--------------------

Net Developable Site Area (m <sup>2</sup> ) <sup>Note 2</sup>	9063 m2/ 0.906 ha
------------------------------------------------------------------	-------------------

Plot Ratio	3.4:1
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Site Coverage	48.7%
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Site Density	342.1 unit/ha
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Ground Floor Area	4417 m2
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GREEN ROOF	1352
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Public Open Space Calculation	
Area of Public open Space Provided	1,026

Overall Site Area (Net developable Area including public open space) **9063.0 m2**

% Public open Space Provided	11.3%
------------------------------	-------

Commercial Provision	
% of Total GFA	7%

% of Ground Floor Level GFA	57.0%
-----------------------------	-------

Required	Achieved
n/a	998 m2

Residents Internal Communal Amenity Facilities & Services

Required	Achieved
n/a	1785.0 m2

Total area per bedroom	
Required	Achieved
n/a	3.4 m2

Total area per Apt.	
Required	Achieved
n/a	5.8 m2

Dual Aspect	
Required	Achieved
33%	48%

Required	Achieved
1988 m2	2223 m2

% External Communal Space Provided	111.8%
------------------------------------	--------

Residents Combined Internal + External Amenity

Combined Int. + Ext. Amenity	Area per Bedroom
4008.0	7.6

Residents Private Open Space Provision	
Required	Provided
1988.0	2375.0

% Private open space provided	119.5%
-------------------------------	--------

Apartment Area ≥Min. Req. Area + 10%	
Required	Achieved
0	38%

Total Car Set down parking	5
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Car Parking Spaces

Total Car Parking Spaces	130
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Total Car Parking Spaces	0.4:1
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Car Parking Comprised of

Accessible Car Parking Spaces	7
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Dedicated Club Car Spaces	8
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## 08 CGI (PROPOSED)



08.1 SELECTED CGI (PROPOSED)



View of junction of Blessington Road & Belgard Road

# 08.2 SELECTED CGI (PROPOSED)



View of junction of Belgard Road & Belgard Square east

# 08.3 SELECTED CGI (PROPOSED)



View of elevation to Blessington Rd. and Belgard Rd.

08.4 SELECTED CGI (PROPOSED)



View of southern elevation

08.5 SELECTED CGI (PROPOSED)



View along Blessington Road

08.6 SELECTED CGI (PROPOSED)



View of elevation to Blessington Road and Belgard Sq. East

# 08.7 SELECTED CGI (PROPOSED)



View of elevation to west of site

## 09 CONCLUSION



# CONCLUSION

The proposed has been designed in response to the site and surrounding area, with careful consideration to the 12 criteria of design as referenced in the Urban Design Manual, a best practice Guide 2009, & Section 5.2.1 The Delivery of Sustainable Neighbourhoods 'The Plan Approach' of the Draft South Dublin County Development Plan 2022 -2028. and takes into account current and predicted future society demands. Key criteria of design of the proposed residential mixed-use BTR scheme has been considered in relation to:

Design proposal are in direct response to matters raised in the Stage 1 Section 247 pre-app consultation with South Dublin County Council; Refer to accompanying landscape and civil engineering reports, and design considerations include:

- Intensifying proposed use of the tertiary route as access only, and exclusion from calculations for public open space;
- Change in design to provide courtyard as public open space, and integrate the proposed development into the neighborhood;
- Addition of designated play areas to allow different types of play within the public courtyard;
- Design advancement of the landscape in regard to mitigation of wind tunneling effect at entrances, courtyard, and areas to be designated for sitting, and walking.

The proposed development has been designed with great consideration to the scale on a neighborhood, the site and as a home. The proposed would provide:

- A positive contribution to the neighborhood , with quality street ;
- Much needed housing, and within walking distance of shops, including supermarkets, therefore reducing the reliance on use of cars and public transport;
- Quality landscaping to the public realm, and provides links to connect the proposed with the Square Tallaght shopping centre via defined routes, which integrates the proposed within the neighborhood;
- Quality public open space, with usable and relevant spaces, which have been designed to reduce the impact of wind funneling, to allow for play and for people to comfortably sit and stand;
- Residents communal public space is in the form of roof terraces and a private landscaped garden at ground floor level, all partially visible from the street level, which add variety to the elevation;
- Access to all residents to some communal open spaces, which are varied in their layout and orientation;
- Residents internal amenity space available to all residents at ground floor level;
- Variety of communal open and internal amenity space to ensure that there will be a mix of people and activities within the development throughout the night and day;
- Visual amenity via links between the public realm and the proposed development;
- Quality materials and finishes, and form well defined frontage to the street along the perimeter of the site, with double height commercial shop front to the north east of the site;
- An accessible site for pedestrians, cyclists and cars to commercial, amenity , crèche and residential, with full basement access.



**Areas of the proposed which address the 12 criteria of design as referenced in the Urban Design Manual, a best practice Guide 2009 include:**

- Resident's internal communal shared support facilities;
- Secure bicycle storage is easily accessible via stairs and lift, provided at ground and basement levels, and a no. of Sheffield stands are provided to ensure people with different accessible requirements are able to utilise these areas;
- Bins stores are in 3 locations at basement level for convenience for all residents;
- Post boxes for apartments are included within the entrance to each residential core for convenience, and security.;
- Access to public and residential areas within the building is separate for security and maintenance purposes;
- Quality public open space is provided, with usable and relevant spaces, which have been designed to reduce the impact of wind funneling. This is a positive and highly visible contribution to the streetscape;
- Massing was adjusted from the initial design to minimise impact on the proposed courtyard and public open space
- Daylight / Sunlight impact on the existing neighbouring buildings is minimal.
- Internal apartment layouts were changed to improve daylight / sunlight, and results results, to provide an approx. a min. of 89% of apartment windows will pass or exceed minimum required daylight standard requirements.

The proposed provides a sense of place by the providing a new streetscape which will be actively used, and providing quality public open space, designed with some seating to be utilised by the public and residents. This is a positive contribution to the streetscape, and encourages integration and interaction with the streetscape. It is designed to relate to the increasing heights of developments for a number of buildings with increased height locally that are built and or approved, and the quality of design and materiality brings a sense of a landmark building to this prominent corner site.

The majority of rooms in apartments will have excellent quality of daylight / sunlight, and apartments will have ample storage, and private open space.

The development will provide animation and quality street frontage to the street along Belgard Sq. East, Belgard and Blessington Roads, and provide inviting landscaping to the public realm, and further animated link road access to connect the proposed with the Square Tallaght shopping centre, via defined routes, thus integrating the proposed into the neighborhood, and forming as a landmark at this key junction with Tallaght town centre.

Refer to accompanying Henry J Lyons architectural drawings, City Designer visual impact assessment report and Park Hood DAS report and drawings, for more detailed information.



