

ARCHITECTURAL DESIGN STATEMENT

RESIDENTIAL DEVELOPMENT
The Former Gallaher site, Airton Road, Tallaght, Dublin 24

FEBRUARY
2020



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01 INTRODUCTION

This Design Statement forms part of a planning submission for a proposed new residential development at the Former Gallaher site, Airton Road, Tallaght, Dublin 24.

The intention of this document is to outline the proposals in a general manner and to set out the urban & planning context and architectural design principles that informed the design decisions.

In describing the wider urban context, the characteristics of the site itself and the design of the built environment, it is hoped to demonstrate how the scheme integrates into and contributes to the local area.

The proposed development is located at the junction of Airton Road and Greenhills Road on a site approx 2.48ha in area. It is proposed to provide 502 no. apartments and associated communal facilities.

The site is well serviced with public transport including the Luas and bus links, is immediately adjacent to the Technological University Dublin and Westpark Fitness and it is a walking distance of the Tallaght Town Centre with its commercial hub - The Square and the Civic Theatre.



MASSING DIAGRAM

02 ROBUSTNESS

This refers to the ability of a place to be used for many different purposes by different people and/or the potential for change and adaption for different use over time.

The Urban Design Manual- A Best Practice Guide sets out the criteria to cover the design considerations - which are addressed in the sections ahead.



VIEW OF PROPOSED PUBLIC OPEN SPACE COURT YARD 1



VIEW OF PROPOSED PUBLIC OPEN SPACE COURT YARD 2

03 NEIGHBOURHOOD-CONTEXT

SITE LOCATION

Existing Site

The existing site is located at the junction of Airton Road and Greenhills Road in Tallaght, Dublin 24. It is approx a 16-minute walk to the Tallaght Luas stop and the Square Shopping Centre. The M50 motorway is a 4-minute drive to the east.

The site is irregular in shape, measuring approximately 2.48 hectare in area and is currently accessed off the Airton Road.

There are a number of low-rise manufacturing, administration and storage buildings and car parking on the site which in the past have been occupied by a cigarette manufacturing plant.

The frontage boundaries run along Airton Road to the north and Greenhills Road to the east. A metal fence and gate bound the site to the north and a stone wall with hedge and tree planting bound the site to the east.

Retail warehousing, manufacturing, industry, warehousing and distribution are the mainland-uses to the north and west of the site. To the east there is a public park and leisure facilities. The south and south west boundaries are adjacent to the Technological University Dublin Tallaght Campus. Southernmost corner features mature trees. Fencing and mature tree planting form the west, south and south west edges.



SITE LOCATION - DUBLIN

Google Maps



03 NEIGHBOURHOOD-CONTEXT

SITE PHOTOGRAPHS - STREET VIEWS



VIEW FROM CORNER OF GREENHILLS ROAD AND AIRTON ROAD LOOKING SOUTH



VIEW FROM GREENHILLS ROAD LOOKING NORTH AT SOUTH-EAST CORNER OF THE SITE



SITE ACCESS OFF AIRTON ROAD



VIEW FROM AIRTON ROAD LOOKING EAST TOWARDS INTERSECTION WITH GREENHILLS ROAD

Google Maps

03 NEIGHBOURHOOD-CONTEXT

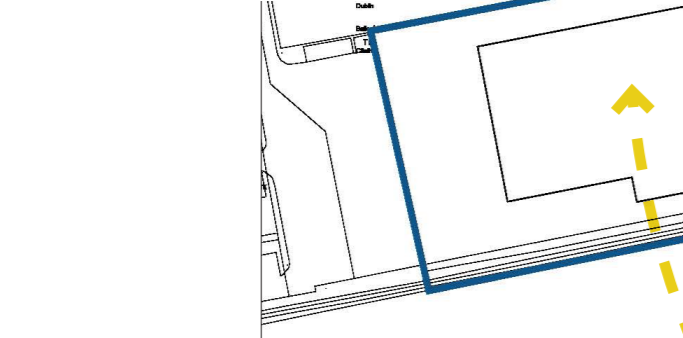
SITE ANALYSIS - BOUNDARY CONDITIONS



Existing northern boundary



Existing factory building



Existing trees along western boundary



Tymon / Poddle. River (Start of Poddle River)



Kilnamanagh Tymon / Poddle. Primary Care Cen-



Existing stone wall along eastern boundary



Existing trees along south-western boundary

03 NEIGHBOURHOOD-CONTEXT

EXISTING SITE AND ZONING

The site is located on the junction of Airton Road and Greenhills Road in Tallaght, Dublin 24. The south and south west boundaries are adjacent to the Technological University Dublin Tallaght Campus.

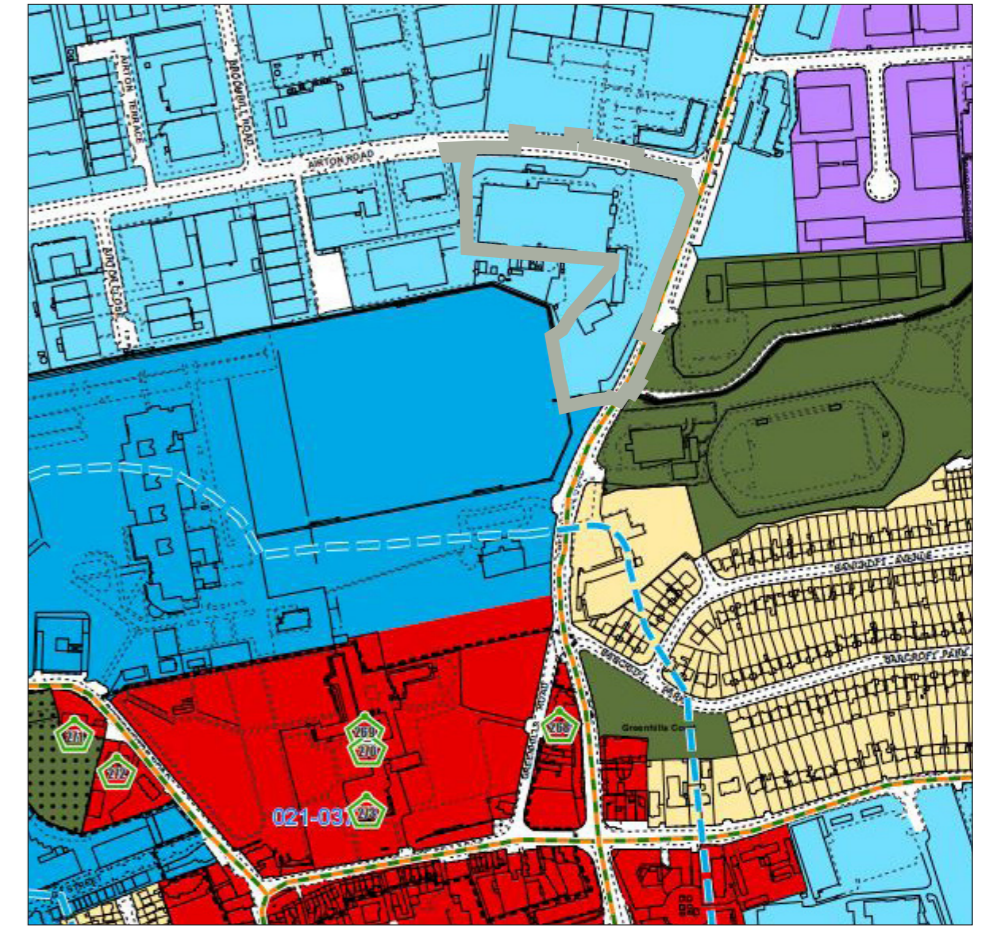
To the northwest of the site is the Kilnamanagh Tymon / Poddle. Primary Care Centre providing a number of HSE services.

The South Dublin County Council Development Plan 2016-2022 (the Plan) shows the site zoned as 'Regeneration - 'REGEN' - with an objective to 'facilitate enterprise and/ or residential-led regeneration'.

Core Strategy CS2 Objective 4 of the Plan states that it is an objective of the Council 'to promote and support the regeneration of underutilised industrial areas within areas designated with Zoning Objective Regeneration 'REGEN' (to facilitate enterprise and/or residential led regeneration).'



AERIAL VIEW BING MAPS



SOUTH COUNTY DUBLIN ZONING MAP



SITE VIEWED FROM JUNCTION OF GREENHILLS ROAD AND AIRTON ROAD

Google Maps

| | | |
|--|-----------------|---|
| | Objective RES-N | To provide for new residential communities in accordance with approved area plans |
| | Objective SDZ | To provide for strategic development in accordance with approved planning schemes |
| | Objective REGEN | To facilitate enterprise and/or residential-led regeneration |
| | 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 |
| | Objective VC | To protect, improve and provide for the future development of Village Centres |
| | Objective LC | To protect, improve and provide for the future development of Local Centres |
| | Objective RW | To provide for and consolidate retail warehousing |
| | Objective EE | To provide for enterprise and employment related uses |
| | Objective OS | To preserve and provide for open space and recreational amenities |

ZONING OBJECTIVES

03 NEIGHBOURHOOD-CONTEXT

EXISTING SITE AND ZONING

The Town of Tallaght is designated as Metropolitan Consolidation Town in the RPGs Settlement Hierarchy. It is described as a ‘strong urban place within the Metropolitan Area with strong transport links’ in the Table 1.1. of the Plan and the description further states that it is one of the towns that ‘should be developed at a relatively large scale as part of the consolidation of the Metropolitan Area and to ensure that they support key public transport corridors connecting them to the City.’

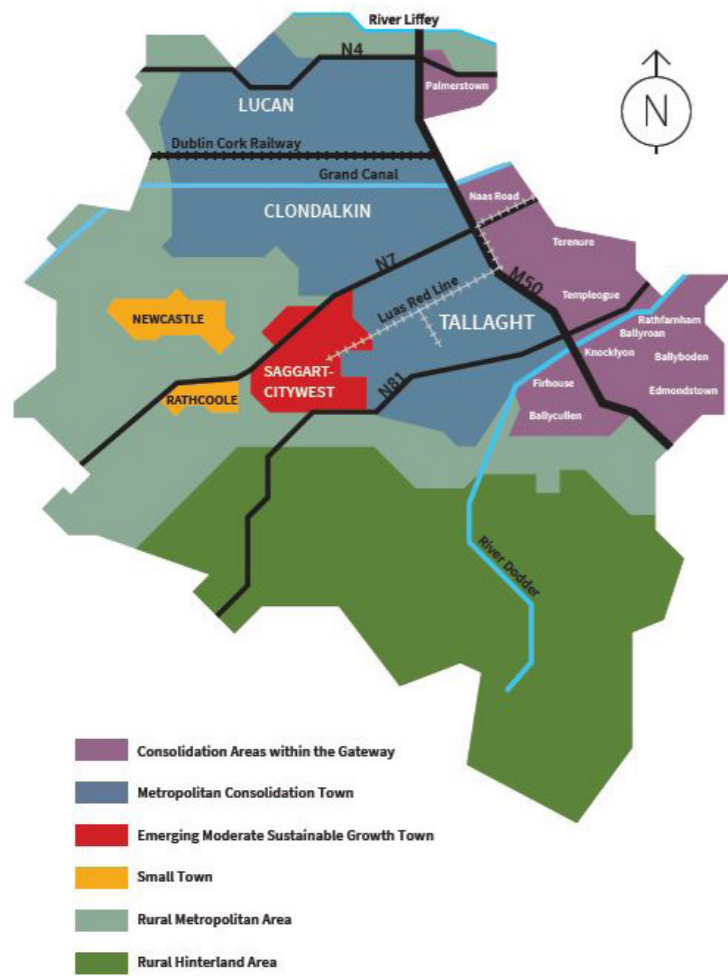
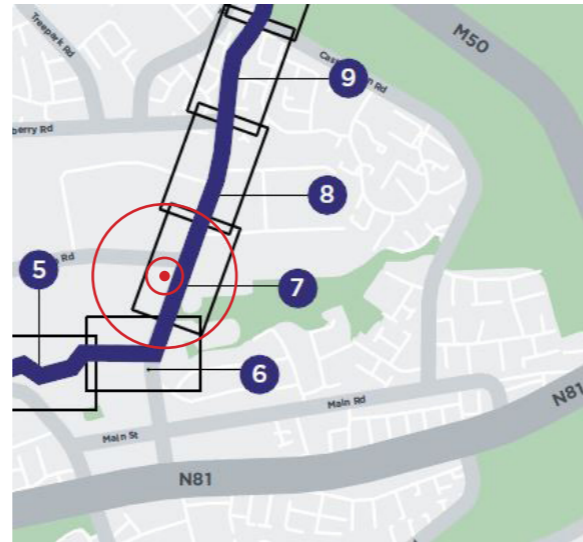
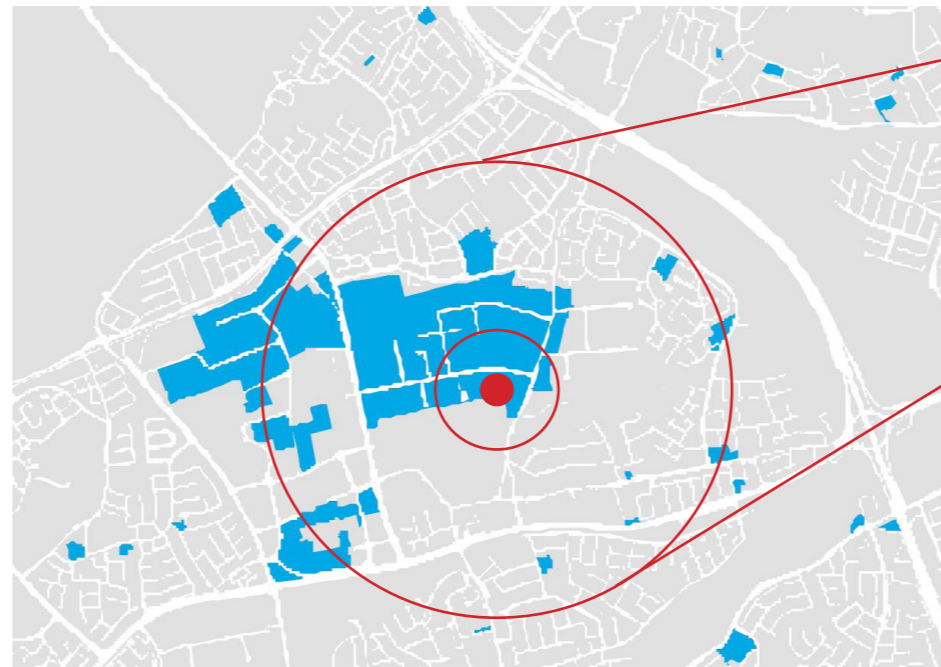


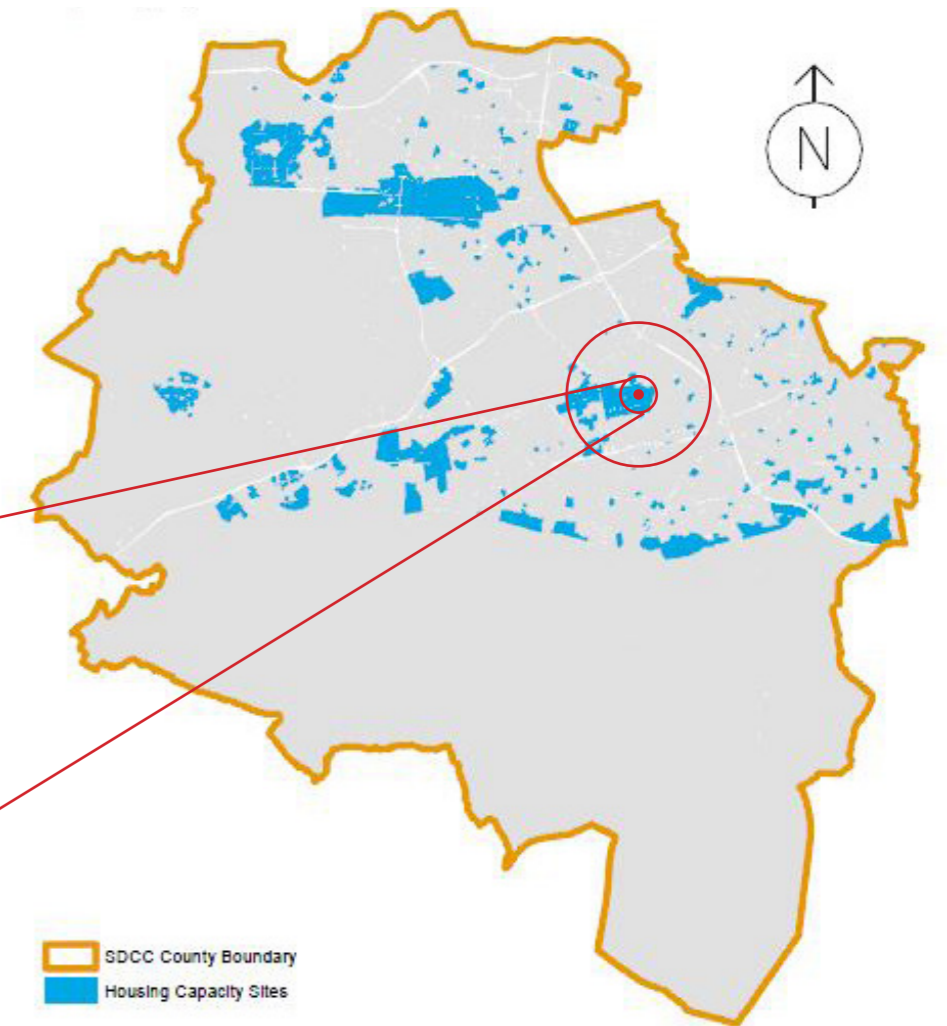
FIG. 1.1: SOUTH DUBLIN COUNTY CORE STRATEGY MAP (THE PLAN)



EXTRACT FROM BUSCONNECT BUS CORRIDORS 9: GREENHILLS > CITY CENTRE INDEX MAP



The subject site has been identified as a ‘Housing Capacity Site’ on Map 1.3: Capacity Sites in the Plan. The Total Capacity is described in the Table 1.10 of the Plan as follows: ‘No water supply constraints. Dodder Valley Sewage Scheme would support future expansion in the south of the County. Proposed high capacity transport projects would increase capacity of zoned lands.’



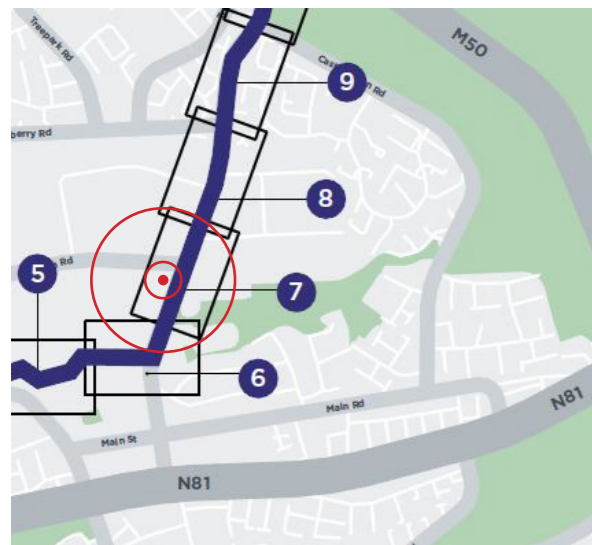
MAP 1.3: CAPACITY SITES (THE PLAN)

03 NEIGHBOURHOOD-CONTEXT

TRANSPORT & LOCAL SERVICES

Tallaght is situated 12 kilometres from Dublin City and is located on the N7 economic corridor. Tallaght is a significant settlement in regional terms and includes major shopping facilities, civic offices and associated commercial, financial, cultural and community facilities, Technological University Dublin, a Regional Hospital and employment areas.

The site is well serviced with public transport, with a direct Luas connection and bus links to Dublin City. Also, as part of the BusConnects Project Ireland 2040, Greenhills to City Centre Core Bus Corridor, the emerging preferred route no. 9 is proposed to incorporate a section of Greenhills Road.



EXTRACT FROM BUSCONNECT BUS CORRIDORS 9: GREENHILLS > CITY CENTRE INDEX MAP

-  The Square Tallaght Luas Stop
-  connections to retail/commercial hubs and key roads
-  amenity
-  Retail
-  subject site
-  LUAS line
-  Bus Stops
-  Distance to TallaghtLuas stop approx 1.65km



AERIAL PHOTO SHOWING TRANSPORT AND SERVICES

04 DESIGN PROPOSAL

DESIGN DEVELOPMENT



STAGE 1

Site plan as presented at Pre-planning at SDCC offices June 2019

Design considerations for the Site Layout following from comments

- Allow further set back along Greenhills Road adjacent to bus corridor reserve along Greenhills Road.
- Allow for minimum 10m riparian strip along from the top of the embankment to the Tymon / Poddle. River at south eastern boundary to the south west of Blocks E-F.
- Create a more generous public open space at the southern end of blocks EF to allow for future connections of cycle and pedestrian routes.
- Allow for a minimum of 11m separation distance along Eastern boundary of block A.
- Increase permeability through site, improve links between proposed Public Open Space to the south and the central open space.
- Provide more active frontage to Airton Road & Greenhills Road.



STAGE 2

Site as presented at first stage SHD meeting at ABP offices in October 2019

Design considerations for the Site Layout following from comments

- Increase permeability and provide visual and physical links between public street and public open space.
- Provide a masterplan to show future development demonstrate how the remainder of the lands under the client's ownership would integrate into application site.
- Provide own door units at ground floor level to increase active street frontages and within the proposed routes and open spaces.
- Public open space to the south to be connected to the open space between Block C & D.



STAGE 3

Final SHD submission February 2020

Design considerations for the Site Layout following from comments

- Under-croft carparking for Block E-F replaced with basement parking allowing public link on grade from public open space to the south and the central public open space between Block C & D.
- Blocks A & B reduced in length to accommodate an area of open space which would tie into future development.
- Space between block C & D increased to improve permeability and provide visual and physical links between public street and public open space.
- Ground Floor of Block D to the south set back to Increase permeability and provide visual and physical links between public street and public open space.
- Overall density reduced to allow more open space and improve links between existing and proposed public areas and routes.
- Additional own door units incorporated along Greenhills Road and within proposed open space and routes within the site.

04 DESIGN PROPOSAL

CONCEPT DESIGN STRATEGIES



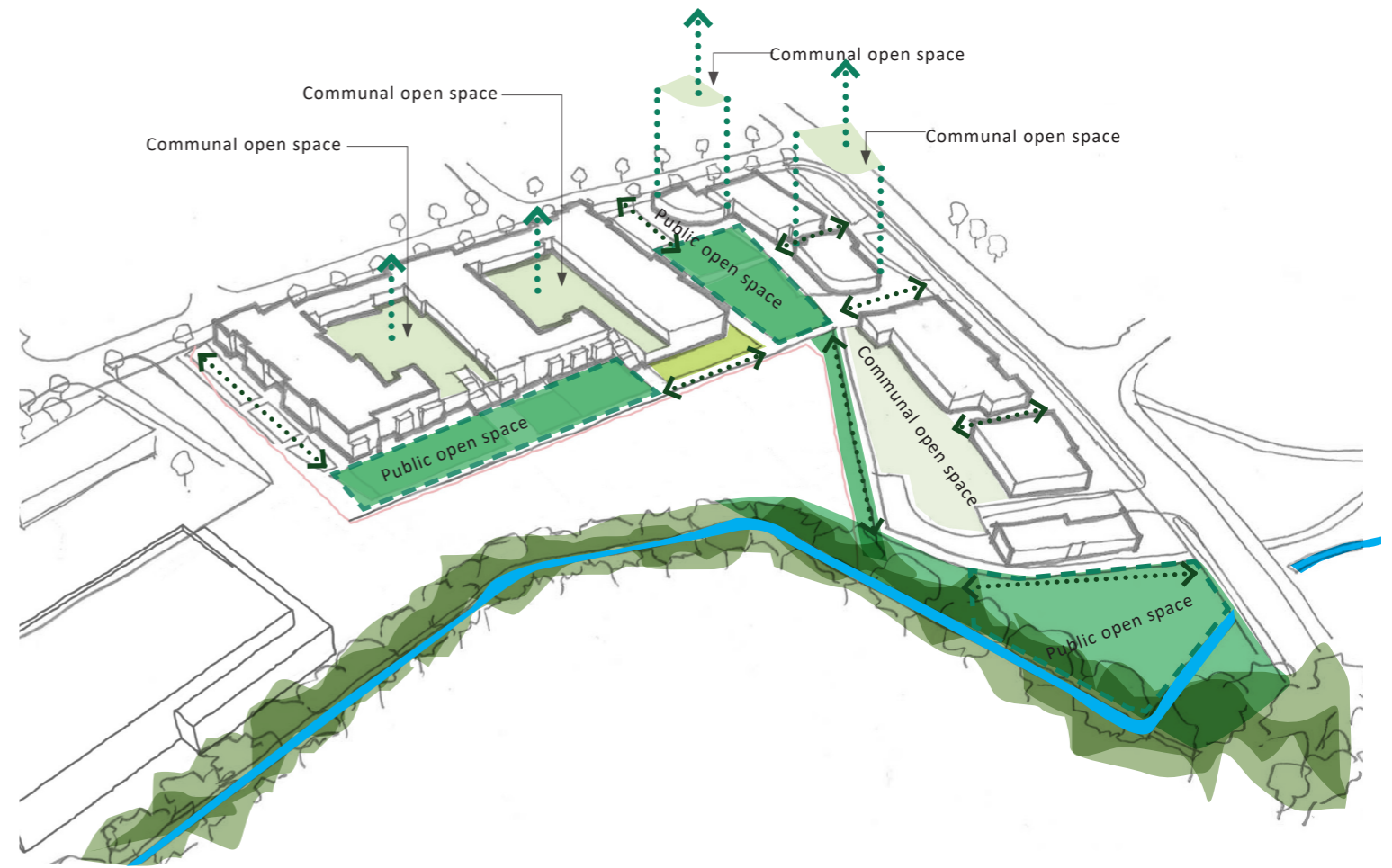
GREEN FINGERS

The proposed layout is arranged as series of North South buildings to allow maximum East/West frontage for the proposed apartments.

The green fingers with open ended Southern edges maximize sunlight and daylight penetration into the open spaces.

Linear Green spaces between the blocks create South facing vistas towards the stream and playing fields with the Dublin mountain beyond.

The visual links will with the adjoining lands under the applicant's ownership become physical links to join up pedestrian and cycle routes along the green spine.



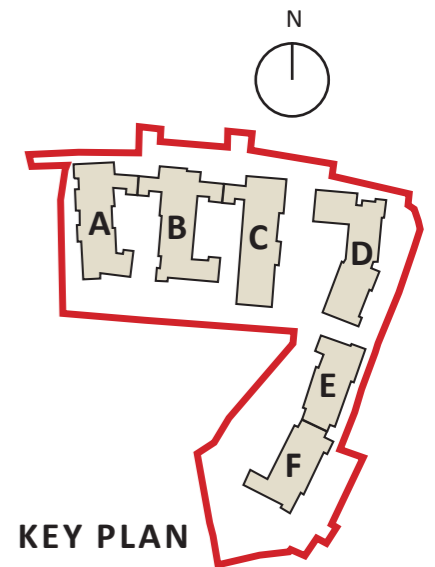
GREEN HIERARCHY

Three pockets of public open space are distributed through the site.

The public spaces are at ground level to allow for vegetation to mature and maximise accessibility from public streets.

These spaces are linked internally on site through pedestrian / cycle green routes.

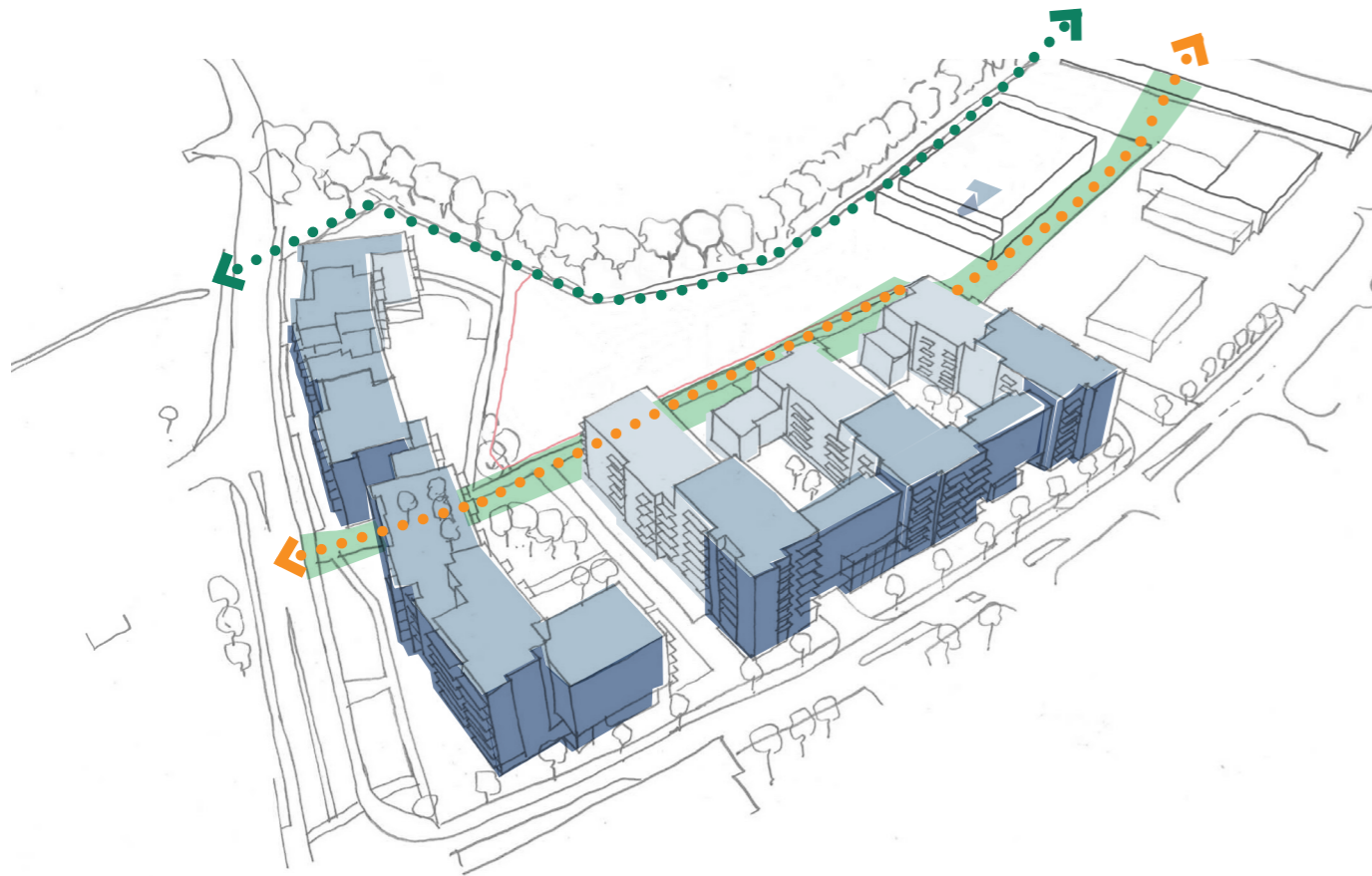
Communal open spaces are provided as semi-private and secure areas these spaces are located at ground level, podium and as roof terraces.



KEY PLAN

04 DESIGN PROPOSAL

CONCEPT DESIGN STRATEGIES



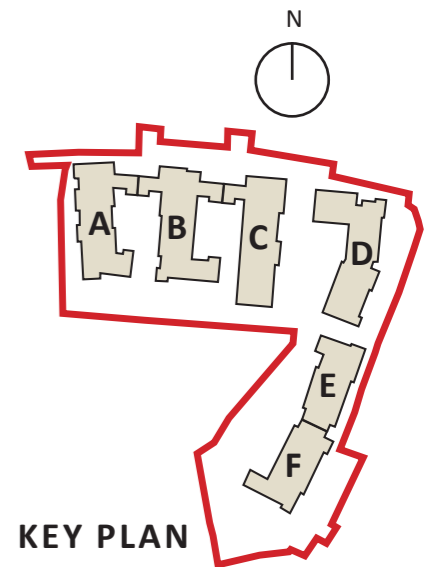
ROBUST EDGES

- Important corners have been designed to create a focal points and sense of scale at the junction of the main routes.
- Primary frontages to Greenhills Road and Airton Road form active frontages with appropriate landscape buffers to the busy streets.
- Provide public open space with frontage onto the main roads - Greenhills Road and Airton Road.
- Proposed blocks arranged in order to generate open spaces (public and communal) with southern aspect.
- Scale of blocks 4-6 storeys. Blocks spaced to avoid overshadowing and overlooking while maximising solar gains.
- Scale of blocks 6-7 storeys with 8 storeys at key points to articulate the elevations.
- Blocks spaced to avoid overshadowing and overlooking while maximising solar gains.
- Generally continuous frontage to perimeter blocks addressing the Greenhills Road and Airton Road.



COMMUNITIES

We proposed to create communities by breaking up the larger site into smaller self-sustaining elements with shared communal facilities.



04 DESIGN PROPOSAL

CONCEPT DESIGN STRATEGIES

OPEN SPACE

The proposed open space creates usable diverse landscaped areas that reinforce the permeability of the site and enhance the setting of the proposed amenities and residential units.

The proposed link from Bancroft Park through to Airton Road takes you through a series of landscaped spaces, with appropriate active frontage including communal facilities, Creche, own door units and retail areas and a café.



04 DESIGN PROPOSAL

SITE PLAN



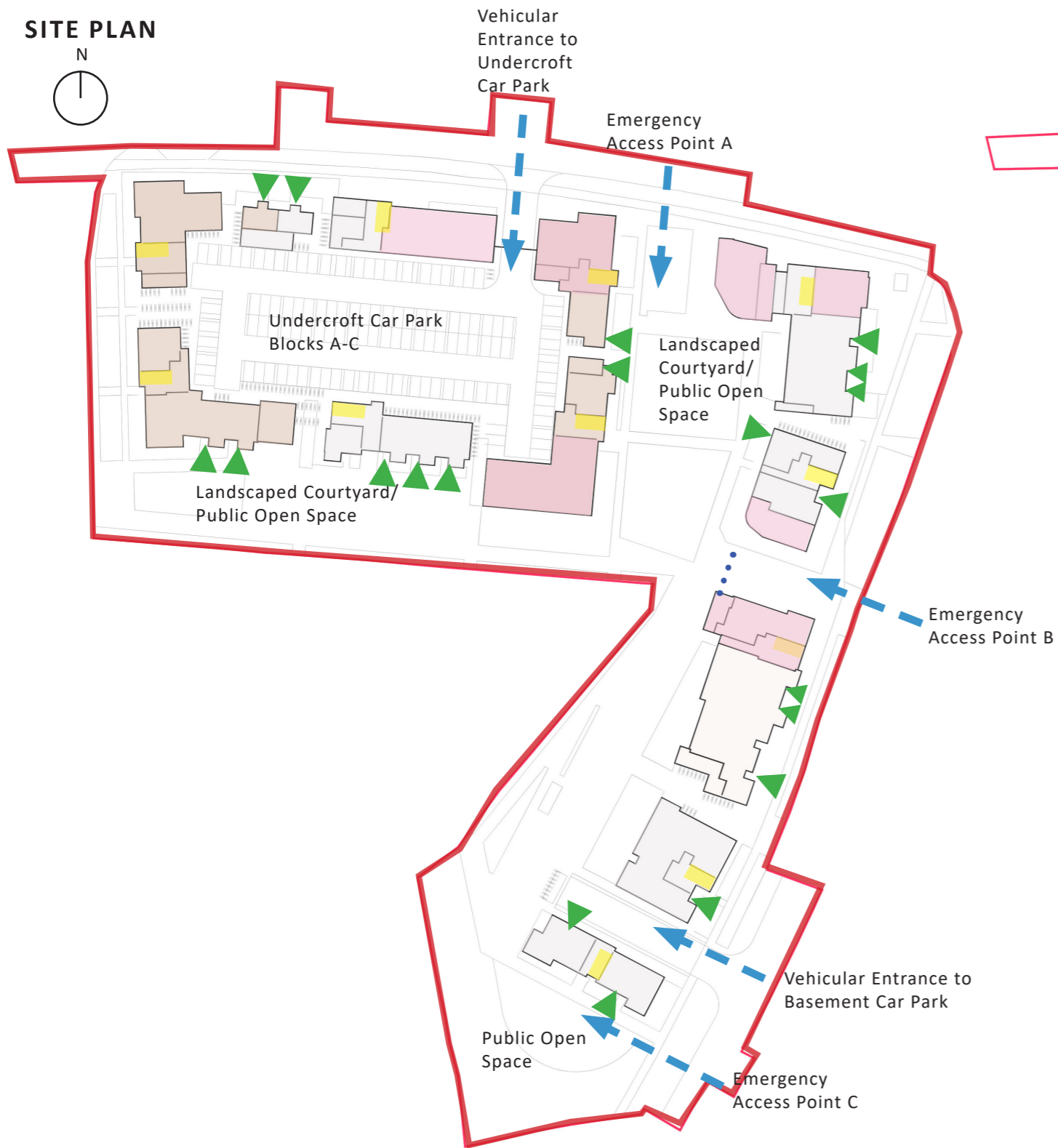
PROPOSED SITE LAYOUT PLAN

- 1 The proposal was designed to create a multi-use development that will enhance and contribute to the local area through: Compliance with principles of the LAP Development plan.
- 2 We proposed to create communities by breaking up the larger site into smaller self-sustaining elements with shared communal facilities such as the public open spaces, Creche, retail units. Each community would have communal open space and indoor facilities.
- 3 We propose to create a network of streets “pedestrian and cycle and vehicular access.
- 4 Each building has distinctive architectural expressions for differentiation and place making.
- 5 Active street frontages through ground floor units with access points spread throughout the development
- 6 We have a proposed masterplan to allow for a comprehensive development of all lands under the control of the applicant.

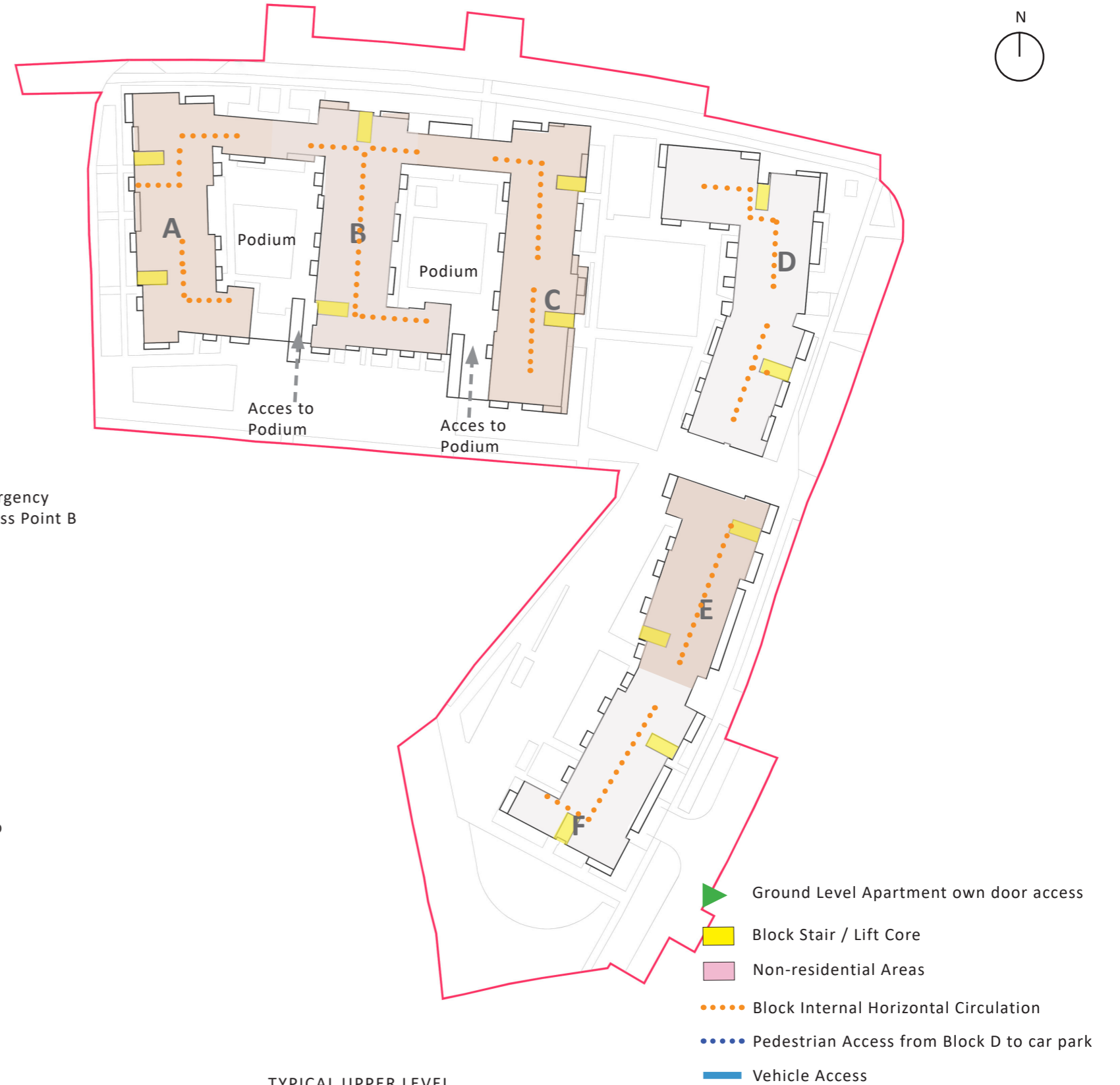
- Main Pedestrian Site Access
- Proposed Buildings
- Public Open Space
- Communal Open Space
- Green buffer zone
- 10m Riparian Strip
- Proposed Pedestrian Links
- Proposed Vehicular Access
- Application Site

04 DESIGN PROPOSAL

SITE PLAN



GROUND FLOOR LEVEL
PROPOSED ACCESS AND CIRCULATION



TYPICAL UPPER LEVEL
PROPOSED ACCESS AND CIRCULATION

04 DESIGN PROPOSAL

SITE PLAN



PROPOSED SITE LANDSCAPE DESIGN

MITCHELL + ASSOCIATES
Landscape Architecture Urban Design

| KEY | PLANTING SPECIES LIST | COMMON NAME | SIZE |
|---|---|-----------------------------|---------------------------|
| Road Buildup refer to Engineers Documentation | BOUNDARY TREES | | |
| Insitu Concrete Footpath refer to Engineers Documentation | Ac Acer campestre | "Field Maple" | 16-18cmg rb |
| PCC Modular Permeable Paving refer to Engineers Documentation | Bp Betula pendula | "Birch" | 16-18cmg rb |
| High Quality Stone Aggregate PCC Terrace Paving Flag 50mm deep | Ca Corylus avellana | "Hazel" | 16-18 cmg rb, pf |
| Gravel Edge to Building | Tc Tilia cordata 'Streetwise' | "Small Leaved Lime" | 30-35 cmg rb, pf |
| Buff Coloured Tactile Paving Pedestrian Crossing refer to Engineers Documentation | Pr Prunus sylvatica | "Sessile Oak" | 3 5m height |
| Compacted Gravel | Op Quercus petraea | "Sessile Oak" | 30-35 cmg rb |
| Buff Coloured Macadam Handstanding for Basketball/Football Goal area | Sa Sorbus aucuparia | "Rowan" | 20-25cmg rb, pf |
| Creche Play Area Wetpour Safety Surfacing | Al Alnus glutinosa | "Alder" | 16-18cmg rb, pf |
| Play Area Rubber Mat/Grass Safety Surfacing | Bp Betula pendula | "Birch" | 14-16cmg rb |
| Decorative Shrub Planting 75% pollinator friendly mix 450mm topsoil depth | Sa Sorbus aucuparia | "Rowan" | 20-25cmg rb, pf |
| Woodland Understorey 450mm topsoil depth | Am Amelanchier x grandiflora 'Robin Hill' | "Snowy Meadles" | 16-18cmg rb, pf multistem |
| Grass seeding 150mm topsoil depth | Bp Betula pendula | "Multistem Birch" | +2.5m height rb |
| Proposed Native Hedge Pollinator friendly 600mm topsoil depth | Cc Carax canadensis | "Woodland Parsly Multistem" | 14-16 cmg rb |
| New Tree 5m dia 20-25cmg | Ma Malus sylvestris | "Crab Apple" | 14-16cmg rb, pf |
| Multistem Tree +3.5m | | | |
| Small New Tree 3m dia 16-18cmg | | | |
| Existing Tree/Hedge/row retained and protected refer to Arbolist documentation | | | |
| Seating and Picnic Table | | | |
| Seat with back and armrests | | | |
| BBQ Facilities | | | |
| Lounge Social Seating | | | |
| Visitor Cycle Parking | | | |
| ECOLOGY MITIGATION BAT BOXES | | | |
| Locate 2No. 2F and 2IFF Schwegler bat boxes with built in timber panel. Placed on trees, at least 3m with a clear drop below and placed away from lighting. | | | |

04 DESIGN PROPOSAL

DEVELOPMENT DATA

Application Site Area = 2.79 ha
= 27,937 sq m

Nett Site Area = 2.48 ha
= 24,854 sq m
(Excludes Areas required for Road Crossing and Access points)

Total number of residential Units = 502

Mix of Units:
1 Beds = 197
2 Beds = 257
3 Beds = 48

Density = 202 per Hectare

Plot ratio = 1.8

Site coverage = 40%

Open Space Calculation

Communal Open Space: Raised Courtyards, Roof Terraces and at Ground

| Raised Courtyards ABC | sq.m. |
|-----------------------|-------------------|
| Courtyard 1 | 1,028 sq m |
| Courtyard 2 | 1,080 sq m |
| Total | 2,108 sq m |

| Roof Terraces Block D | sq.m. |
|-----------------------|-----------------|
| Roof Terrace 1 | 374 sq m |
| Roof Terrace 2 | 595 sq m |
| Total | 970 sq m |

Block EF Gnd Level = 1,294 sq m

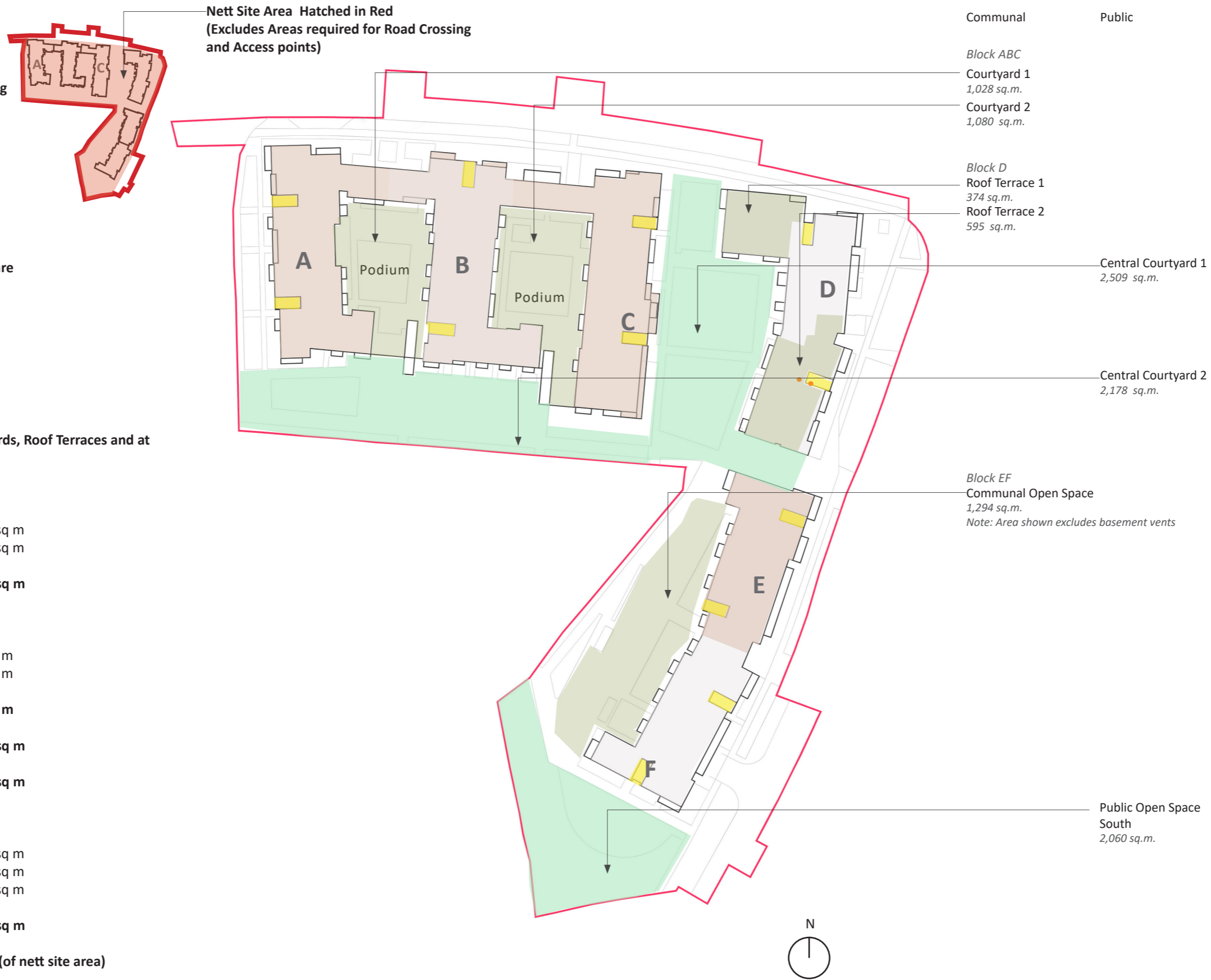
Total Communal Open Space = 4,372 sq m

Public Open Space:

| | |
|---------------------|------------|
| Central Courtyard 1 | 2,509 sq m |
| Central Courtyard 2 | 2,178 sq m |
| Open Space South | 2,060 sq m |

Total Public Open Space = 6,747 sq m

Public Open Space = 27% (of nett site area)



04 DESIGN PROPOSAL

DEVELOPMENT DATA

Car Parking

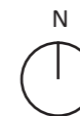
| | no. spaces |
|---|------------|
| P1 under-croft residents (Blocks A, B and C) <i>incl. designated 6no. disabled spaces and 15 no. electric vehicle charging points</i> | 115 |
| P1 under-croft creche staff | 02 |
| P2 basement residents 2 (Blocks D, E and F) <i>incl. designated 4no. disabled spaces and 9 no. electric vehicle charging points</i> | 85 |
| Total no. Car Parking Spaces | 202 |
| Private Car Parking Ratio | .40 |

Bicycle Parking

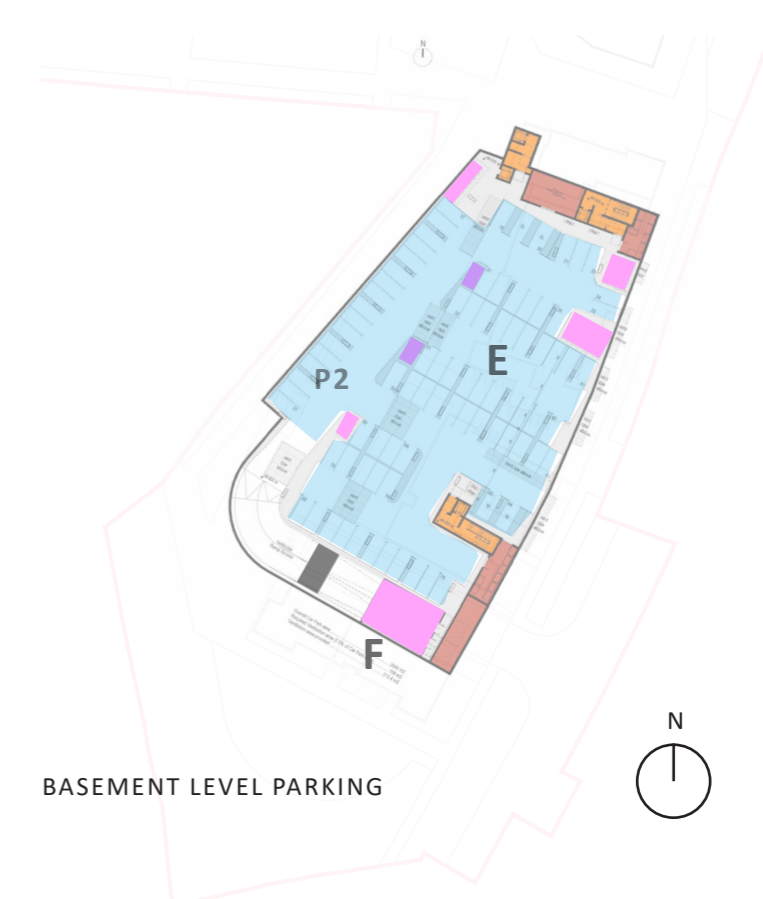
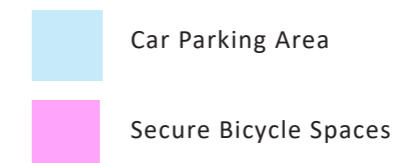
| | no. spaces |
|--|-------------|
| Secure Bicycle Parking Block A, B & C P1 under-croft (Residents Blocks A, B and C) | =275 |
| P1 under-croft (creche & retail staff) | =05 |
| Secure Bicycle Parking Block D, E & F Under-croft Block D (Residents Block D) | =44 |
| P2 Basement (Residents Block D, E & F) | =186 |
| Total Number of secure Bicycle Parking spaces | =510 |
| Visitor Bicycle Parking Spaces | =74 |
| Total no. Bicycle Parking Spaces | =584 |



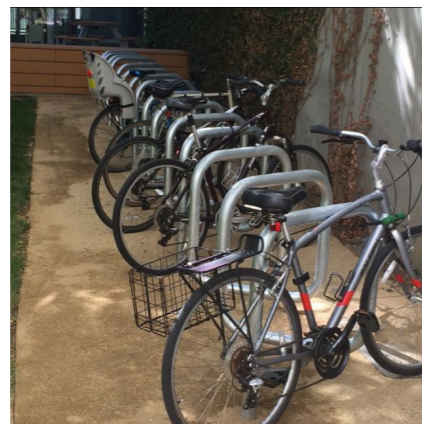
GROUND LEVEL PARKING



ELECTRICAL CHARGING POINT



BASEMENT LEVEL PARKING

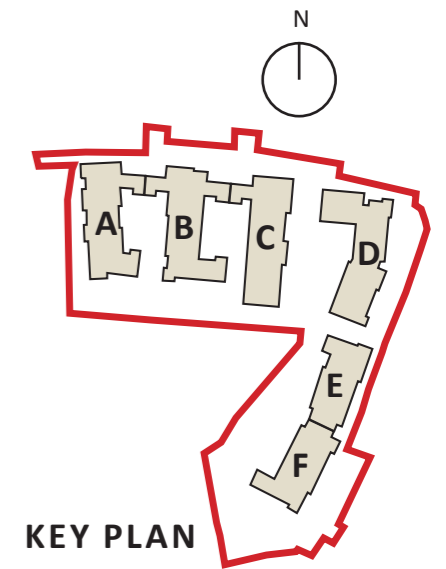


04 DESIGN PROPOSAL

BUILDING HEIGHTS



PROPOSED BLOCKS A-F MASSING & HEIGHTS



KEY PLAN

The height strategy for the development is to maintain the majority of the development at 6-4 storeys, with additional heights to the northern end of the proposed buildings to punctuate corners and add node points to the key access points to the site.

This helps break up the massing of the proposed buildings modulating the elevations creating visual interest.

-  1 STOREY
-  4 STOREYS
-  5 STOREYS
-  6 STOREYS
-  7 STOREYS
-  8 STOREYS

04 DESIGN PROPOSAL

MASTERPLAN DEVELOPMENT



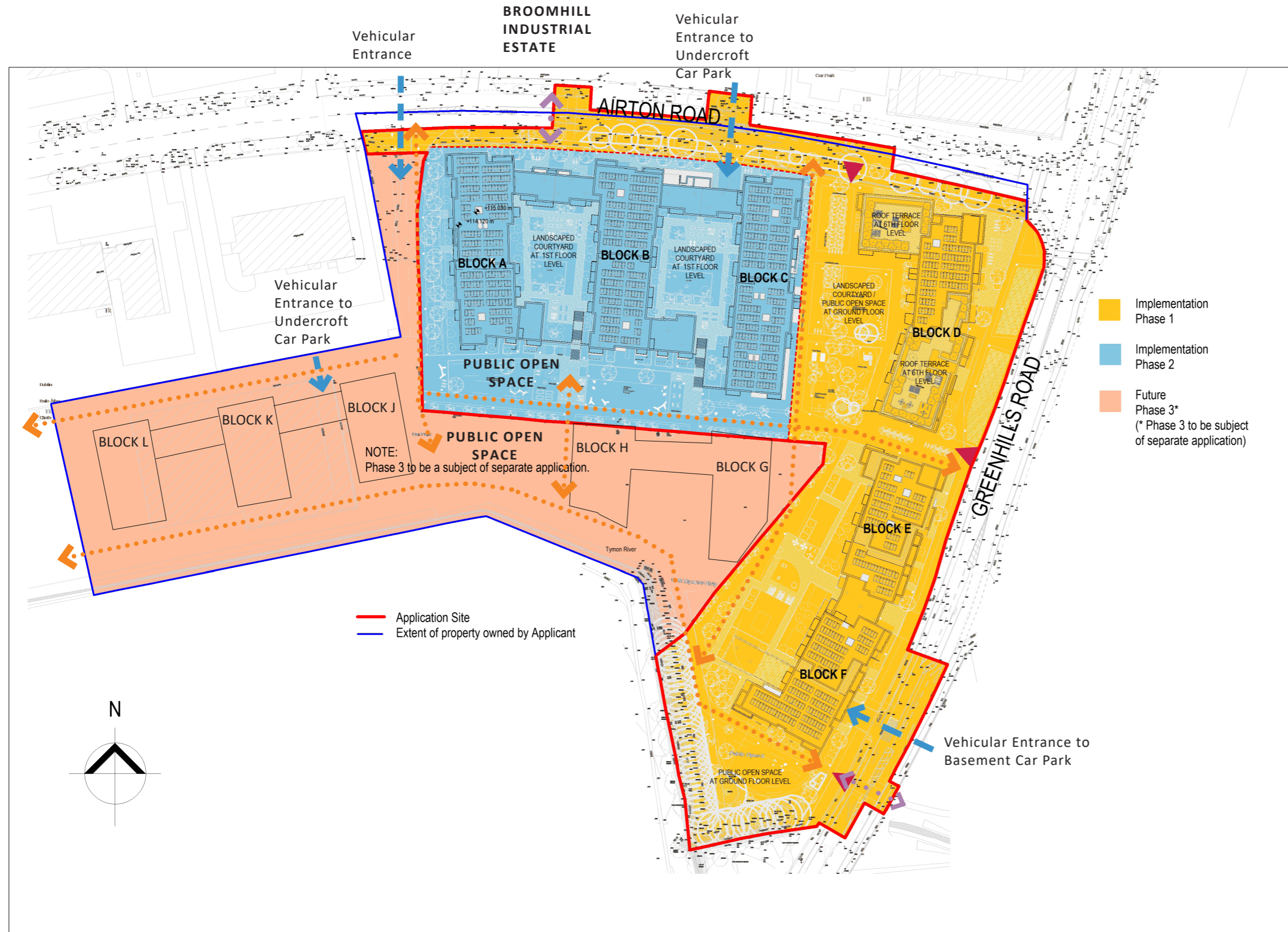
In order to demonstrate the integrated sustainable development of the lands within the client's ownership we have prepared a master plan demonstrating how a phased development would work as a whole. Central to the master plan is the creation of a park on the main route through the proposed development.

Please refer to the Masterplan document for further information and details.

- Main Pedestrian Site Access
- Phase 1 Buildings A-F
- Phase 2 Buildings G-L
- Phase 3 Buildings G-L
- Public Open Space
- Communal Open Space
- 10m Riparian Strip
- Proposed new road crossing
- Proposed Pedestrian Links
- Proposed Vehicular Access
- Extent of property owned by the consenting owner
- River Tymon / Poddle. (start of River Pod-

04 DESIGN PROPOSAL

PHASING & IMPLEMENTATION



Phasing & Implementation Plan

The proposal is to deliver the development in 3 separate phases as illustrated in the adjoining diagram.

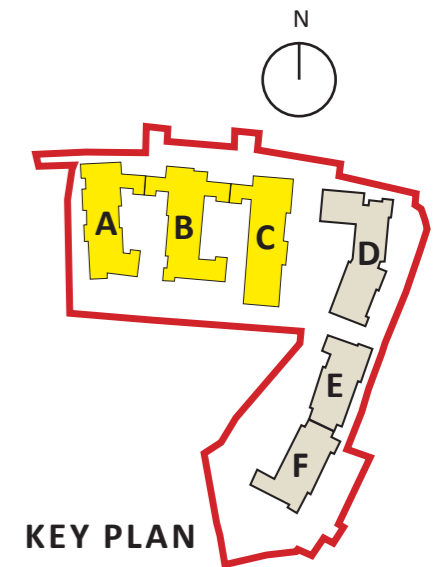
Phase 1 will deliver the main public amenities including the landscaped central open space at the heart of the proposal, the pocket park to the south along with all the proposed crossings to Airton Road and Greenhills Road. Phase 2 will include the proposed open space to the south of Block A, B & C which will further enhance the connectivity through the site.

Phase 3 will comprise of a river fronted landscaped open space extending the open space in Phase 2 to the Tymon / Poddle. River.

04 DESIGN PROPOSAL

RESIDENTIAL UNIT MIX

| Residential Schedule of Accommodation, Blocks A-C | | | | Dwelling Aspects | | |
|---|------------|------------|-----------|------------------|------------|------------|
| | 1 Bed | 2 Bed | 3 Bed | Total A-C | dual ● | single |
| Block A | 38 | 49 | 1 | 88 | 42 | 46 |
| Block B | 53 | 36 | 5 | 94 | 33 | 61 |
| Block C | 39 | 47 | 7 | 93 | 40 | 53 |
| Total | 130 | 132 | 13 | 275 | 115 | 160 |
| | 47.3% | 48.0% | 4.7% | | 41.8% | 58.2% |



Refer to Daylight and Sunlight Analysis for internal daylight levels.

* Note all dual aspect N/E and N/W facing units are in excess of the min requirements



APARTMENT MIX

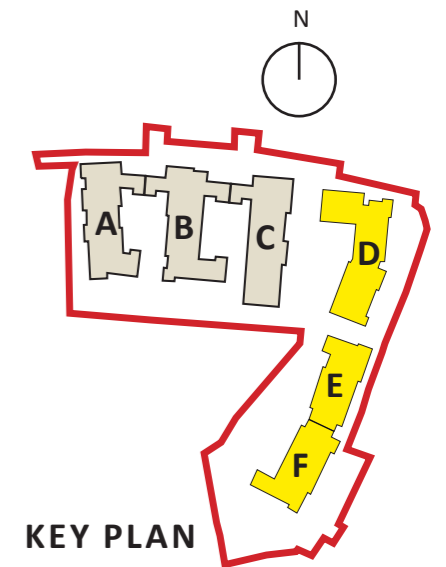
- 1 Bed min
- 1 Bed + 10%
- 2 Bed min
- 2 Bed + 10%
- 3 Bed min
- 3 Bed + 10%

TYPICAL UPPER FLOOR PLAN - BLOCKS A, B AND C
RESIDENTIAL UNIT MIX

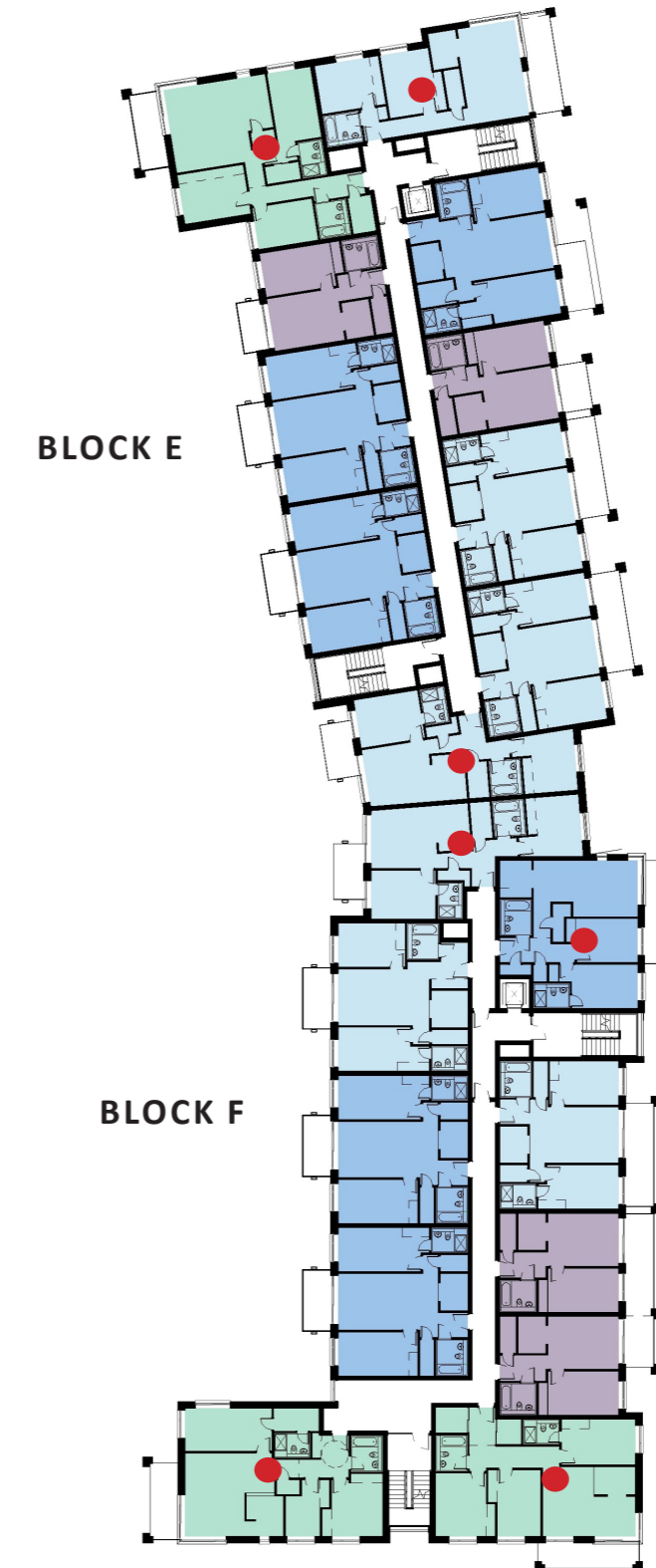
04 DESIGN PROPOSAL

RESIDENTIAL UNIT MIX

| Residential Schedule of Accommodation, Blocks D-F | | | | Dwelling Aspects | | |
|---|-----------|------------|-----------|------------------|------------|------------|
| | 1 Bed | 2 Bed | 3 Bed | Total D-F | dual ● | single |
| Block D | 36 | 56 | 15 | 107 | 56 | 51 |
| Block E - F | 31 | 69 | 20 | 120 | 48 | 70 |
| Total | 67 | 125 | 35 | 227 | 104 | 121 |
| | 29.5% | 55.1% | 15.4% | | 45.8% | 53.3% |



Refer to Daylight and Sunlight Analysis for internal daylight levels.



APARTMENT MIX

- 1 Bed min
- 1 Bed + 10%
- 2 Bed min
- 2 Bed + 10%
- 3 Bed min
- 3 Bed + 10%

TYPICAL UPPER FLOOR PLAN - BLOCKS D, E AND F
RESIDENTIAL UNIT MIX

04 DESIGN PROPOSAL

APARTMENT UNIT TYPES

1-Bed Unit



1-BED APARTMENT
49.5 SQ.M.

2-Bed Units



2-BED APARTMENT
81.1 SQ.M.



2-BED APARTMENT - CORNER
80.7 SQ.M.

04 DESIGN PROPOSAL

APARTMENT UNIT TYPES

3-Bed Units



3-BED APARTMENT
99.1 SQ.M.



3-BED APARTMENT
101.6 SQ.M.

04 DESIGN PROPOSAL

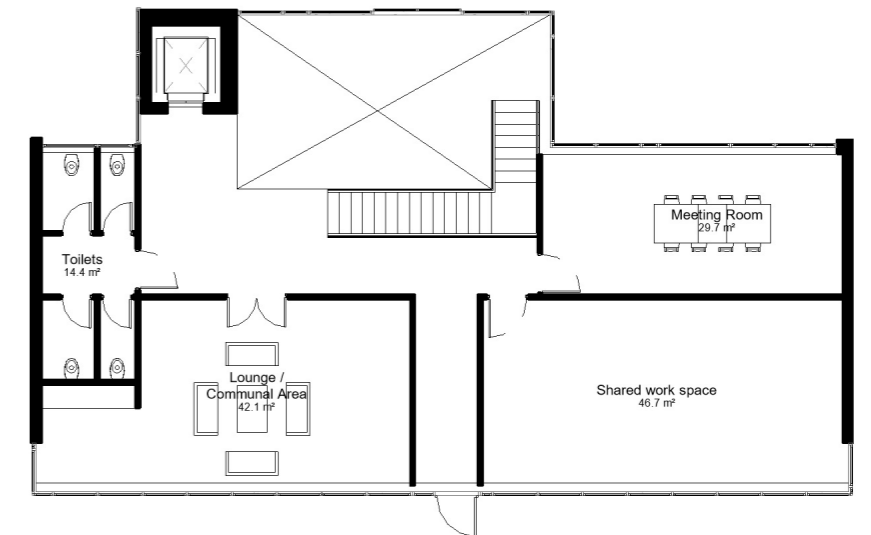
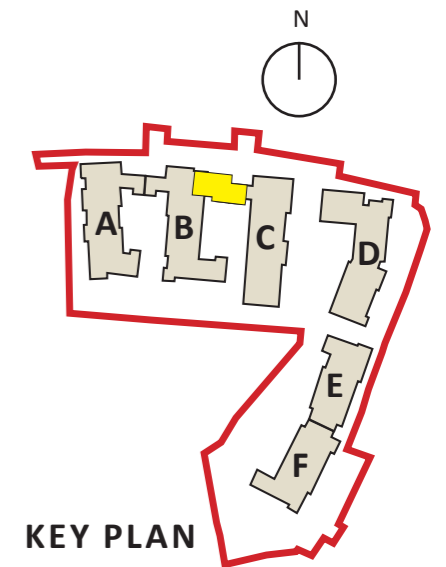
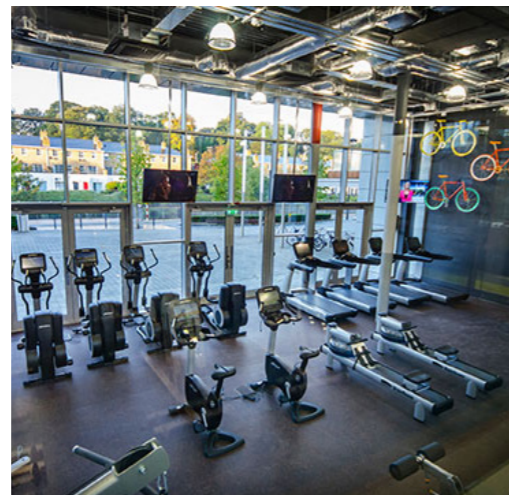
COMMUNAL FACILITIES

BLOCK C - RESIDENTS' AMENITIES

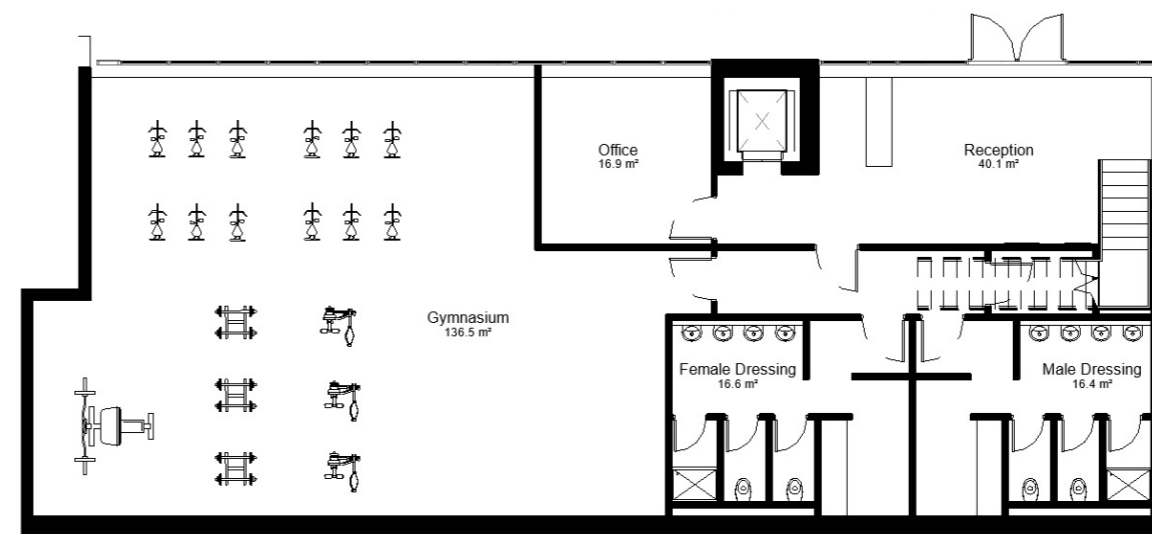
Communal Facilities are provided in three of the proposed buildings: Block C (465 sq.m.), Block D (93 sq.m.) and Block E (146 sq.m.)

The communal facilities in Block C have been positioned next to the main site and car park entrance between Blocks B and C providing active frontage to Airton Road.

The facilities are organised over two levels with an entrance reception, office and gym at ground floor and a resident's lounge, meeting room and shared workspace at first floor level.



Communal Facilities - First Floor Plan



Communal Facilities - Ground Floor Plan
Total Area = 465 sq.m

Communal Facilities Floor Areas

Total Block C Facilities 466 .m.sq.

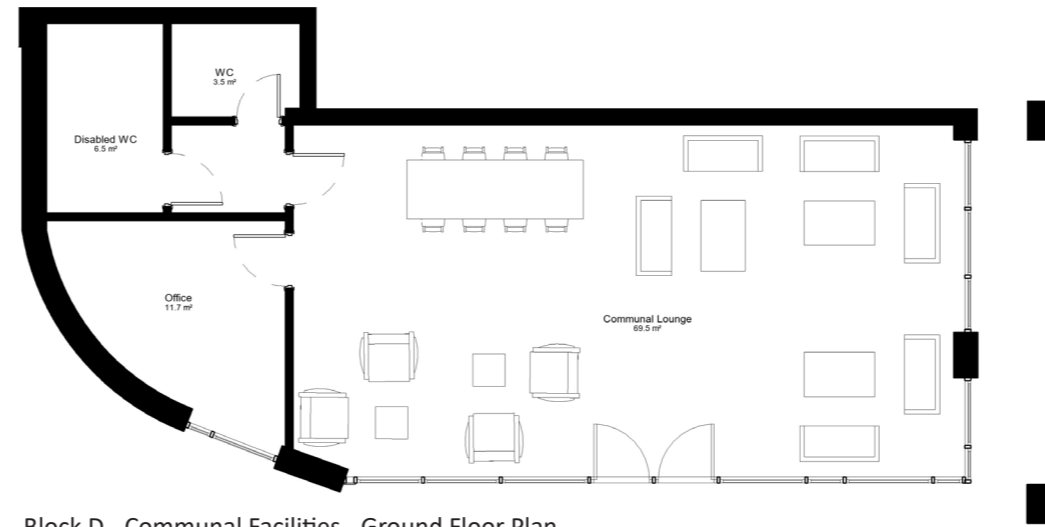
04 DESIGN PROPOSAL

COMMUNAL FACILITIES

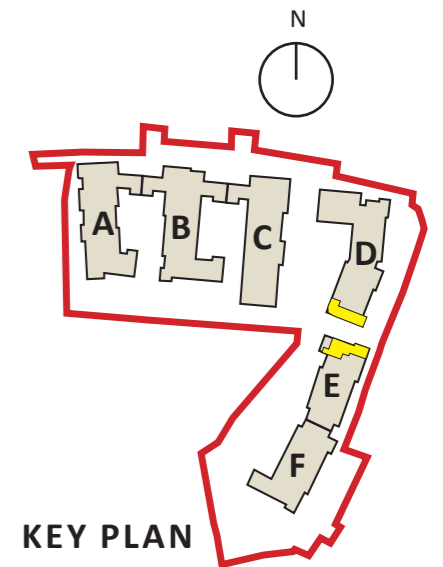
BLOCKS D & E - RESIDENTS' AMENITIES

The facilities within Block D are located at the southern end of the block next to the main pedestrian access from Greenhills Road and include a communal Lounge & a small office.

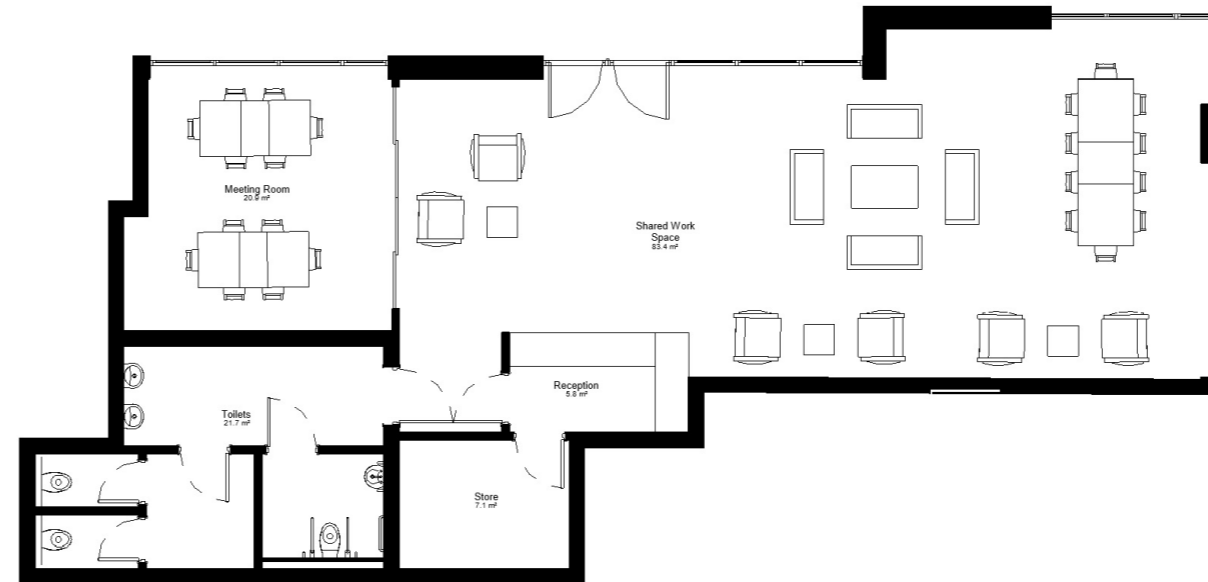
Within Block E the communal facilities comprise of a reception, shared work-space a meeting room and lounge area. The facilities are located at the north east corner of the ground floor with a double height space on to Greenhills Road, signalling the access point and key pedestrian route through the site.



Block D - Communal Facilities - Ground Floor Plan
Area = 93 sq.m.



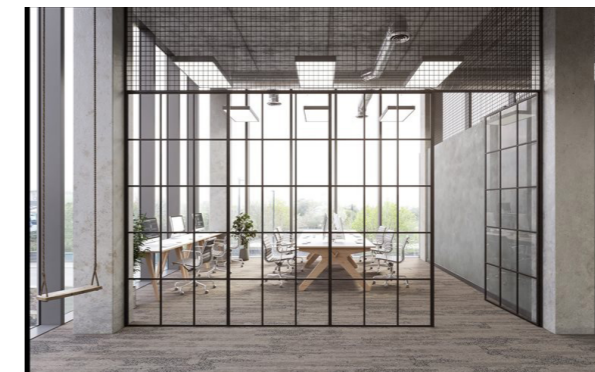
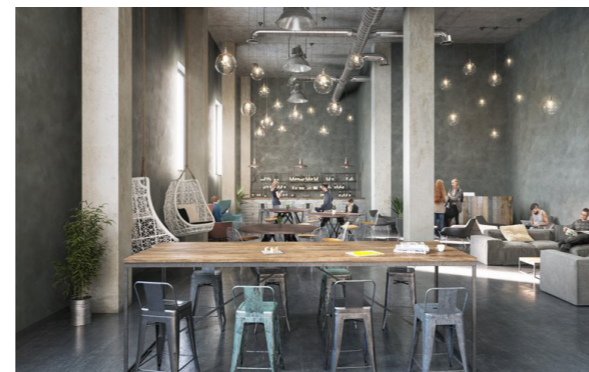
Sample view of resident's lounge area



Block E - Communal Facilities - Ground Floor Plan
Area = 146 sq.m.



Communal Facilities to Greenhills Road - Street View



04 DESIGN PROPOSAL

CHILDCARE FACILITY

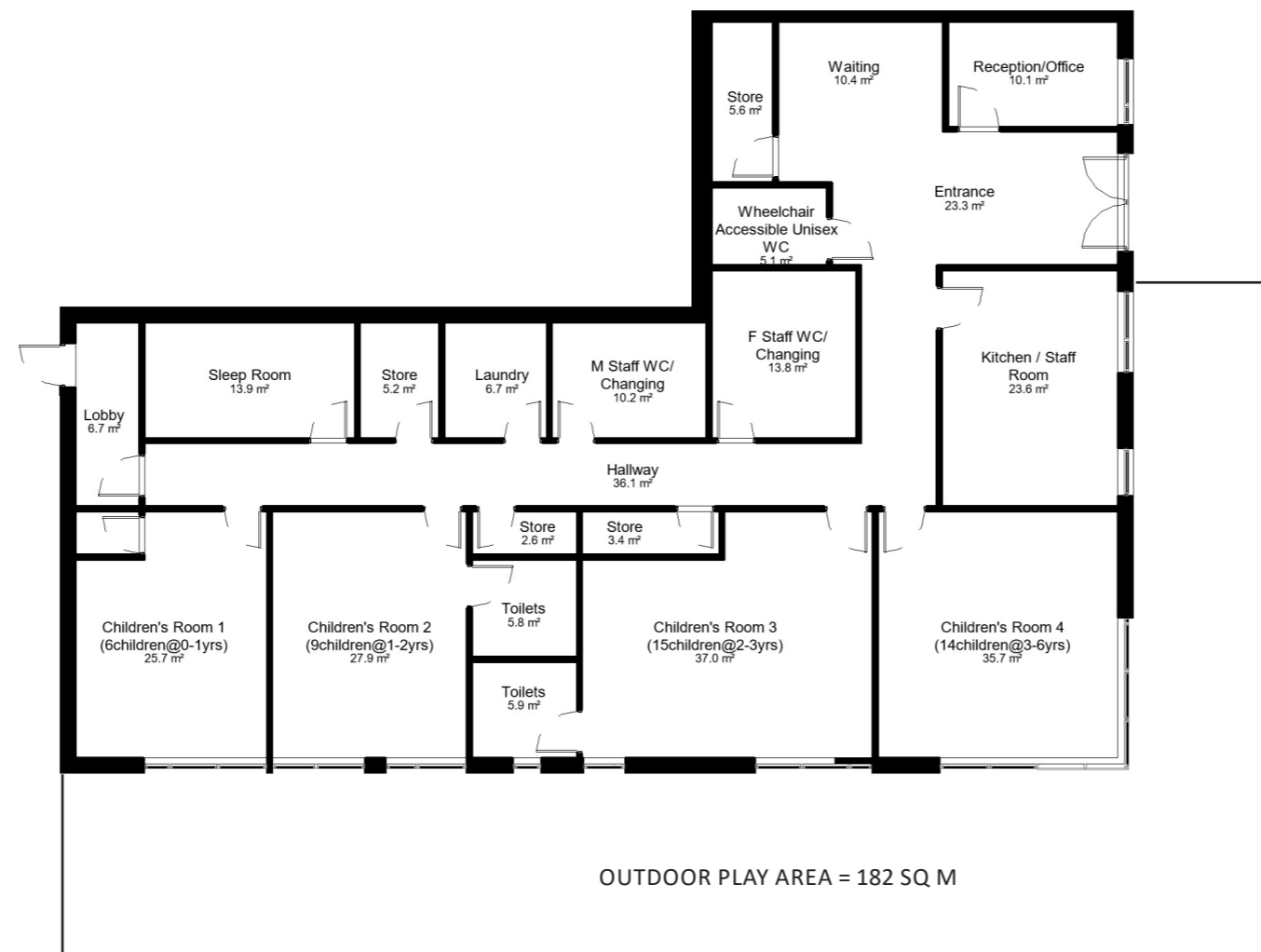
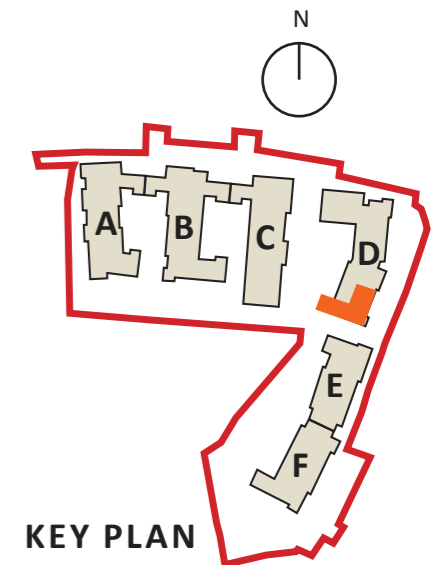
BLOCK C - CRECHE

The creche is located at the south-eastern corner of Block C. The floor area of the creche is 329 sq.m. and can accommodate 44 no. children.

On the eastern side of Block C the main creche entrance leads into a reception/ waiting area with adjacent managers office, staff rooms, kitchen, toilets and store rooms. All rooms are served by a central general corridor.

Four children's rooms are situated along the southern edge of the creche, opening onto an outdoor play area 182 sq.m. A sleeping room is provided at the end of the corridor.

The creche has the benefit of being surrounded by Public open space to the west and East, with a choice of facilities and activities for a wide range of ages.



Block C Creche Facility Area = 329 sq m



04 DESIGN PROPOSAL

MATERIALS & FINISHES

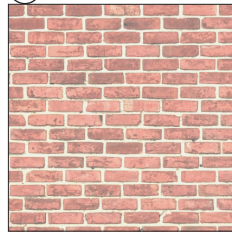
ELEVATIONAL TREATMENT 2

(A)



MATERIAL: STONE CLADDING
USE: FOCAL POINTS
LOCATION: NORTH END OF BLOCK A, B, C, D & E

(B1)



MATERIAL: BRICK CLADDING (LIGHT)
USE: STREET & MAIN ROUTE ELEVATIONS
LOCATION: BLOCK A, B & C

(B2)



MATERIAL: BRICK CLADDING (DARKER)
USE: STREET & MAIN ROUTE ELEVATIONS
LOCATION: BLOCK D, E & F

(C)



MATERIAL: RENDER OFF-WHITE
USE: COURTYARD ELEVATIONS

(D)



MATERIAL: METAL CLADDING
USE: RELIEF MATERIAL
LOCATION: THROUGHOUT

A simple palate of materials has been proposed with a limited amount of stone cladding used to punctuated key focal points.
 Brick cladding is used to the street and along key internal routes, with render used to lighten the courtyards and internal space.
 Grey metal cladding is used as a relief material to help adjust the solid to void ratio to help give the elevations the right balance.



Site Axonometric N/E Corner at the junction of Airton Road & Greenhills Road

04 DESIGN PROPOSAL

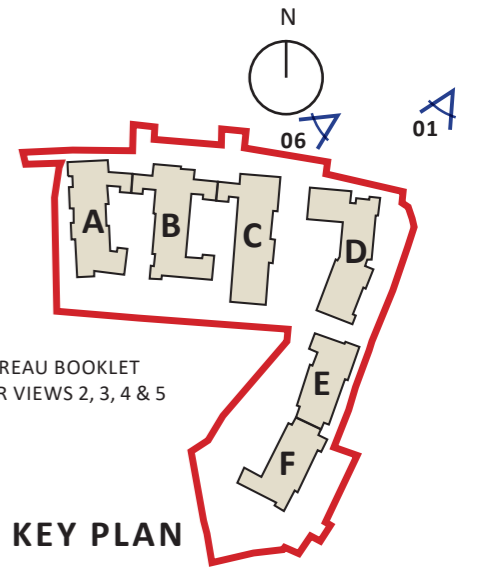
DESIGN PRECEDENTS BLOCKS A-F



04 DESIGN PROPOSAL

PHOTOMONTAGES

STREET / CONTEXT VIEWS



REFER TO 3D DESIGN BUREAU BOOKLET FOR VIEW LOCATION FOR VIEWS 2, 3, 4 & 5

KEY PLAN



VIEW - 01 FROM THE CORNER OF AIRTON ROAD & GREENHILLS ROAD



VIEW - 02 FROM GREENHILLS ROAD LOOKING SOUTH



VIEW - 03 FROM AIRTON ROAD LOOKING EAST



VIEW 04 - FROM BANCROFT PARK LOOKING WEST



VIEW 05 - FROM GREENHILLS ROAD LOOKING NORTH

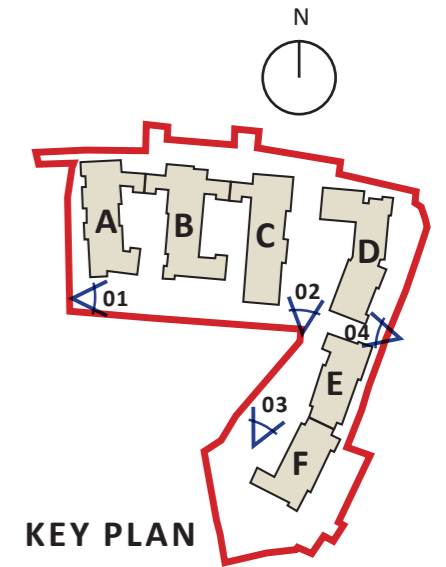


VIEW 06 - FROM AIRTON ROAD LOOKING WEST

04 DESIGN PROPOSAL

PHOTOMONTAGES

INTERNAL / COURTYARD VIEWS



VIEW 01 - FROM COURTYARD 2 LOOKING EAST



VIEW 02 - FROM COURTYARD 1 LOOKING NORTH



VIEW 03 - FROM PUBLIC PEDESTRIAN LINK LOOKING NORTH



VIEW 04 - FROM AIRTON ROAD LOOKING WEST

05 ABP OPINION RESPONSES

This section addresses the Architectural /Design items issue by An Bord Pleanála in the Pre-Applications Consultation Opinion.

1.Principle of proposal:

- (i) Further consideration/justification of the documents as they relate to the principle of the proposed development in the context of the overall re-development of lands within the applicant's ownership, as outlined in blue in the submitted documentation. The applicant should satisfy themselves that the design strategy for the site, as outlined in red, provides the optimal outcome for the overall lands and should address why the proposed development could not be considered to be ad hoc, piecemeal, premature development in the absence of proposals for the redevelopment of the wider lands within the applicant's ownership at this location. The further consideration of these issues may require an amendment to the documents and/or design proposals submitted

Response to item 1 (i):

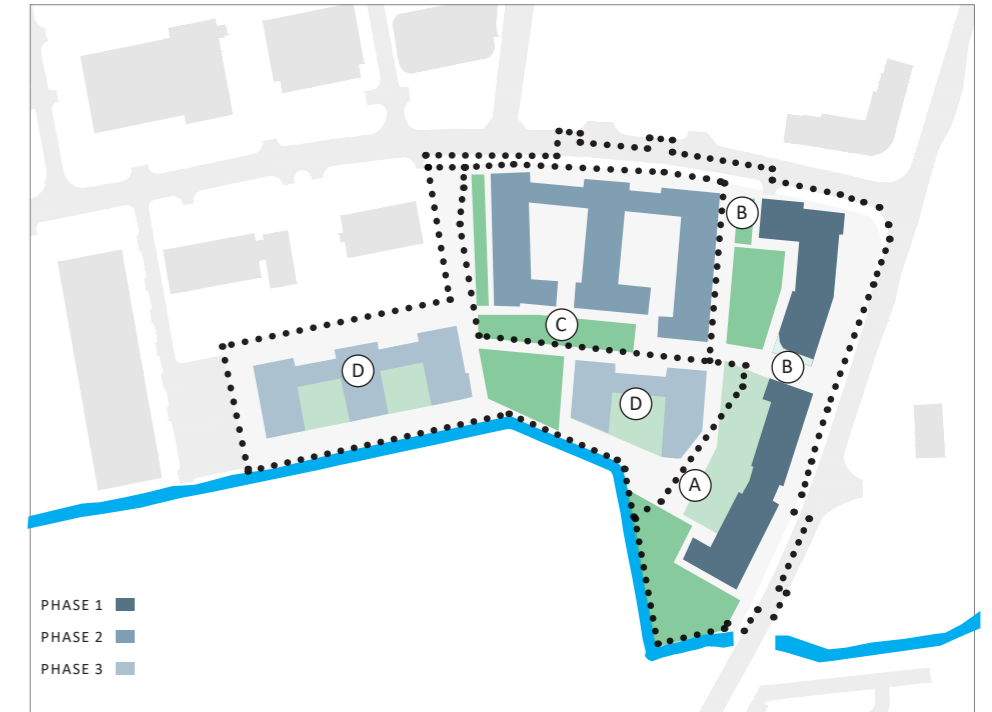
We have revisited the proposal in light of the comments made in item above and have made a number of amendments to the proposal as a whole incorporating the full extent of property owned by the consenting owner.

In order to address this item in more detail a separate masterplan document was prepared and submitted as part of this application.

The purpose of the document is to outline the clear vision for the comprehensive and sustainable development of the lands at Airton Road under the ownership of the applicant and how the phasing and implementation of the development will work as a whole.

The key amendments are as follows:

- A. Under-croft parking to Block E-F relocated to basement to facilitate connectivity between the proposed public open space from the south and the central public open spaces.
- B. Access to the central public open space improved with the access width from Airton Road and Greenhills Road widened.
- C. Block A & B reduced in length to create an additional area of open space to the south, which will be extended further to the edge of the River as part of the final phase of the proposed development.
- D. The reconfiguration of the proposed buildings on for the final phase to re-enforce the key routes through the site and to enhance the proposed public open spaces.



MASTERPLAN DIAGRAM

05 ABP OPINION RESPONSES

2. Urban Design and Active Frontage:

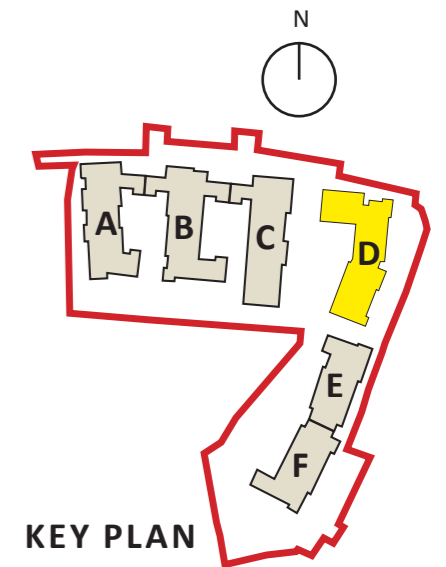
- (i) Further consideration of the documents as they relate to the detailed design of the proposed development. The documentation submitted at application stage should demonstrate that the elevational treatments, external finishes, materials and detailing of the proposed buildings, together with the landscaping and surface/boundary treatments of the outdoor spaces would be of a sufficient quality to ensure that the proposed development makes a positive contribution to the character of the area over the long term. The interface between the proposed blocks and the public realm should also be addressed.

Response to item 2 (i):

The proposed elevations have been developed further with item above along with the previous dialogue with ABP and the local authority in mind. The approach to the elevational treatment was to create strong frontage to Greenhills Road and Airton Road with a simplified palate of materials. The approach creates a 6 storey brick edge with stone clad focal points at 7-8 storeys at the northern end of the proposed buildings to punctuate corners and add node points to the key access points to the site.



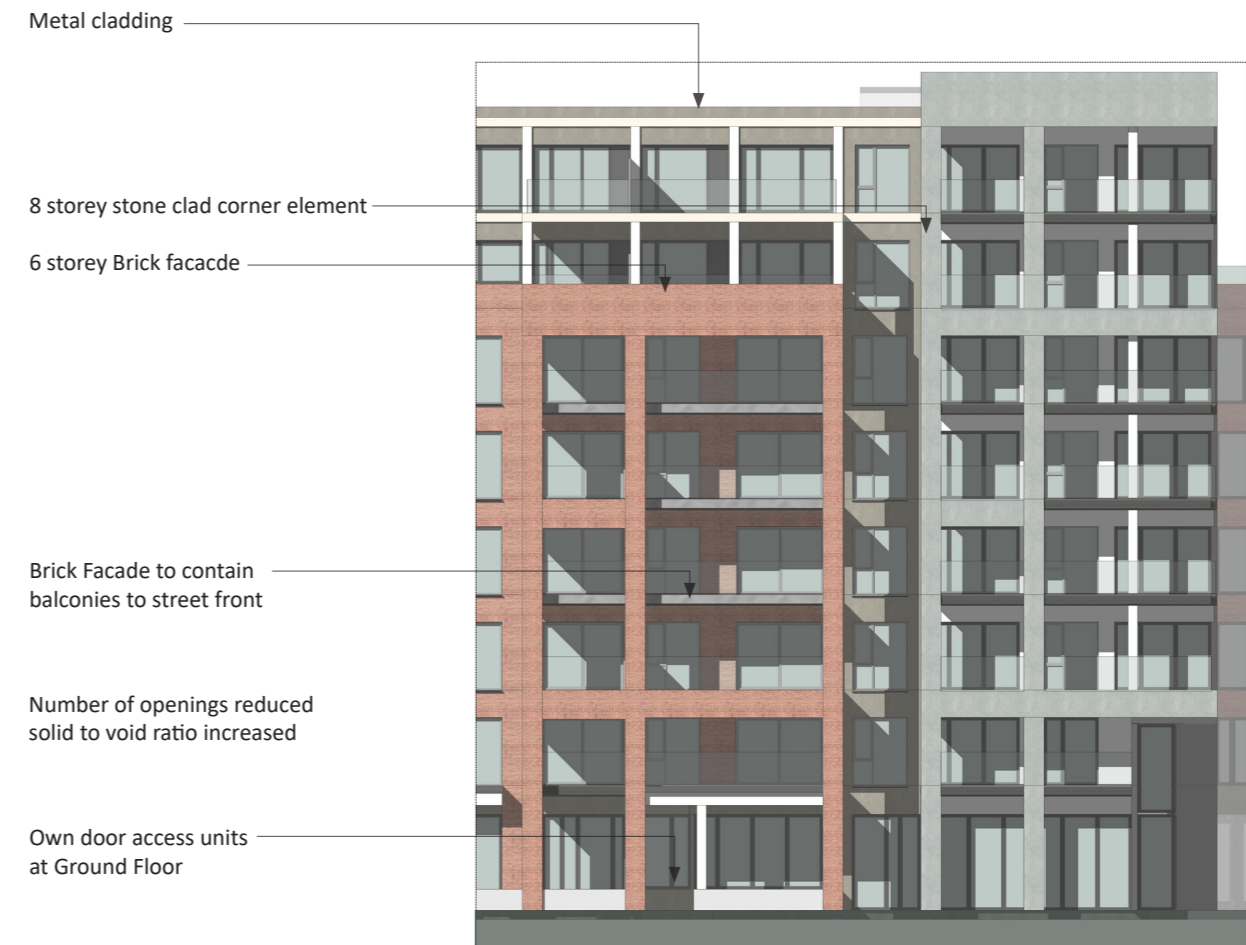
PROPOSED EAST ELEVATION BLOCK D



KEY PLAN



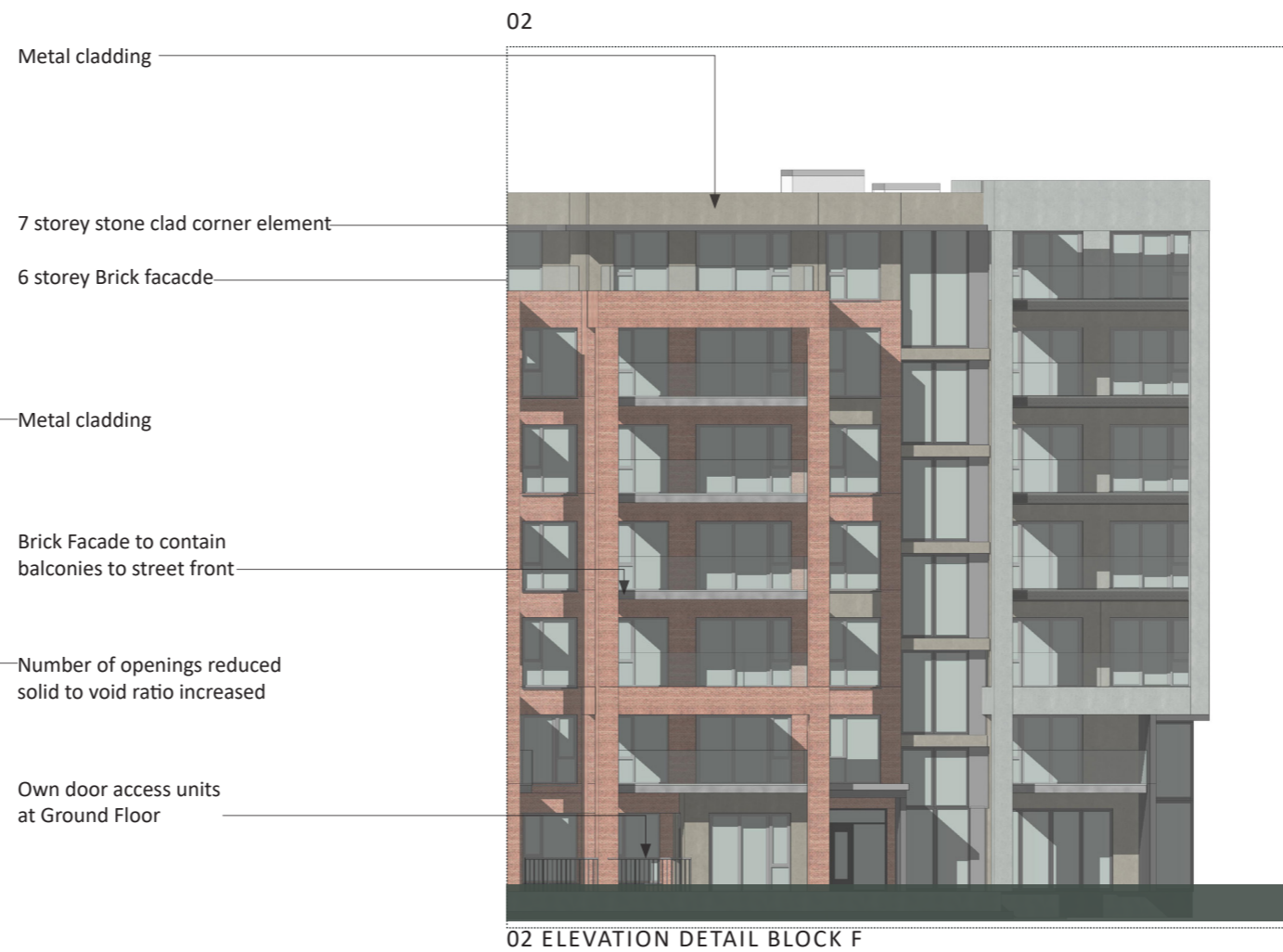
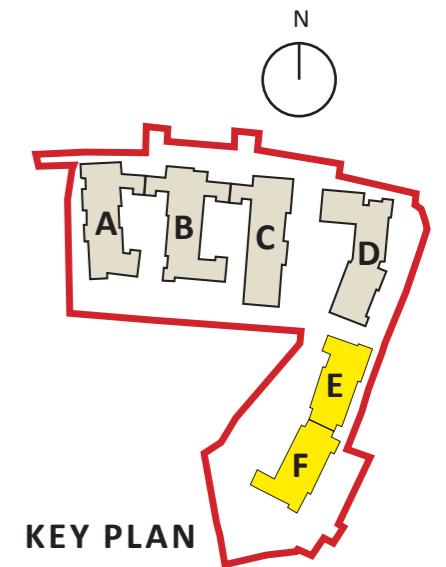
01 ELEVATION DETAIL BLOCK D



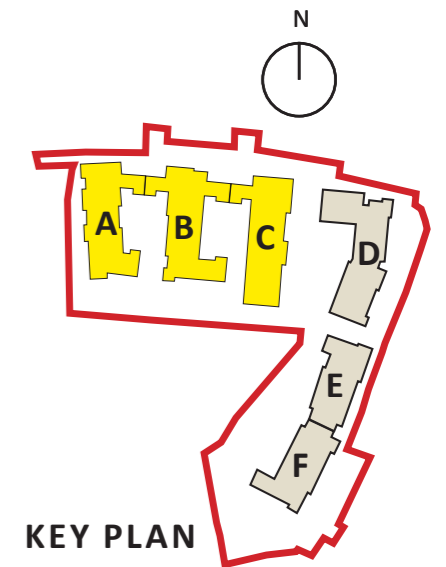
02 ELEVATION DETAIL BLOCK D

- Metal cladding
- 8 storey stone clad corner element
- 6 storey Brick facade
- Brick Facade to contain balconies to street front
- Number of openings reduced solid to void ratio increased
- Own door access units at Ground Floor

05 ABP OPINION RESPONSES



05 ABP OPINION RESPONSES



01



02



- Material palette reduced
- 7 storey stone clad corner element
- 6 storey Brick facade
- Metal cladding
- Brick Facade to contain balconies to street front
- Own door access duplex units at Ground Floor

05 ABP OPINION RESPONSES

2. Urban Design and Active Frontage:

(ii) Further consideration and/or justification of the documents as they relate to the ground floor uses of the proposed scheme, in particular along Greenhills Road, Airtion Road and surrounding the 'Courtyard Open Space' in terms of the creation of an active and vibrant streetscape at this location. A Design Statement addressing the criteria contained within section 11.2.4 of the South Dublin County Development Plan 2016 in relation to development within such regeneration zones should be submitted.

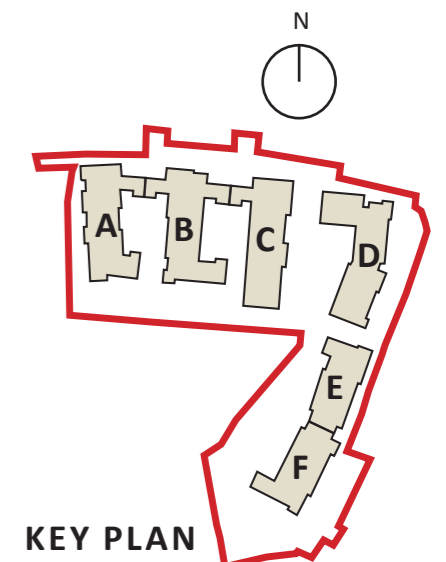
Response to item 2 (ii):

The ground floor uses to Greenhills Road, the public open spaces and the key routes through the site have been re-examined, with the inclusion of own door units to all proposed buildings and the addition of communal facilities for Block D.

The additional communal facilities within Block D are located at the southern end of the block next to the main pedestrian access from Greenhills Road and include a communal Lounge & a small office.

The inclusion of the own door units and communal facilities has enhanced the active frontage throughout the proposed layout and has added an improved sense of scale to the proposed elevations.

SITE PLAN



- ▶ Main Pedestrian Site Access
- ▶ Ground Level Apartment Own Door Unit
- Block Stair / Lift Core
- Communal Facilities
- Retail Areas
- Vehicle Access

GROUND FLOOR LEVEL
PROPOSED ACCESS AND CIRCULATION