



## ARCHITECT'S DESIGN STATEMENT

for PROPOSED RESIDENTIAL DEVELOPMENT  
CLONBURRIS STRATEGIC DEVELOPMENT ZONE  
PHASE 1A

Planning Application  
November 2021

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**1. INTRODUCTION**

**1.1 DESCRIPTION OF PROPOSED DEVELOPMENT**

The proposed development is located to the west of Co. Dublin on lands designated as a Strategic Development Zone. This is the 1st Phase of development proposed on the land. The proposal contains 3no. apartment blocks ranging in height from 4-6 storeys, 16no. duplex blocks which are 3 storeys in height, 173no. 2 storey houses spread across 7 residential cells and a 4 storey Community & Commercial building. The total number of residential units proposed is 569.

The proposal also contains a considerable open space provision comprising a local park and a linear park extension to the existing Grand Canal Park, which is a proposed Natural Heritage Area. The design of this development has been informed by the Clonburris Planning Scheme which was approved in 2019 in relation to these lands.

The development is taking place on lands designated CSW- S3 & CSW-S4. This phase of development contains proposals for the entirety of CSW-S4 and a significant area of CSW-S3, located within the Clonburris South West Development Area



- Clonburris SDZ Lands
- Local Authority Boundaries
- Train Line
- M50

IMAGE 1 – SDZ LANDS STRATEGIC CONTEXT MAP

**DESIGN TEAM**

|                                 |                                       |
|---------------------------------|---------------------------------------|
| Client                          | Cairn Homes Properties Ltd.           |
| Planning Consultant             | John Spain Associates.                |
| Architect                       | McCrossan O'Rourke Manning Architects |
| Civil and structural Engineer's | DBFL Consulting Engineers             |
| Landscape Architects            | Murray & Associates                   |
| Traffic and Transport           | DBFL Consulting Engineers             |
| Daylight and Sunlight Analysis  | IES                                   |
| Mech & Elec Engineer            | Waterman Moylan                       |
| CGI                             | 3-d Design Bureau                     |



**The key overarching principles of the Planning Scheme are as follows:**

- » To avail of a unique opportunity to create a multi-faceted new community in South Dublin County, promoting best practice in place making and sustainable development, cognisant of the existing centres and communities of Adamstown, Lucan, Clondalkin and Liffey Valley;
- » To realise the optimum development of the SDZ area with a target of 9,416 (up to 11,098) new homes offering a choice of dwelling types, sizes and tenure options;
- » To set out a masterplan for the SDZ lands which addresses the delivery of new community facilities and supporting infrastructure and to outline how they will be delivered;
- » To ensure that measures to support the sustainable development of the SDZ lands as detailed in the accompanying Strategic Environmental Assessment (SEA) Environmental Report, and associated environmental assessments are applied and adhered to in the Planning Scheme implementation;
- » To develop the SDZ in a manner that maximises existing and proposed public transport opportunities, including high quality rail and bus services, and supports these opportunities with an integrated network of streets and routes with a clear hierarchy that promote walking and cycling;
- » To direct land-uses and densities across the SDZ lands in a manner that creates a sustainable urban district that is based on the integration of land-use and transport planning;
- » To ensure that development across the SDZ lands is carried out in a design led manner that prioritises place making and accords with the core principles of urban design and the creation of integrated streets;
- » To develop vibrant mixed use centres around Clonburris and Kishoge railway stations as part of a hierarchy of urban centres to serve Clonburris;
- » To support the provision of attractive retail floorspace at Clonburris and Kishoge Urban Centres to contribute to the creation of active mixed use centres;
- » To support and facilitate growth of the local economy and promote the Planning Scheme as a location for employment;
- » To facilitate the balanced provision of community facilities and services for the residents of Clonburris to promote health and wellbeing, social inclusion and quality of life;
- » To maximise appropriate access to and use of the Grand Canal, Griffen Valley Park and other biodiversity assets in an ecologically sensitive way, thereby offering unique selling points to the SDZ Planning Scheme;
- » To deliver a network of high quality green and blue infrastructure spaces and public parks while protecting, enhancing and sensitively upgrading the natural, built and cultural assets of Clonburris lands;
- » To provide attractive, interesting and well used outdoor spaces using the latest place making and urban design principles, creating a pedestrian-centred environment with active, inviting public space, parks and private gardens;
- » To retain and enhance architectural heritage and archaeological heritage features, sites and structures within the SDZ lands by encouraging conservation and incorporation including adaptive re-use, where appropriate, within the built fabric and landscape of the SDZ Lands;
- » To prioritise the delivery of high quality services, utilities infrastructure, and sustainable urban surface water drainage;
- » pioneer the development of energy networks at the Clonburris and Kishoge urban centres, and explore potential for other low carbon energy opportunities at Clonburris; and
- » To ensure that the phasing and implementation of the SDZ occurs at a pace whereby it is supported by all necessary supporting community facilities, services, infrastructure and amenities, in order to ensure that place making is prioritised.
- » To provide for an accessible and inclusive new community at Clonburris, promoting the highest levels of universal accessibility in the design of all buildings, facilities and open spaces

**2. PRINCIPLES OF STRATEGIC DEVELOPMENT ZONE - CSW S3 & CSW S4**

The primary aim of the Clonburris SDZ is to create a vibrant, diverse and sustainable community in the west of Dublin, centred on the provision of a choice of high quality homes with access to a range of services and amenities. The zoned lands are strategically located adjacent to the Kildare/Dublin train line and bounded on the southern side by the Grand Canal which continues east towards the centre of Dublin and to the west.

In order to achieve its objectives, the planning scheme has set out key principles which each development sector should be designed around. While the proposal is cognisant of all of these objectives, a summary of the more pertinent objectives is as follows:

- To develop the SDZ in a manner that maximises existing and proposed public transport opportunities and supports these opportunities with an integrated network of streets and routes with a clear hierarchy that promote walking and cycling.
- Ensure that development is carried out in a design led manner that prioritises the place making and accord with the core principles of urban design and the creation of integrated streets
- To maximise appropriate access to and use of the Grand Canal and other (green spaces) and biodiversity assets
- To deliver a network of high quality green and blue infrastructure spaces and public parks using place making and urban design principles
- Provide an accessible and inclusive new community, promoting the highest levels of universal accessibility in the design of buildings, facilities and open spaces.

**PLANNING SCHEME FRAMEWORK**

Broadly speaking, the Clonburris Planning Scheme is divided into 3 “character areas” - Clonburris, Kishoge and Adamstown Extension. The subject site of this application is located in the Clonburris district - Development Area 3 - Clonburris South West (CSW) within 400m of the operational train station at Clondalkin-Fonthill. Future Phases of development at Clonburris will see an urban centre with areas of retail and commercial activity envisaged around the location of the train station. The Clonburris South West District is divided into 4 sectors in the Planning Scheme. This proposal encompasses the whole of CSW S4 and a considerable portion of CSW S3. The proposals for these sectors as set out in the SDZ are predominantly residential with a limited quantum of commercial and community areas also proposed.

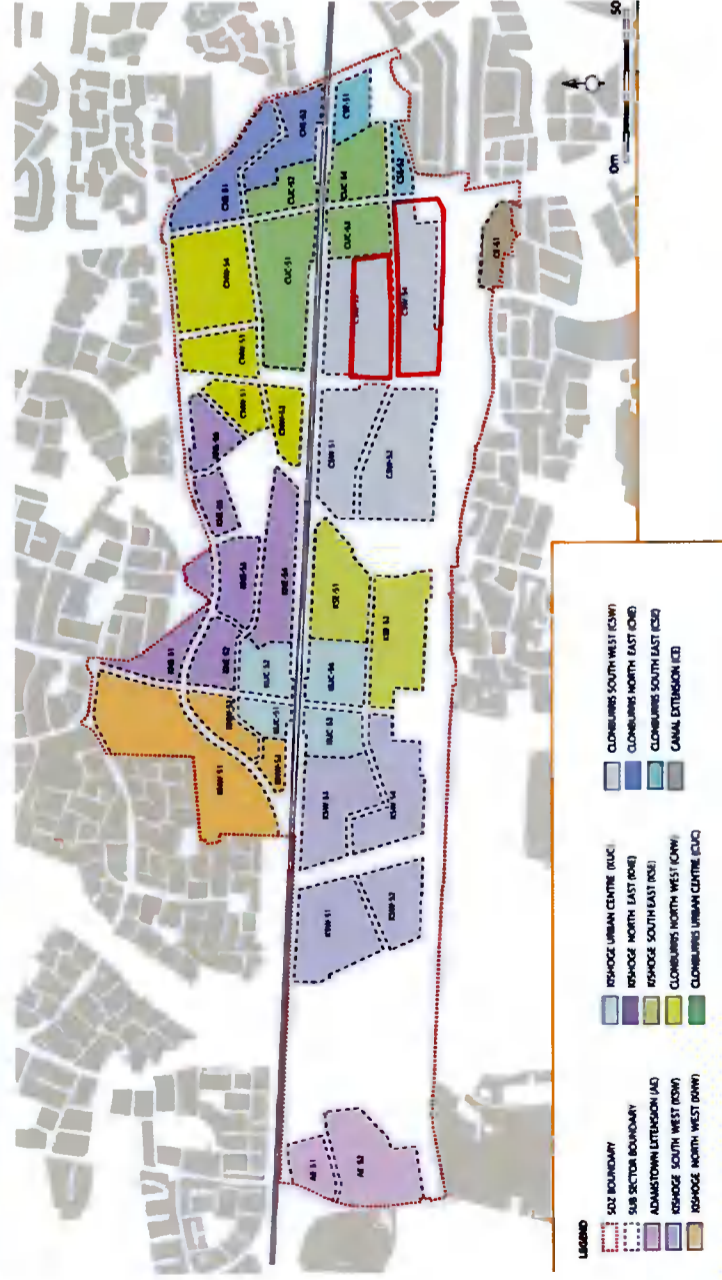


IMAGE 2 – SDZ PLANNING SCHEME EXTRACT - PRINCIPLES & DEVELOPMENT SECTORS





IMAGE 3 – SDZ EXTRACT - BUILDING CENTRE LINE & URBAN GRAIN



IMAGE 4 – SDZ EXTRACT - BUILDING HEIGHTS DIAGRAM

**BUILT FORM AND DESIGN**

The SDZ document sets out several guiding principles in order to further detail the urban structure for the SDZ lands to ensure an integrated and holistic approach for each of the stakeholders when they develop.

- Block forms shall be perimeter blocks and encourage permeability
- Building frontage to all sides
- Continuity of building frontage
- Adequate separation distances
- Appropriate building set backs in line with ground floor uses
- Adequate arrangements for car parking
- Consideration and provision of "fine urban grain" within block/cell structure

**BUILDING HEIGHTS AND STREET WIDTHS**

The building heights which have been designated under this planning scheme have taken several aspects including, but not limited to, density, urban structure requirements, place making and enclosure under consideration when setting out the parameters for the proposals. CSW S3 and CSW S4 height designations range from 2-6 storeys.

2.8.6 of the document:

*"In order to promote place making, urban legibility and visual diversity, varied building heights are supported across the SDZ lands. Appropriate building height to street ratios shall be incorporated across the SDZ lands in a manner that promotes and maintains a sense of enclosure along the streetscapes"*

The document also encourages variety in the roofscapes to contribute to this sense of enclosure and architectural distinctiveness.



GREEN INFRASTRUCTURE

The Planning scheme makes it clear that Landscape and open space and the quality of green and blue infrastructure is critical to the delivery of a successful and sustainable community at Clonburris. 90 hectares of open space is to be delivered across the SDZ lands with all residents to be within 400m of natural or semi natural open space.

Three large parks designated in the SDZ will provide the main public open spaces. These 3 parks are connected by a "Strategic Green Corridor" along the grand canal on the southern edge of the subject site. This Green Corridor is a proposed Natural Heritage Area. The Geological Survey of Ireland has compiled a list of Proposed Natural Heritage areas on which the Grand Canal corridor features. They have also provided mapping data identifying the boundary of the proposed Natural Heritage Area. Reservation lines of 30 metres and 50 metres from the edge of the identified boundary is then applied to the development. This line is identified on the proposed site plans included in this application and is discussed further in sections 3.3 and 3.8 of this document. These setbacks prohibit the development of a building within 50 metres and any road network within 30 metres of the canal edge. The 1st section of this green corridor which runs the length of the SDZ lands will be delivered with this phase of development.

The provision of green infrastructure will be further supplemented by smaller local parks and urban squares as designated in each development sector, establishing a hierarchy of high quality and multi functional open spaces. These local parks create an additional "local green corridor" which is focused on the provision of a network of routes connecting local parks and strategic open spaces which prioritises the safe movement of cyclists and pedestrians.

2.10.2 of the document:

*"It is a key requirement that the amenity of the existing landscape assets within the proposed parks, including the Grand Canal, habitats and historic features are enhanced and where appropriate, integrated into the landscape structure..."*

*The Facilities in the main parks will be complimented by local play facilities including full size playing pitches, to be provided in the local open spaces"*

Two Significant areas of Public open space will be delivered with this phase of development.

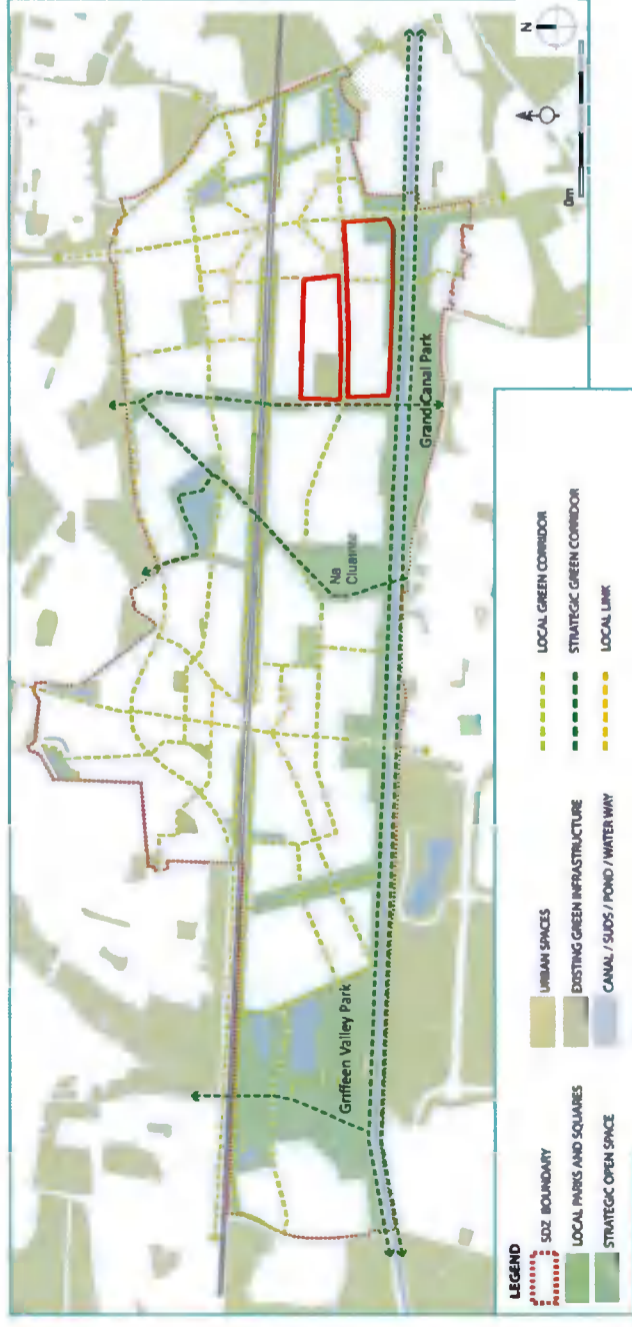


IMAGE 5 – SDZ EXTRACT - OPEN SPACE NETWORK



IMAGE 6 – NATURAL HERITAGE AREA RESERVATION LINES - 50M SET BACK FROM CANAL EDGE



DEVELOPMENT AREA - SPECIFIC OBJECTIVES

The Clonburris character area will be comprised of an urban centre of medium to high density development with retail, civic and community uses which will transition outwards from the local centre to medium and lower density residential development with local nodes, community floorscapes and high quality open spaces.

Phase 1a - the subject of this application - is to be undertaken in Clonburris South West - Development Area 3 of the Clonburris SDZ lands in sectors CSW-S3 & CSW-S4. The characteristics of this development sector will be predominantly medium density residential with local community/commercial facilities.

The Key objectives which apply to these sectors are:

- To develop a high quality residential neighbourhood
- To develop a new local node, Cappagh (CSW-S4) forming the new Boundary Park
- To provide locally accessible open spaces of local and strategic importance
- To Ensure high levels of legibility and ease of orientation
- To provide a new link route as part of the main connection between Clonburris and Kishoge Urban Centres
- To prioritise pedestrian and cyclist movement
- To provide for a range of housing along the new avenue and local streets including homezones
- To provide a distinctive, diverse and quality frontage to the canal corridor
- Sensitively designed pedestrian access points to the Grand Canal
- To seek the re-use of Omer's Lock House

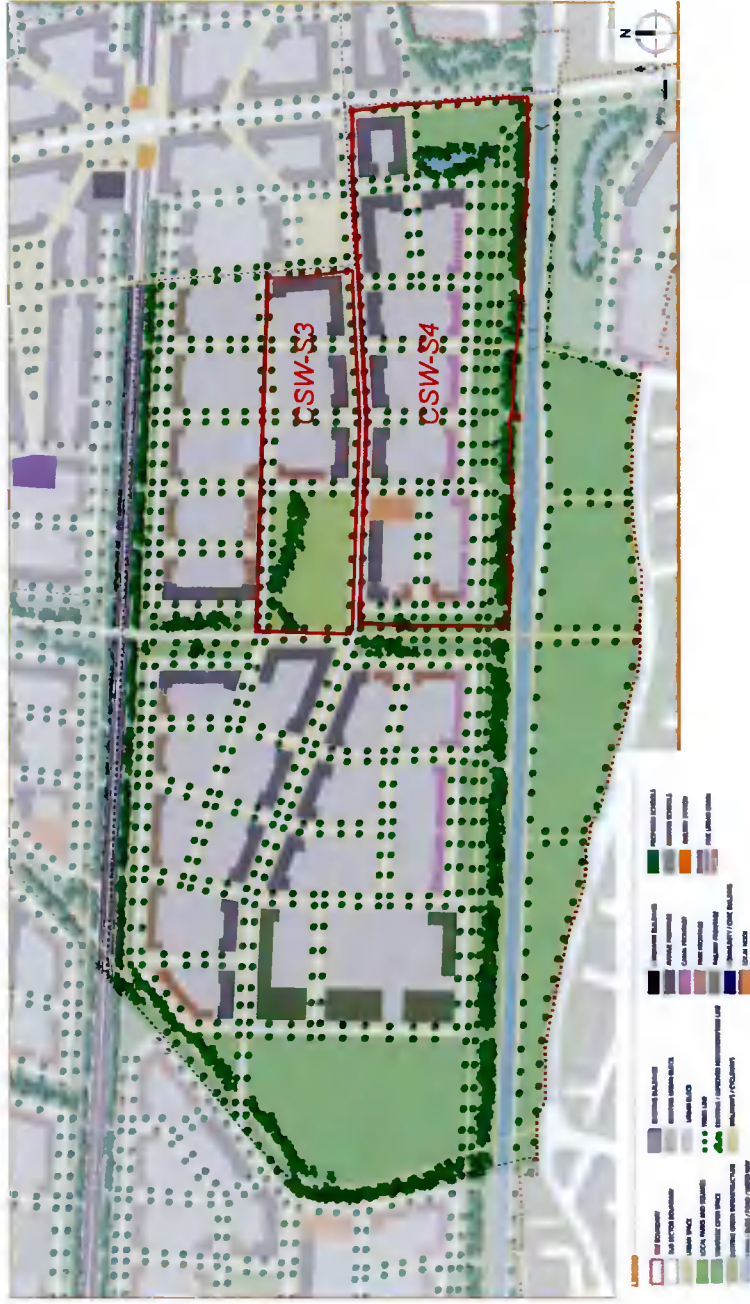


IMAGE 7 – SDZ EXTRACT - DEVELOPMENT SECTOR 3

| <b>Area character type</b>               | Mixed development area with medium density residential development and will contain local community facilities, including a primary and post primary school and small scale retail and commercial uses.   |            |                 |        |            |        |            |        |            |        |            |
|--|---|------------|-----------------|--------|------------|--------|------------|--------|------------|--------|------------|
| <b>Net development area</b>              | 25,981ha  |            |                 |        |            |        |            |        |            |        |            |
| <b>No of units (Target)</b>              | 1,441   |            |                 |        |            |        |            |        |            |        |            |
| <b>Net Density</b>                       | <table border="1"> <thead> <tr> <th>Sub Sector</th> <th>Density Range</th> </tr> </thead> <tbody> <tr> <td>CSW-S1</td> <td>45-55</td> </tr> <tr> <td>CSW-S2</td> <td>45-55</td> </tr> <tr> <td>CSW-S3</td> <td>51-61</td> </tr> <tr> <td>CSW-S4</td> <td>59-69</td> </tr> </tbody> </table>                       | Sub Sector | Density Range   | CSW-S1 | 45-55      | CSW-S2 | 45-55      | CSW-S3 | 51-61      | CSW-S4 | 59-69      |
| Sub Sector                               | Density Range   |            |                 |        |            |        |            |        |            |        |            |
| CSW-S1                                   | 45-55   |            |                 |        |            |        |            |        |            |        |            |
| CSW-S2                                   | 45-55   |            |                 |        |            |        |            |        |            |        |            |
| CSW-S3                                   | 51-61   |            |                 |        |            |        |            |        |            |        |            |
| CSW-S4                                   | 59-69   |            |                 |        |            |        |            |        |            |        |            |
| <b>Affordable/Social dwellings</b>       | To be regulated in accordance with relevant legislation and SDCC-Housing Policy   |            |                 |        |            |        |            |        |            |        |            |
| <b>Non-retail commercial development</b> | 200 sqm min   |            |                 |        |            |        |            |        |            |        |            |
| <b>Retail development</b>                | 650 sqm max   |            |                 |        |            |        |            |        |            |        |            |
| <b>Community</b>                         | 600 sqm min   |            |                 |        |            |        |            |        |            |        |            |
| <b>Building height</b>                   | <table border="1"> <thead> <tr> <th>Sub Sector</th> <th>Building Height</th> </tr> </thead> <tbody> <tr> <td>CSW-S1</td> <td>2-6 storey</td> </tr> <tr> <td>CSW-S2</td> <td>2-4 storey</td> </tr> <tr> <td>CSW-S3</td> <td>2-6 storey</td> </tr> <tr> <td>CSW-S4</td> <td>2-6 storey</td> </tr> </tbody> </table> | Sub Sector | Building Height | CSW-S1 | 2-6 storey | CSW-S2 | 2-4 storey | CSW-S3 | 2-6 storey | CSW-S4 | 2-6 storey |
| Sub Sector                               | Building Height   |            |                 |        |            |        |            |        |            |        |            |
| CSW-S1                                   | 2-6 storey  |            |                 |        |            |        |            |        |            |        |            |
| CSW-S2                                   | 2-4 storey  |            |                 |        |            |        |            |        |            |        |            |
| CSW-S3                                   | 2-6 storey  |            |                 |        |            |        |            |        |            |        |            |
| CSW-S4                                   | 2-6 storey  |            |                 |        |            |        |            |        |            |        |            |
| <b>Public open space</b>                 | 14,300 sqm  |            |                 |        |            |        |            |        |            |        |            |

IMAGE 8 – SDZ EXTRACT - DEVELOPMENT SECTOR 3 OBJECTIVES



### 3. ARCHITECT'S DESIGN STATEMENT

#### 3.1 SITE LOCATION & CONTEXT

The site is located in a Strategic Development Zone (SDZ) to the west of the M50, Co. Dublin. This is the 1st phase of a multi phase development intended to deliver a new community on the western edge of Dublin. The SDZ lands consist of approximately 280 hectares within the established suburban context of Lucan, Clondalkin and Liffey Valley. The proposed site has a gross measurement of 17 hectares approx. The measurement includes proposed local parks measuring c. 4.1 hectares and the temporary haul road.

The lands are currently characterised by an agricultural landscape and have never been developed beyond this use. The townland of Lucan is located to the North west and Clondalkin to the south East. Three smaller communities - Deansrath, Ronanstown and Cappaghmore are located to the south, north east and south east respectively.

The subject site is bounded by the grand canal to the south and the R113 Fonthill Road to the east. To the north, there are further SDZ development lands and the Kildare to Dublin rail line which bisects these lands from east to west. To the west the R136 Outer Ring Road bisects the site from further SDZ development lands to the west. There is an operational train station to the North east of the site and another to the North West which is due to be commissioned as part of the development of the SDZ lands.

The permitted Clonburris Southern Link Street (CSLS) under SDZ20A/0021 bisects the proposed development. North of the CSLS the site is within sub sector CSW S3 while the south is within sub sector CSW S4 of the Clonburris South West Development Area. The Clonburris South Link Street which links the R113 to the R136 will provide access to the subject site. This means a significant portion of both sides of the main street can be developed as part of this 1st phase.

The Grand Canal located to the south of the site is a proposed Natural Heritage area and as such has a development reservation line of 50m for buildings and 30m for road construction. In addition to this, there is an existing high pressure Gas Networks Ireland gas main and watermain running along the eastern boundary of the site requiring a combined wayleave of 20 metres from the edge of the Fonthill road.

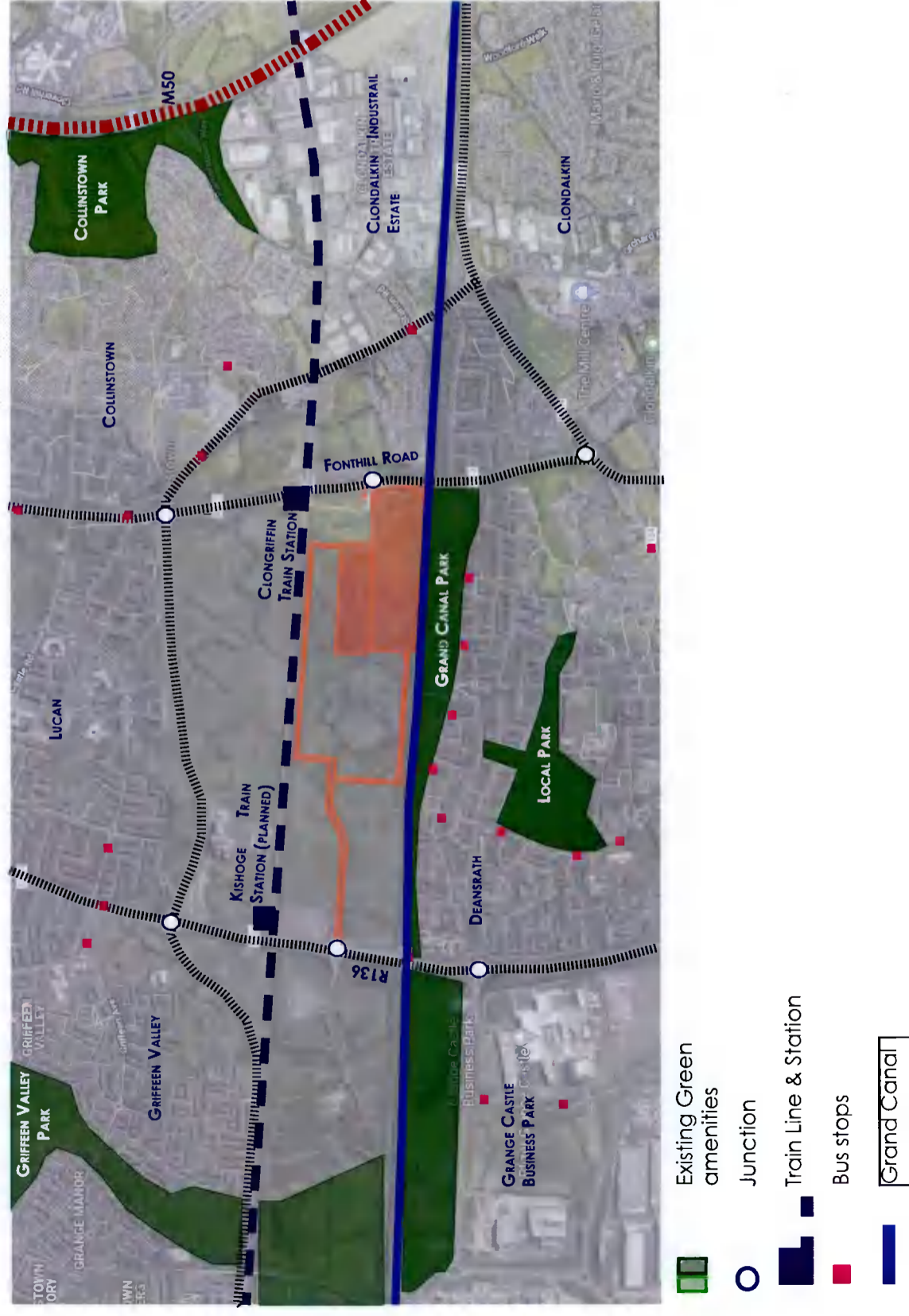


IMAGE 9 – ILLUSTRATIVE SITE CONTEXT





VIEW 1



VIEW 2



VIEW 3



VIEW 4



VIEW 5



VIEW 6



ARIEL VIEW 7



**3.2 PLANNING CONTEXT - PLANNING SCHEME PARAMETERS**

The Planning Scheme for Clonburris as it relates to the subject site have been outlined in section 2 above. The document recognises the assets of the existing site, in particular the Grand Canal, and the parameters set out in the planning scheme aims to emphasise and integrate the Grand Canal as a major amenity within the SDZ lands and connect it to the south, north east and west. The overarching principles which apply to this site relates mainly to the delivery of a diverse range of unit typologies and safe connections to the green corridor at the Grand Canal and the wider network of open spaces envisaged in the planning scheme. Additionally, further connections must be established to public transport hubs. These connections must be delivered within a legible hierarchy of streets which prioritise pedestrian and cyclist movement and place making. Emphasis is also placed on the delivery of high quality accessible local open spaces offering a range of activities.

More specifically for these development sectors, the planning scheme requires proposals for a distinctive, diverse and quality streetscape along the Canal, the re-use of the protected structure "Omer's lock house" and the delivery of a "Local Node" building in CSW S4.

A Permission has been granted for Infrastructure works relating to the road which links the R136 to the Fonthill Road (Reg ref SDZ20A/0021) which is the proposed entrance to the eastern side of the SDZ lands.

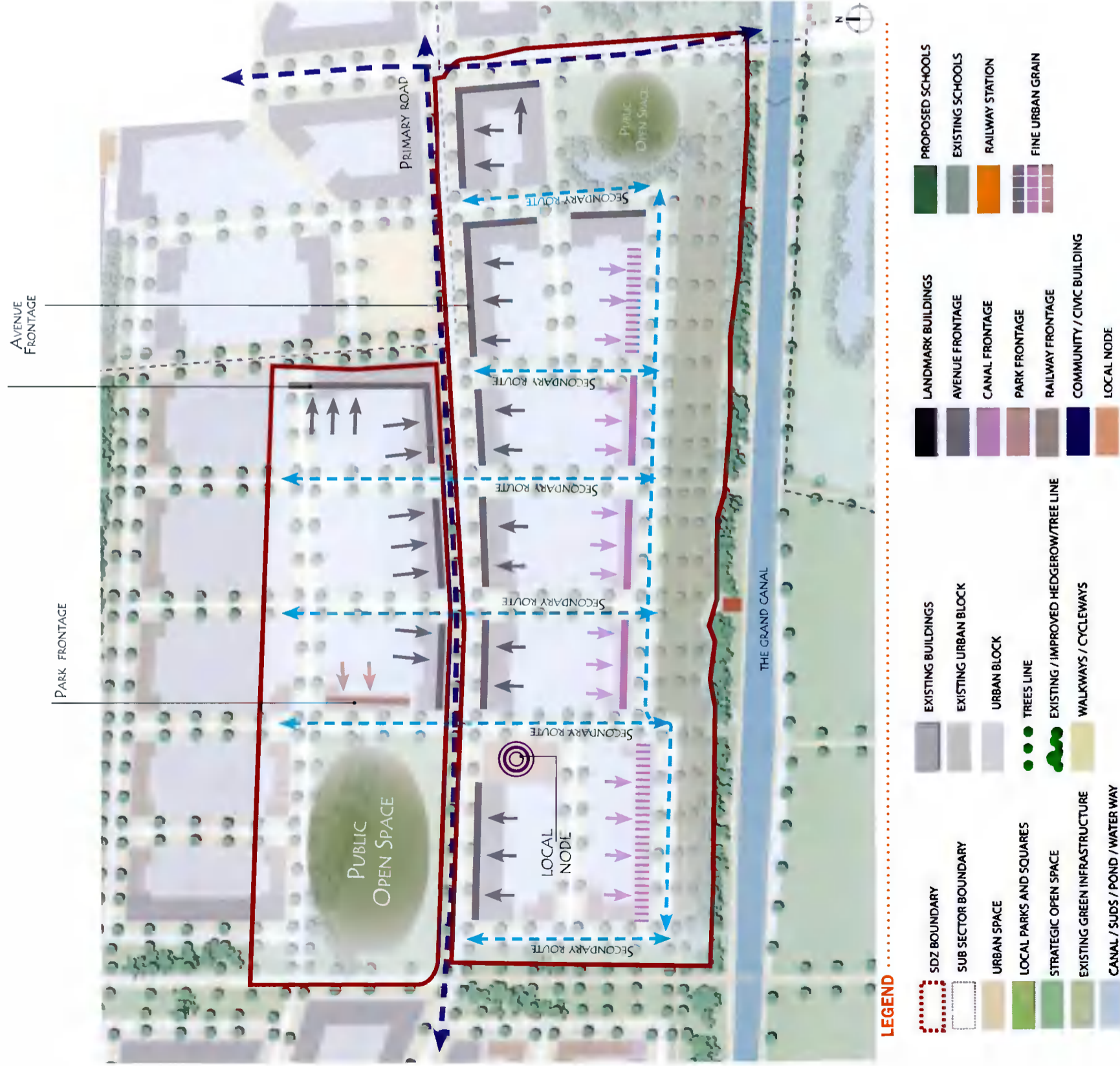
3 pre planning meetings in relation to this development have occurred, working through the design responses to some of the items listed above. These took place on

**Pre App 1 Meeting with SDCC 17.11.20**

**Pre App 2 Meeting with SDCC 30.03.21**

**Pre App 3 Meeting with SDCC 30.07.21**

This document will outline the response to the SDZ document and how the design complies with the aspirations set out in the planning scheme.



**LEGEND**

|                                 |  |                  |
|---------------------------------|--|------------------|
| SDZ BOUNDARY                    | EXISTING BUILDINGS                     | PROPOSED SCHOOLS |
| SUB SECTOR BOUNDARY             | EXISTING URBAN BLOCK                   | EXISTING SCHOOLS |
| URBAN SPACE                     | URBAN BLOCK                            | RAILWAY STATION  |
| LOCAL PARKS AND SQUARES         | TREES LINE                             | FINE URBAN GRAIN |
| STRATEGIC OPEN SPACE            | EXISTING / IMPROVED HEDGEROW/TREE LINE |                  |
| EXISTING GREEN INFRASTRUCTURE   | WALKWAYS / CYCLEWAYS                   |                  |
| CANAL / SUDS / POND / WATER WAY |  |                  |
|                                 | LANDMARK BUILDINGS                     |                  |
|                                 | AVENUE FRONTAGE                        |                  |
|                                 | CANAL FRONTAGE                         |                  |
|                                 | PARK FRONTAGE                          |                  |
|                                 | RAILWAY FRONTAGE                       |                  |
|                                 | COMMUNITY / CIVIC BUILDING             |                  |
|                                 | LOCAL NODE                             |                  |

IMAGE 11 – INITIAL SITE ANALYSIS / SDZ OBJECTIVES



**3.3 SITE CONSTRAINTS, CONNECTIONS AND OPPORTUNITIES FOR INCLUSIVITY**

The site is now unused lands, formerly agricultural in nature and physical site features within the red line boundary comprise existing hedgerows enclosing fields which were formerly enclosed. The primary conditions which required a design response for these sectors are located on the eastern and southern boundaries. On the southern boundary, as mentioned, the proposed Natural Heritage Area (NHA) requires a setback of 50m in order to preserve the well established trees and hedgerows and wildlife currently established in the area. This site characteristic has been recognised in the planning scheme as an important amenity in the area and the planning scheme has been set out to use and enhance this amenity for existing and future residents. The design proposal identifies additional opportunities to enhance this public amenity by proposing an area of open space featuring areas of natural play and seating linked with the existing lock house to the south. This area of open spaces is located centrally in CSW S4 and a pedestrian and cyclist priority route has been established from the main avenue encouraging high levels of pedestrian permeability. Careful consideration has been given to where the existing hedgerows to the south can be broken to facilitate access points from the site to the walking routes along the canal. These hedgerows are an important feature of the green corridor along the Grand canal and have been treated with the utmost sensitivity. See Murray's Landscape design report for further details of these minor interventions.

On the eastern boundary, the location of a high pressure Gas Networks Ireland gas main and watermain means that the building line must be set back from the Fonthill road to facilitate these existing wayleaves. The resulting condition has been exploited as an opportunity to provide a landscaped pedestrian / cyclist connection from the Grand Canal up to the Fonthill road and rail line. This route will strengthen the connection between the network of Open spaces proposed as part of the SDZ and facilitate wider access from public transport links to the Grand Canal park leisure amenity.

An access point to the lands has been permitted on the eastern boundary in between the 2 development sectors. This will act as main entrance to the development on the eastern side and is just 200m from the Fonthill/Clondalkin train station. The spine road linking the Fonthill road to the R136 has been also been permitted and will facilitate large sections of the development of the Clonburris and Kishoge character areas as well as creating a strong connection from east to west through the development lands.

The Urban Design principles have been set out in the planning scheme and as such, several conditions have been stipulated in the document relating to these development sectors. In development Sector CSW-S4 which is in the south east of the SDZ lands, an "avenue Frontage" of maximum 6 storeys is proposed in response to the requirement for Height and density along the Fonthill road. In response he proposal features a 6 storey building at the entrance to the development in CSW S4 which runs along the eastern boundary. This 6 storey building will be an appropriate response to the proposal for Clonburris Urban centre to the north of the subject site, where higher density development is envisaged at the public transport and commercial node.

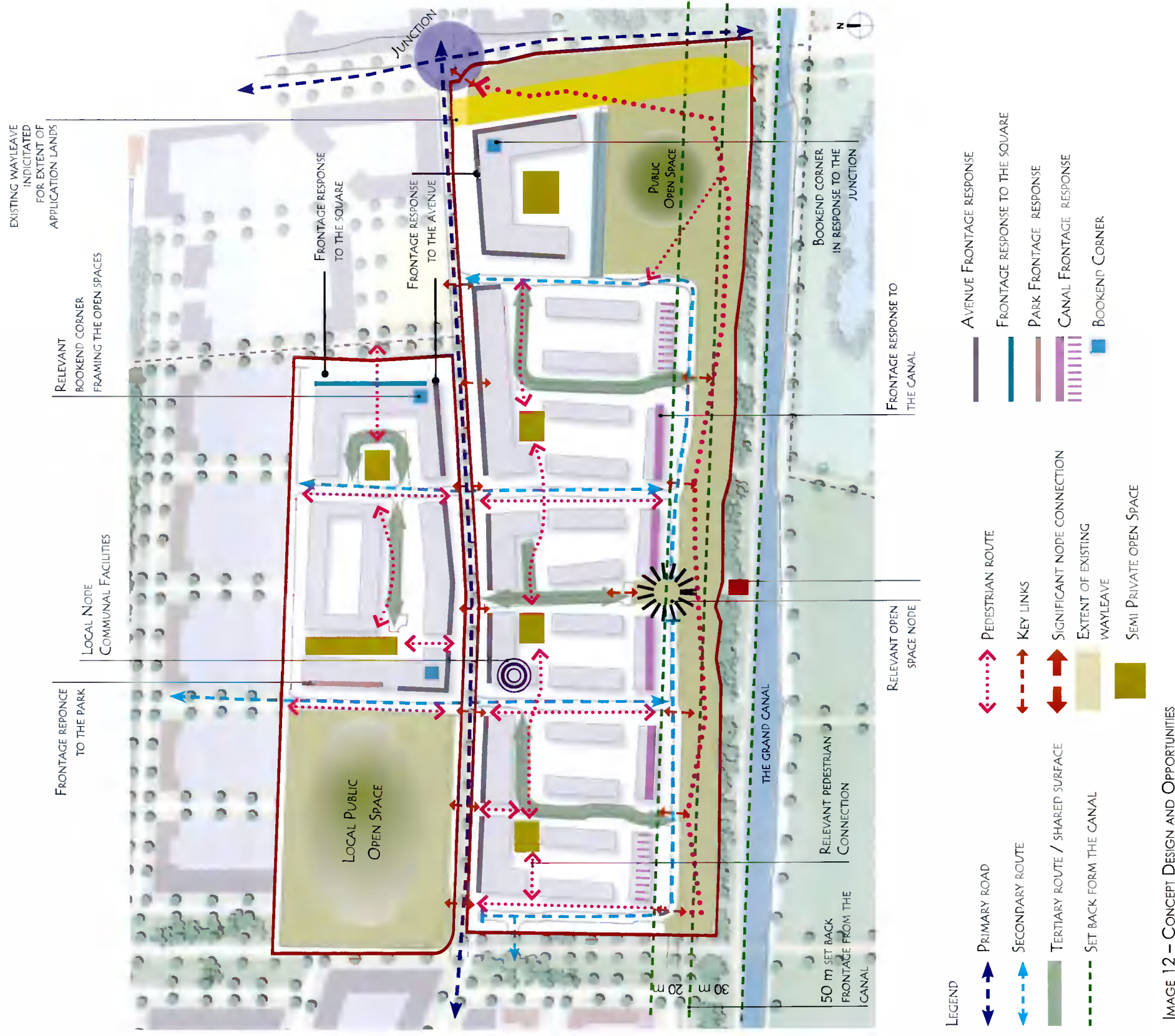


IMAGE 12 – CONCEPT DESIGN AND OPPORTUNITIES



3.4 LAYOUT, ASPECT & VARIETY

A total of 569 residential units are proposed in a mix of houses and apartments – in total, 396 apartment are proposed. These are contained in 3no. apartment blocks and 16no. 3 storey blocks in simplex / duplex arrangements. Within these blocks, 108no. 1 bed units, 209no. 2 bed units and 79no. 3 bed units are proposed. The houses total 173 in a mix of 8no. 2 bed houses, 153no. 3 bed houses and 12no. 4 bed houses.

The provision of appropriate links which deliver a high level of permeability is a fundamental consideration in the layout. The street network is set out to take maximum advantage of the significant leisure amenity of the canal to the south. Several breaks in the urban edge to the avenue which bisects the site have been provided on the north and south, ensuring a high level of permeability for pedestrians and cyclists. The streets themselves have been designed in a hierarchy of local streets and homezones with pedestrian priority in mind, with small parking courtyards providing on street parking located away from pedestrian desire lines. Some in curtilage parking is proposed in local streets and homezones, prioritising the pedestrian and keeping footpaths and homezones free of obstruction.

In addition to this, the existing wayleaves which run along the eastern boundary of the site provided an opportunity for a pedestrian focused link to the Fonthill rain station. A route has been proposed which connects the canal tow path and the internal street network to the Fonthill road through the proposed open space to the south east of the site. A path slopes up from grade to the junction at the entrance to the development, where a signalled junction is proposed. This provides an accessible and pleasant walking route to the train station.

The provision of an active frontage to the main avenue was a fundamental consideration in the development of the building typologies which about it. A duplex arrangement was designed to feature a front door directly serving the main street, with small parking courts providing on-street parking located behind. This arrangement is intended to give primacy to pedestrian and cyclist connectivity rather than surface car parking. The design of these units are dual fronted, providing future active frontage on the courtyard side and delivering high levels of passive surveillance. These parking courts are punctuated by small pockets of open space which are located at intervals along the pedestrian route running east to west and which connect the residential cells. This route is enhanced by "end treatment" houses which engage with this pedestrian route and provide visual interest as one travels through the courtyard spaces/

The objective of providing active frontage has been extended to Block 2 and Duplex Block O as it faces what will be the Urban Plaza which forms part of Clonburris Urban Centre. A generous area has been given to the front of these blocks to allow for well landscaped terraces to enliven the elevations. The duplex blocks have own door access abutting the plaza and a core entrance with additional facade lighting proposed for Block 2 as well as a brick plinth to articulate the ground floor.

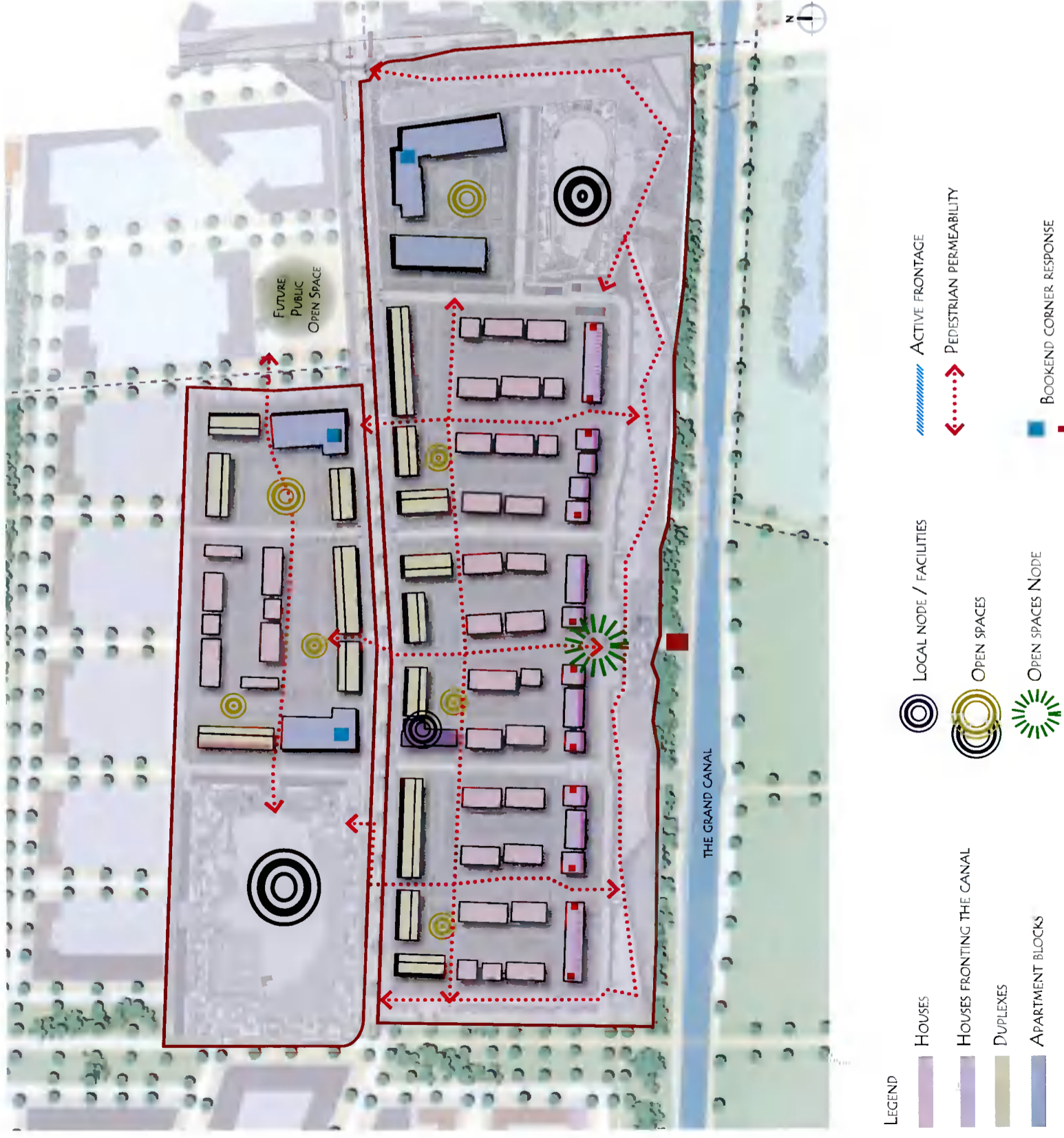


IMAGE 13 – DESIGN RESPONSE DIAGRAM





IMAGE 14 – DEVELOPMENT ENTRANCE

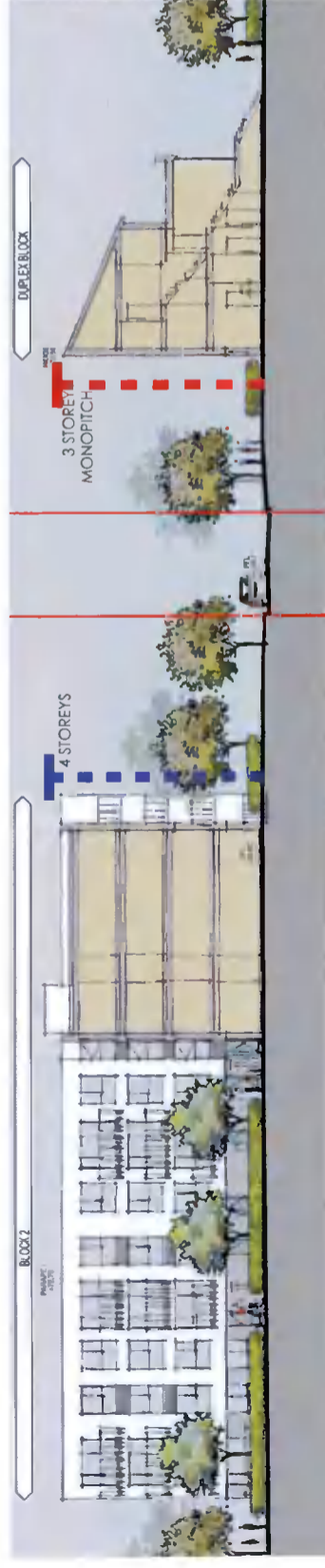


IMAGE 15 – AVENUE ENCLOSURE



IMAGE 16 – NORTH ELEVATION MAIN STREET

Block 1, comprising 2 structures enclosing a communal open space is positioned at the junction of the Fonthill Road and the East West Clonburris Southern Link Street (CSLS) linking it to the R136. The prominent location of this Block at the southern side of the main entrance to the scheme together with its proximity to Clonburris Urban Centre has prompted a design response we respectfully submit is appropriate to its setting. The building form provides a strong urban edge to the east, north and west and the massing has increased to the maximum six storey height permitted in this development parcel. The existence of the gas wayleave and existing topographical conditions prevent direct frontage onto the busy Fonthill road but the block engages fully with the new avenue running east to west from the main entrance. The architectural composition at the north east corner seeks to achieve a well considered and high quality design solution which acts as backdrop to the main entrance, framing it in a manner which marks its significance but will not compete with the landmark elements that will be delivered in the Urban Centre immediately to the north. A significant break in the block on the southern side of the building allows for maximum daylight penetration and means that many of the residents will enjoy uninterrupted views of the proposed open space to the south of Block 1 and the Canal beyond it.

The Duplex Blocks which are proposed for both sides of the avenue adheres to figure 2.8.5 of the SDZ document which sets out locations of fixed building lines. As well as the duplex blocks in CSW S3, the proposed development cell is flanked on both edges facing the avenue side by a 4 storey apartment building (see image 15 below). These different typologies provide in variety the streetscape and together with the monopitch duplexes provide a sense of enclosure, as envisaged in the SDZ, to the main avenue and an urban edge to the open spaces proposed in the development. A transition in height as one moves away from the primary route through the SDZ lands is reflected in the street sizes and treatments. More intimate streets with shared surfaces provide pedestrian priority within the residential cells.

Similarly, the approach the streetscape facing the canal was given careful consideration in the context of delivering a visually interesting and distinctive aesthetic for this location of the development. A variety of house typologies are proposed along the southern section, which are laid out to provide a softer and more varied edge to the linear park. The SDZ stipulates a requirement for "fine urban grain" in the most eastern and western cells. This is addressed by the proposal of a unit which through its roof design emphasises the grain of the plan in a distinctive and unambiguous fashion. This is augmented by alternating the materiality of the units within these terraces of houses and along the canal elevation in general.

The "local node" building in CSW S4 facilitates the provision of the a crèche facility which will serve the local community and an "innovation hub" which will provide office and meeting room facilities intended to promote both community and commercial activity. The local node building has a 4 storey presence to main street and is located across the avenue from Block 3 which is also 4 storey. These buildings enclose the street and frame the local park beyond serving as a visual place marker. This is further reinforced by its distinctive design.



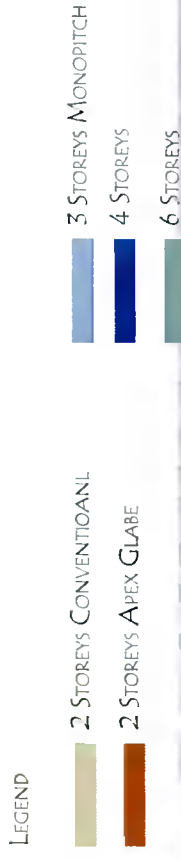


IMAGE 17 – HEIGHTS DIAGRAM

The building Height Strategy has been set out in the SDZ document in figure 2.8.10. The planning scheme sets out to promote place making, urban legibility and visual diversity and thus, varied building heights are supported across the SDZ lands. These heights are set out to achieve appropriate building heights to street width ratios.

Block 1 at the entrance to the development is proposed at 6 storeys. This will tie in with the higher density development proposed in Clonburris Urban Centre to the north of the subject Lands. We believe that the maximum height as set out in the SDZ is appropriate in this location in order to provide a presence to the Fonthill Road. Existing conditions such as the significant wayleave which runs along the eastern boundary and the level difference of c. two metres between the Fonthill road and the proposed FFLs for block 1 mean that the maximum height permitted under the planning scheme is the appropriate design response.

The Duplex Blocks which are proposed for both sides of the main avenue have been designed to feature a monopitch roof which presents a similar height as a 4 storey typology to the avenue, with the lower side presenting to the local streets which are comprised of 2 storey housing. This allows the transition in height to occur more organically while achieving a similar level of enclosure to the main avenue as a 4 storey building model. These compensatory design measures have been taken to ensure that the 3 storey building typology achieves the appropriate building height to street width ratios described in the planning scheme.

The residential cells largely feature 2 storey models which generally have the 3 storey duplex model adjacent to them. The Duplex model seeks to ease the visual transition from the 6 storey model of Block 1 and the lower density model of the housing cells. Visual interest is created along the avenue through the use of materials and the introduction of 4 storey apartment buildings in CSW S3 and the local node building in CSW S4.



IMAGE 18 – MAIN STREET ELEVATION - MONOPITCH AND 4 STOREY LOCAL NODE



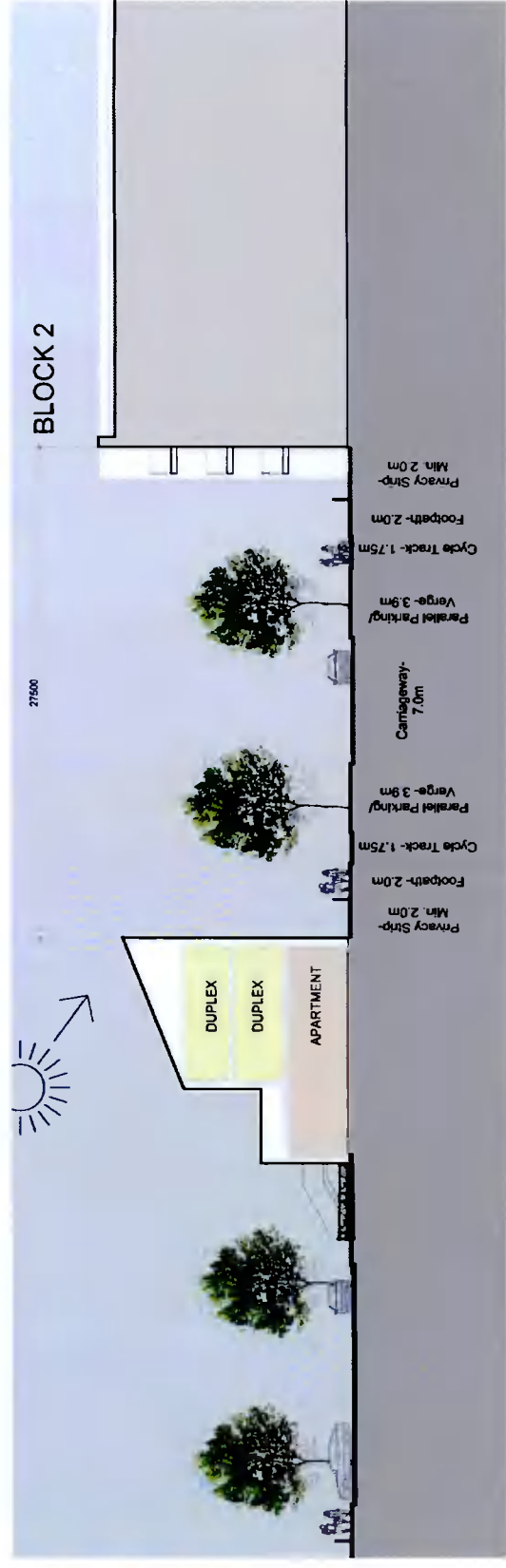


IMAGE 19 - INDICATIVE LINK STREET / AVENUE SECTION

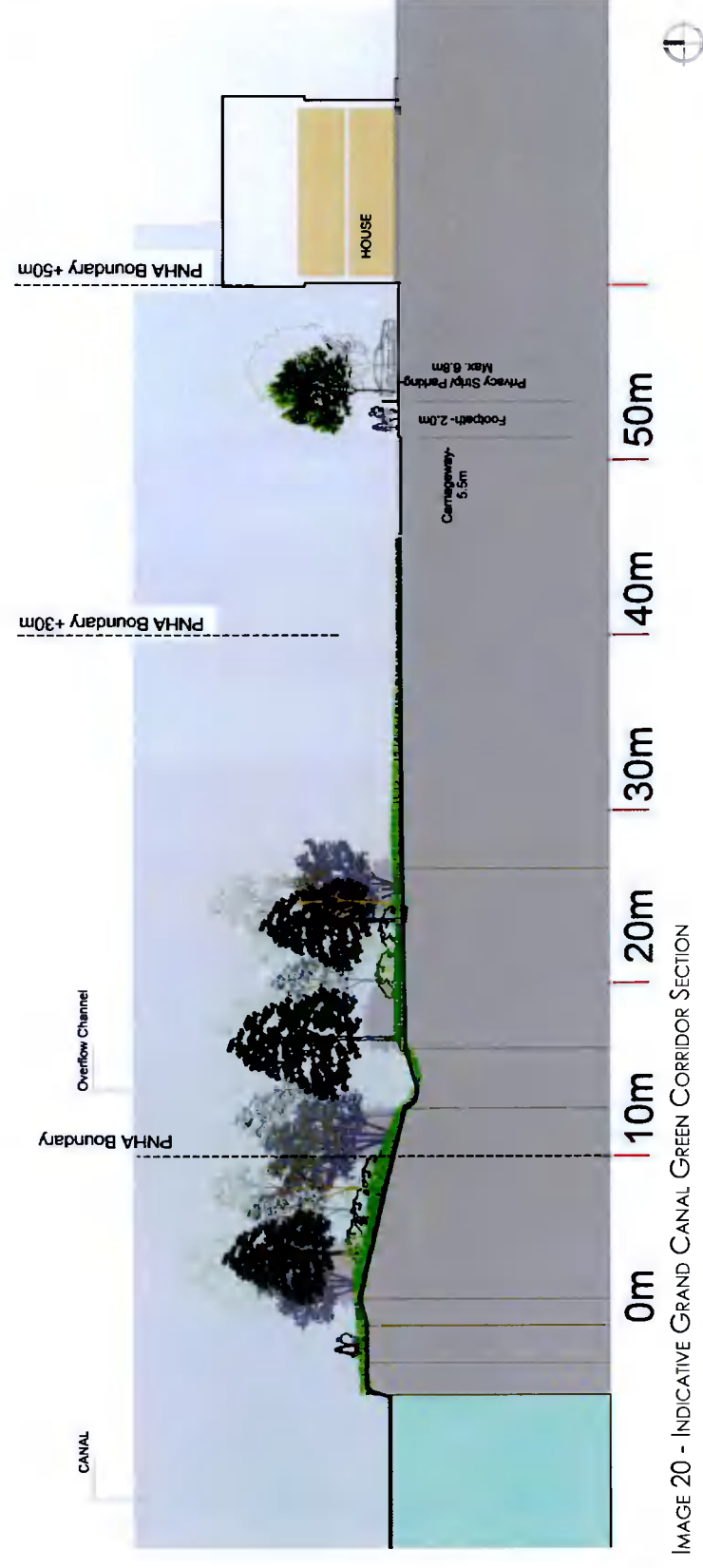


IMAGE 20 - INDICATIVE GRAND CANAL GREEN CORRIDOR SECTION

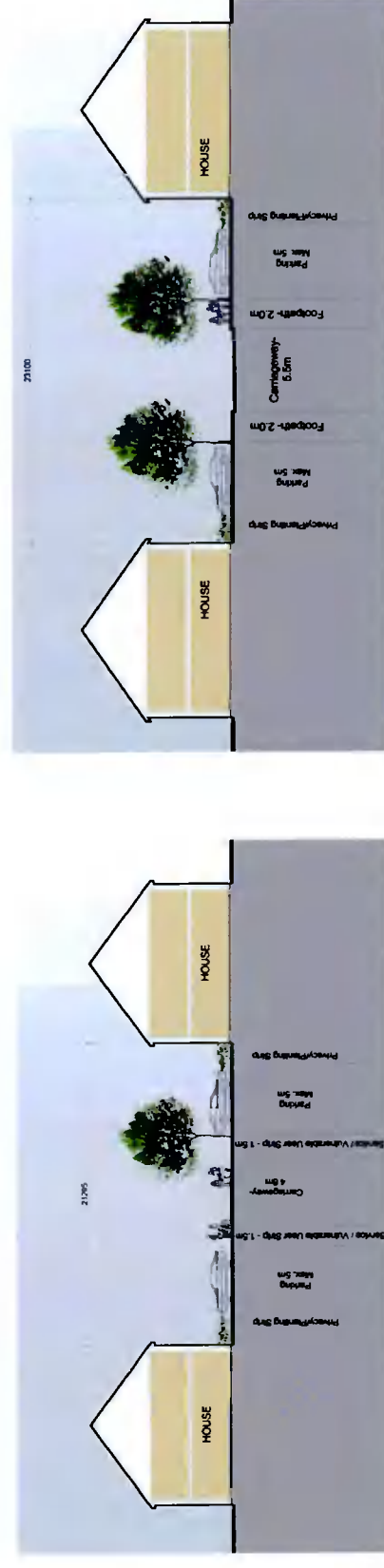


IMAGE 21 - INDICATIVE "HOMEZONE" STREET SECTION

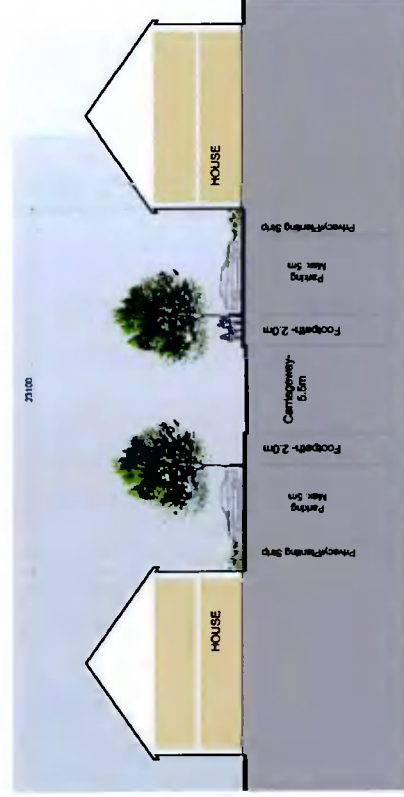


IMAGE 22 - INDICATIVE LOCAL STREET SECTION

STREET NETWORKS & ENCLOSURE

The strategy for height and street enclosure has been carefully considered during the design process and has been discussed with South Dublin County Council as part of the pre planning consultations. Following on from these discussions, the proposal contains 4 primary street typologies as described below and set out in Section 2.2.4 of the planning scheme - *Street Network and Vehicular Movement*.

LINK STREET / AVENUE

Permission for the East West Clonburris Southern Link Street (CSLs) which links the Fonthill Road and the R136 has been granted under Reg Ref SDZ 20A/0021 and it's design is aligned with parameters set out in Figure 2.2.5. Appropriate street enclosure is provided by a mix of 4 storey and 3 storey monopitch buildings in line with building heights set out in Table 3.3.3 of the planning scheme relating to sectors CSW S3 & CSW S4.

GRAND CANAL CORRIDOR - PHNA

The requirement for distinctive frontage and "fine urban grain" along the Grand Canal Green Corridor has been addressed through the proposal of a wide variety of typologies in alternating styles and materials. The proposal also incorporates prescribed setback distances associated with the proposed Natural Heritage Area which is located due south of the development. These setbacks provide an opportunity to extend the Grand Canal Green Corridor into the development lands, further integrating it into the fabric of the proposal.

LOCAL STREETS

There are 2 types of "local street" proposed as part of this scheme, both placing emphasis on pedestrian and cyclist movement. The first as per image 21 below envisages local vehicular access only with a shared surface, visually indicating pedestrian priority to all users. These "Homezones" also feature integrated traffic calming measures, such as 1 one way traffic systems or hammerheads, further reinforcing the primacy of the pedestrian in these areas.

The Local Streets facilitate a higher level of vehicular movement and thus are slightly wider than the more intimate setting in the Homezones. These streets link form North to south across the avenue, further reinforcing the street Hierarchy within the scheme. As they will generally carry higher levels of vehicular traffic, a clear delineation between road surface and footpath is proposed in the interests of pedestrian safety and legibility. These street typologies comply with street width parameters set out in Figure 2.2.6 of the planning scheme.



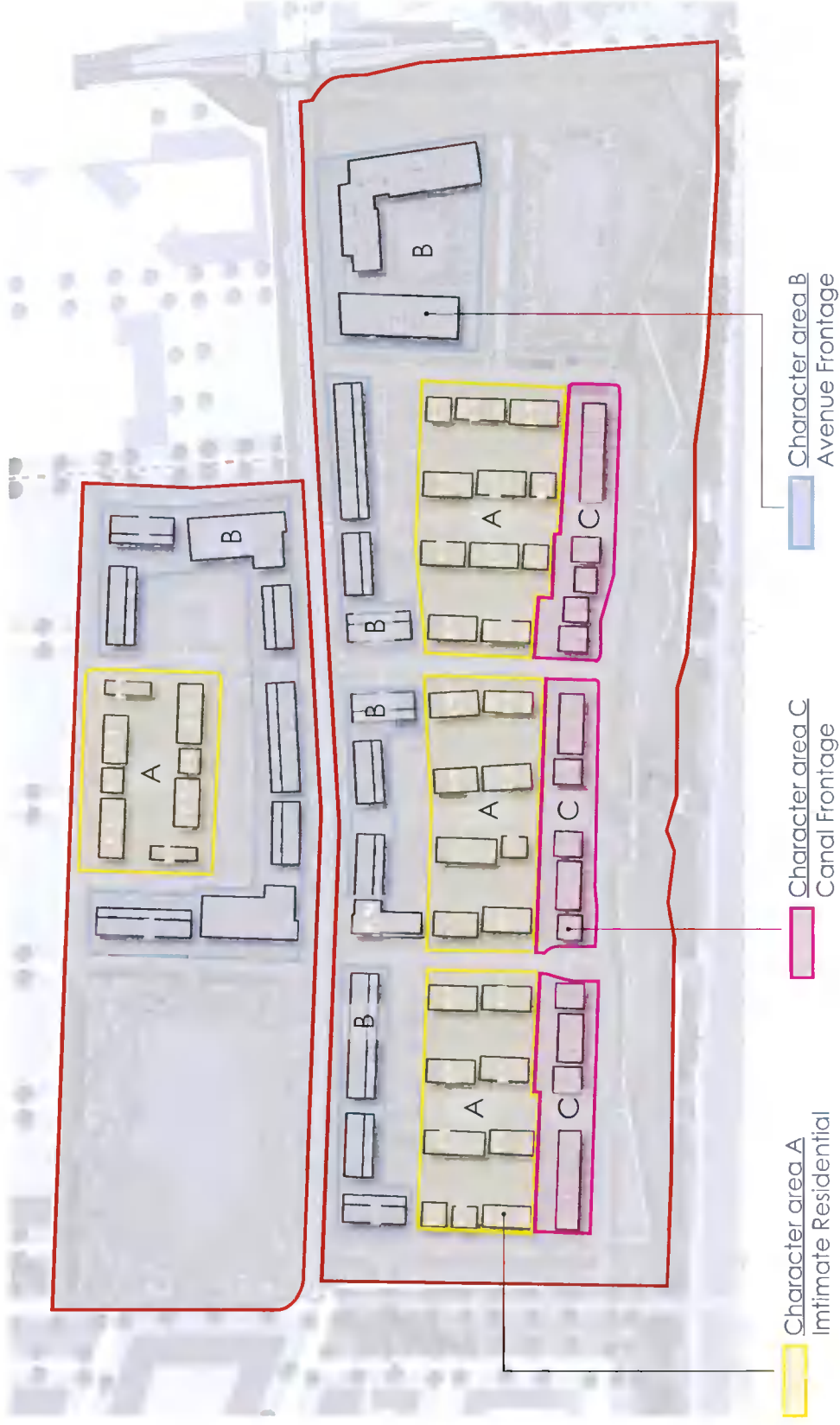


IMAGE 23 – PROPOSED CHARACTER AREAS



IMAGE 24 - POCKET PARK AT CANAL

**3.6 EFFICIENCY AND DISTINCTIVENESS**

The design response in terms of efficiency and distinctiveness have been developed in conjunction with criteria listed in the Urban Design Manual and the SDZ planning scheme. From this document, it is clear that there is an opportunity to create a new neighbourhood in this significant landbank to the west of Dublin. Considering it's proximity to a high quality transport link with Clonburris train station 400m to the north of the subject lands and the existing amenities, it is important to use the lands efficiently while also creating a sense of place in the context of the wider area. The proposal has been grouped into three "character areas" where the different typologies are emphasised by subtle shifts in the materiality used for each, with particular detailed treatment of the properties along the canal. The proposal provides a wide range of unit typologies in this 1st phase to facilitate a diverse mix of end users with the aim of creating a vibrant and sustainable community. Target densities set out in the SDZ document have been met as well as compliance with Zone 1 parking rates set out in SDCC development plan, reflecting it's proximity to the train station. See the HQA document included in the application for details.

The design seeks to retain as much of the natural environment as possible, supplementing this natural heritage area with significant areas of public open space which are interconnected for pedestrians through the proposed street network and the linear park which will bound the southern side of the landholding. This design seeks to enhance this distinctive amenity giving it prominence in the wider context of the site. The design proposes absolute minimal intervention in the proposed Natural Heritage Area to the south of the site in order to retain the existing biodiversity in the area. Detailed investigations of these existing hedgerows have been undertaken to identify the locations which the necessary pedestrian connections could be made in order to minimise disruption to wildlife and existing vegetation. SuDS features such as swales, filter drains and detention basins have been sensitively integrated into landscape proposals to offset any potential risk surface water may present to the existing biodiversity.

Thomas Omer Lock house is part of sector CSW S4 in the planning scheme. The design response takes cognisance of the lock house as a future public amenity area and thus a deliberate break has been introduced in the road network at this location to give primacy to an Urban Space Node which facilitates a higher level of pedestrian permeability towards the lock house. This area of open space supplements the open spaces outlined in the SDZ document and while the lock house is not in applicant ownership we submit that this break in the road network presents an opportunity to integrate this historical building into the community making it an important amenity in the area and retaining the historical character of the site.

The proposed design balances the requirement for strong frontages to the Fonthill road and the link road with the necessity to provide appropriate orientations for amenity spaces. The housing cells in CSW S4 are set out on a north south axis with a strong frontage to the canal as per the SDZ document. The frontage to the canal has been designed to provide visual variety with a mix of house types and materials creating a distinctive aesthetic along this public route.



**3.7 DAYLIGHT & SUNLIGHT**

For detailed assessment of the proposed development, we refer to the report prepared by IES which has been carried out in accordance with the requirements set out in Section 6.6 of the 2018 Apartment Design Guidelines.

Generally the planning scheme sets out the cells and building lines to favour a southerly aspect. Where there is a requirement for active street frontage and a fixed building line, the units proposed are dual aspect. As this is a greenfield site, there are not many existing buildings which would be impacted by the proposed development. No north facing single aspect units are proposed in the scheme. Any unit which has a north facing amenity space is dual aspect and is a result of the requirement to provide a strong urban edge to the link street. This condition is limited to the duplex blocks to the north of the link street. Block 1 is located at the entrance to the development and has been designed to address the Fonthill and Link roads and eliminate north facing single aspect units. The findings of the daylight and sunlight assessment are summarised below.

**Daylight analysis of Existing Buildings:**

The report concludes that the development will have a no impact on existing buildings.

**Shadow analysis of Existing Buildings:**

The report concludes that the development will have a no impact on existing buildings.

**Sunlight to proposed Amenity Areas:**

The report concludes that all open spaces, Public and communal, meet and in most cases greatly exceed the relevant BRE guidelines.

**Average Daylight Factors (ADFs) to proposed Apartment Buildings:**

Across the proposed development, 84% of the tested rooms in the Apartment Buildings are achieving Average Daylight Factors (ADF) above the BRE and BS 8206-2:2008 guidelines when Living/Kitchen/Dining spaces are assessed as whole rooms against a 2% target. This increases to 94% when Living/Kitchen/Dining spaces are assessed as whole rooms against a 1.5% target.

When assessing the Duplexes against the same criteria, 100% of the tested rooms are achieving ADFs above BRE guidelines.

**Compensatory Design Changes:**

To address some issues we encountered in the original proposal for Block 1, we amended some of the balcony placements in the courtyard, moving them from directly in front of the kitchen / dining / living rooms, to spanning the bedroom and the K/D/L. This meant that the overshadowing effects of the balcony on the K/D/L below was mitigated and a higher proportion of the rooms tested met the BRE guidelines. Additionally, very generous south facing communal open space has been provided for Block 1.

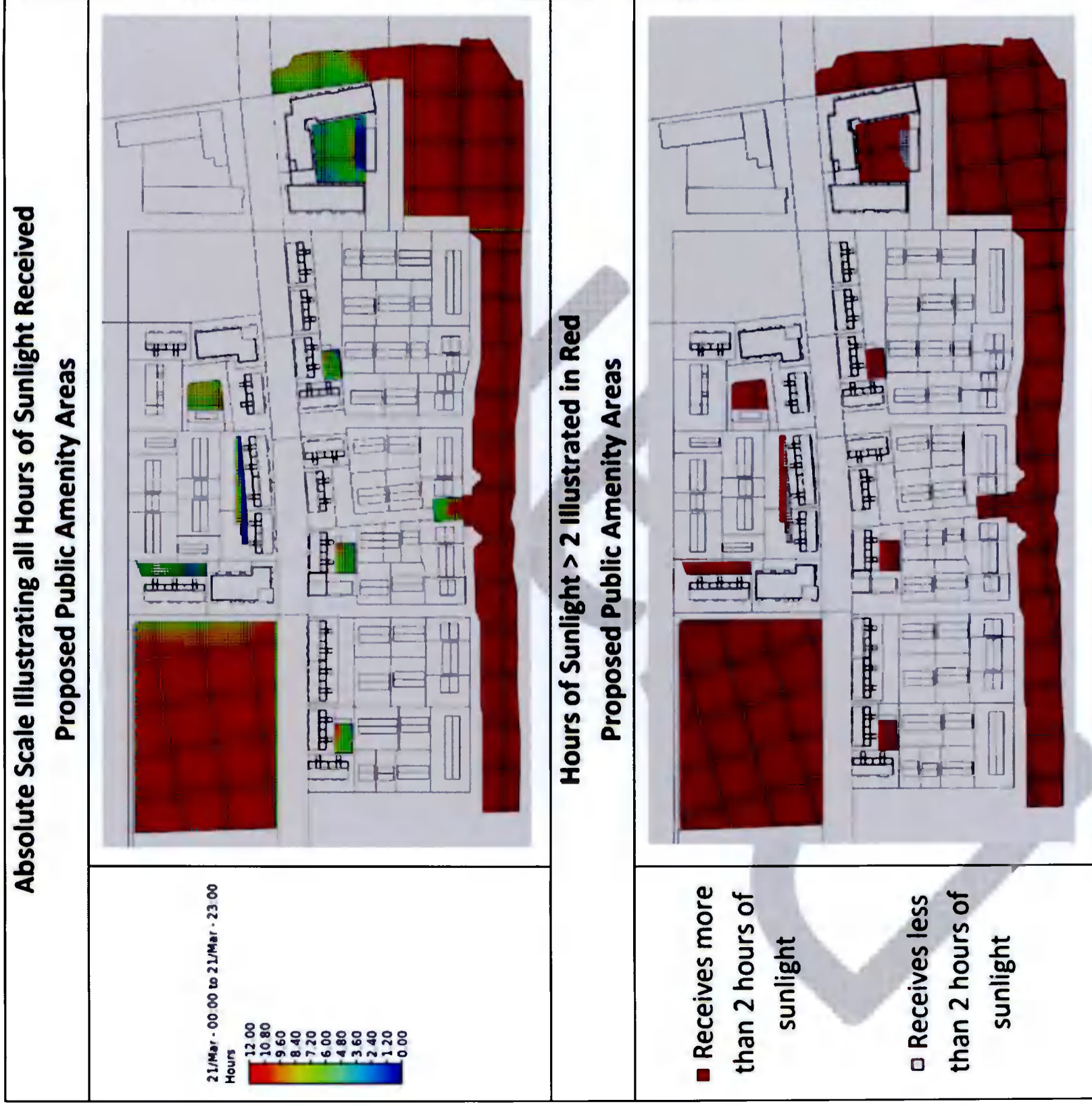


IMAGE 25 - IES EXTRACT - SUNLIGHT TO COMMUNAL SPACES



Local Public Open Space  
Provision of approx. 1,5645 sqm  
of Public open space as per SDZ  
objective



PUBLIC OPEN SPACE  
Provision of approx 25653sqm  
of Public open space

- ..... Pedestrian Priority route
- ↔ - - - - Key Link points
- ← - - - - Indicative Future Link points
- Public Open Spaces
- Communal Amenity
- Existing Grand Canal park
- Play Areas
- Thomas Omer Lock House

IMAGE 26 – ILLUSTRATIVE DIAGRAM OPEN SPACE PROVISION

**3.8 PUBLIC REALM, OPEN SPACE & LANDSCAPING**

The SDZ planning Scheme recognises that the delivery of high quality, connected open spaces is a critical to the delivery of a sustainable neighbourhood. Central to this ethos is the green corridor along the Grand Canal which spans the length of the SDZ lands and is essential for connecting the strategic open spaces for pedestrians and cyclists. Applicable objectives for connecting strategic open spaces in the Grand Canal park are the incorporation and extension of the canal as a Green Corridor, to provide for a range of passive amenity and children’s play, to protect and enhance biodiversity hubs and to assist in area-wide legibility and placemaking. As previously mentioned, The reservation line of 50m from the canal edge is applicable along this vista, but paths and planting can take place within this reservation line. It is a key objective to retain as much of the natural hedgerow as possible while also providing connections to the canal.

To facilitate these objectives, the proposal has been designed to provide high levels of permeability from north to south to facilitate safe connections for residents through the scheme to the Canal park. The emphasis on access and permeability has been supplemented by the addition of a pocket park which is centrally located in the south of the subject site and connects the new development to the Green corridor and the Lock house around which the SDZ envisages community focused activity. Seating and play areas are proposed to augment this future community use and will integrate this historic structure into the development. Along this section of the green corridor the layout of new paths connecting pedestrians and cyclists from east to west have been proposed with the protection of the established hedgerows at the forefront of the design consideration, with the aim of protecting the existing biodiversity. This sees the incorporation of the southern edge of the site into the green corridor established by the Canal.

Street furniture is proposed at regular intervals along these proposed paths to allow for passive amenity along this attractive and highly accessible route. Several areas of natural play and playgrounds are proposed as part of the scheme. The principles of inclusivity for all age groups, universal accessibility and easily maintained planting and street furniture are proposed to ensure an inclusive and environmentally responsible design for this 1st section of the Grand Canal green corridor.

The local park to the north west of the development lands in CSW S3 provides amenities at a neighbourhood level. The area is designed as a detention basin to cater for 1:100 year stormwater runoff. This creates a natural amphitheatre which provides a visual and physical barrier from the road network around it. Further screening is provided by native woodland planting on the periphery of the parks. This local park also features a multi-use games area to accommodate a range of community sport and recreation needs of the neighbourhood and compliment the proposed playground and passive amenity areas.





IMAGE 27 - COMMUNAL OPEN SPACE - DUPLEX

Communal open spaces have been provided in compliance the Design Standards for New Apartments Guidelines for Planning Authorities 2020. The overall provision of communal open space exceeds the minimum by 80% with a large south facing area provided for block 1.

The Duplex Blocks south of the avenue are served by a series of pocket parks which have been established along an additional pedestrian route which runs east to west behind through the courtyard spaces. All of the communal open spaces have seating, natural play areas or an interesting focal point. These areas enjoy high levels of passive surveillance as they are overlooked by a large number properties on multiple levels. This will protect the amenity of these spaces as they are dotted at intervals along this route. These spaces have been designed to integrate small amounts of on street parking which serve the residents in the immediate vicinity. The proposal of these communal open spaces is intended to mitigate the effect of on street parking by incorporating the bays into the wider landscape strategy and offset any impact these parking courts may have on the visual amenity of the scheme.

The Apartment blocks and Duplexes to the north of the avenue share 3 communal open spaces which are located in courtyards behind the building line of the main avenue. Similar to the strategy south of the avenue, these areas integrate parking areas into the landscape strategy. This cell of development is also flanked by 2 public open spaces - one of which is part of this development proposal and the other which will be delivered as part of Clonburris Urban centre to the east.

In addition to the communal spaces all units also have their own dedicated balcony/terrace equal to, or in excess of, the private open space standards set out in the Apartment Guidelines. The balconies are well proportioned to provide a usable external space for future residents.

A detailed landscape plan and report has been prepared by Murray & Associates Landscape architecture and is included with the planning application.



IMAGE 28 - OPEN SPACE NODE AT THOMAS OMER LOCK HOUSE





**3.9 ADAPTABILITY, PRIVACY AND AMENITY**

The scheme has been designed in line with the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas 2009 and associated Urban Design Manual Best Practice Guidelines and the Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities 2020. For particulars of compliance with the guidelines see the HQA document which forms part of this application submission.

The buildings have also been designed with due regard to the principles of universal design, including the 'Building for Everyone' publications. All apartment units are Part M accessible and all upper floors are provided with lift access. Own door apartments and duplexes are located at ground floor level which allow for additional flexibility and adaptability.

A mix of unit types are proposed to cater for multiple occupancy requirements. One Beds, Two Beds (3 & 4 person), and Three beds (5&6 person) units are proposed as well as duplex units with own door access creating an active frontage along the avenue. This will create a variety for homeowners. 61.3% of the apartment units are dual aspect and the majority of units are sized to be 10% larger than the minimum space standards. All ground floor units have a minimum height of 2.7m. All upper floor units have a minimum height of 2.4m.

All units are designed with 'open plan' layouts and provision has been made for sprinklers in the apartment blocks. The open plan units allow an efficient use of space and help to maximise daylight penetration within the unit improving residential amenity.

Storage is provided within each of the units as indicated on the drawings. Minimum storage areas of 3 sq.m for one bed units, 6 sq.m for two bed units and 9 sq.m for three bed units are proposed. These areas consist of a mixture of dedicated utility/storerooms, open shelving and bathroom storage.

Each apartment has a balcony or terrace area accessed from the main living space. The minimum areas provided are 5sq.m for all one bed units, 7 sq.m for all two bed units and 9sq.m for the three bed units.

The apartments are generally designed in an efficient plan format balancing the ratio between floor area and external wall which allows for an efficient and sustainable layout while also creating an efficient thermal envelope. The apartments will be constructed to building regulation standards delivering a high level of energy efficiency in use in line with Part L's near zero energy target. A building lifecycle report has been prepared and is included as part of the planning submission.



IMAGE 29 - STANDARD APARTMENT UNIT TYPES - 1 BED & 2 BED





INDICATIVE SELECTED BRICK



INDICATIVE RENDER IN SELECTED COLOUR

All the houses will be treated with a buff brick and selected render as indicated on the palette. The use of the same brick will tie together the typologies into one unified area sense of place

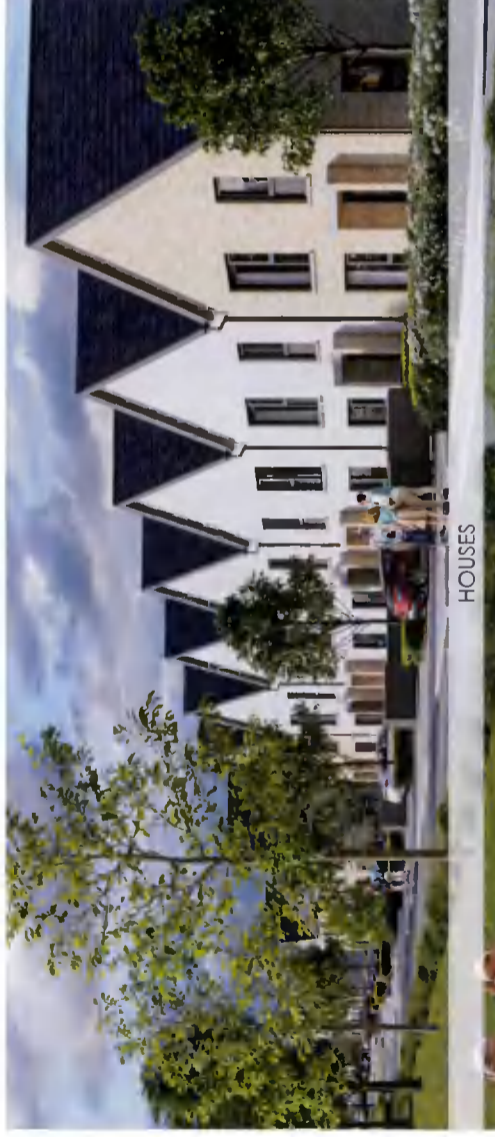


INDICATIVE SELECTED BRICK

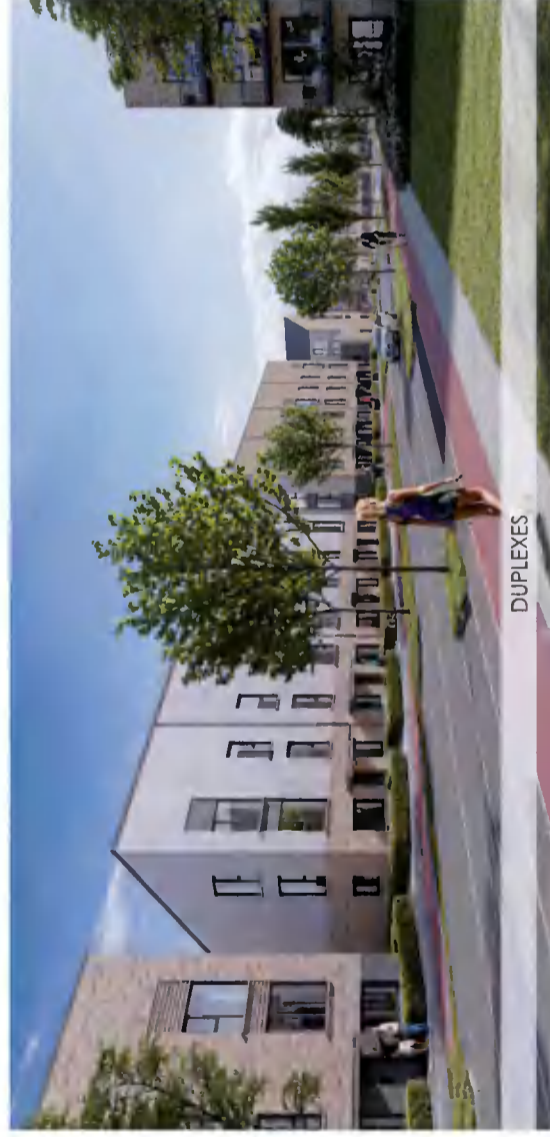


INDICATIVE RENDER IN LIGHT AND DARK

All the duplexes will be treated with a selected buff brick with some brick relief detail as indicate in the CGI. A select grey brick is strategically used at ground floor of some of them, creating a continuation in language with the apartment blocks.



HOUSES



DUPLEXES



APARTMENT BLOCK

Contemporary composition designed for the character of the scheme. Strategic use of selected dark and light brick for an attractive facade. Predominant material involved: selected brick, selected colored render/metal cladding and metal frame treatment on the balconies. The use of the stone on the main corner will provide additional variety of material reinforcing the elevation at the junction.



INDICATIVE SELECTED BALCONY



INDICATIVE SELECTED BRICK IN LIGHT AND DARK COLOR



INDICATIVE RENDER IN LIGHT AND DARK COLOR



INDICATIVE SELECT STONE IN LIGHT AND DARK COLOR

3.10 DETAILED DESIGN, MATERIALS & FINISHES

The existing context of the residential areas around the subject site is characterised by low to medium density housing. These residential areas are typically 2 storeys and finished in a mix of brick and dash.

The location of the subject site together with the change in scale and density proposed will immediately introduce a new character area within the wider context. The selection of materials will add to this distinctiveness and will also be used to provide visual variety within the proposed development. This change in scale and density is demarcated by the 6 storey apartment building at the eastern entrance of the development. We consider it appropriate to use brick as the primary material for the public facing facades, in 2 brick types to create interest and variety along this vista. Subtle relief brick detailing has been proposed for sections of the facade. The corner of Block 1 has been proposed in a stone cladding which emphasises verticality and creates a distinction between this high density building model and the more intimate low density residential cells and finer urban grain which characterise a large portion of the proposal to the west of this apartment block and the wider context of the area. While this is not intended as a landmark building, considering the additional height and density planned for Clonburris Urban centre, we consider it appropriate to subtly emphasise this corner to demarcate the entrance to the development and respond to the future higher density development proposed immediately to the north. The ground floor of Block 1 has been articulated using a buff brick plinth which wraps the building and sections of pressed metal perforated panels on the northern elevations which creates interest on the facade. Apartment 2 & 3 employ the same materials as Block 1, with Buff Brick & render predominately used. As mentioned previously, a brick plinth and articulation of the core entrance of block 2 provide an active frontage along with additional lighting of the facade.

As we progress west, into the development, the materiality of the Duplex Blocks takes cognance of the palette established in the apartment blocks. The application of these materials have been carefully considered to create an architectural rhythm along Main street, with 3 types of finishes proposed for the duplex blocks. As mentioned the predominant roof profile for the duplexes is monopitch to generate an appropriate building height to street width ratio. There are two types of monopitched duplexes - One features a complete brick facade with a grey brick plinth extending from the finished floor level to the top of the ground floor window. This duplex also features a relief brick detail over the windows to further articulate the height of the typology. The second duplex typology features a buff brick plinth at ground floor which is applied up to the underside of the first floor windows. From here a white render is proposed. The height on this typology is similarly emphasised by a recessed section of grey render. The variance in the materials proposed is intended to create interest and variety in the streetscape. This variety is further reinforced by the proposal of A-Symmetrical gables where the duplex blocks turn the corner into the centre of the development. These corners are proposed in full brick and create a place marker and augment the rhythm established by the monopitched typologies.

IMAGE 30 – MATERIAL PALETTE LABELLED CONTIGUOUS ELEVATIONS





IMAGE 31 – LOWER DENSITY STREETSCAPE

The change in scale to the lower density housing model is facilitated by a subtle change in material application. Continuing with the use of buff brick, with a tone distinct from that used for the apartments and duplexes, a well detailed brick porch with selected stone capping has been proposed for all residential properties, giving this phase of the development a distinctiveness within the scheme and the wider area. This porch has been paired with rendered facades, evoking a modern aesthetic for these residential cells. The porches serve to create their own architectural rhythm within their streetscape.

End treatment houses have been proposed where appropriate, to improve the opportunities for passive surveillance but also as an opportunity to create visual markers and create variety in the roofscapes of the residential cells. These end treatment houses are proposed in an alternative material palette, such as full brick facades to demarcate the connections through the development. This strategy is most evident along the canal elevations where the primary connections through the development are demarcated by gabled brick elevations.

High quality hard and soft landscaping is proposed throughout the scheme and in particular for the linear park along the canal which has been treated with a high level of sensitivity, given its importance in the preservation of biodiversity and wildlife. Footpaths and landscaped routes enhance the enjoyment of this area while not jeopardising the viability of the established hedgerows. Defensive planting and terraces areas which surround the apartments and duplexes enliven the ground plane while the houses have an appropriate setback from the road to facilitate both car parking and extents of planting to soften the streetscapes.

In summary, it is proposed to use high quality robust low maintenance materials throughout the development which together with the proposed contemporary architectural composition will reinforce the urban design principles adopted in the scheme.



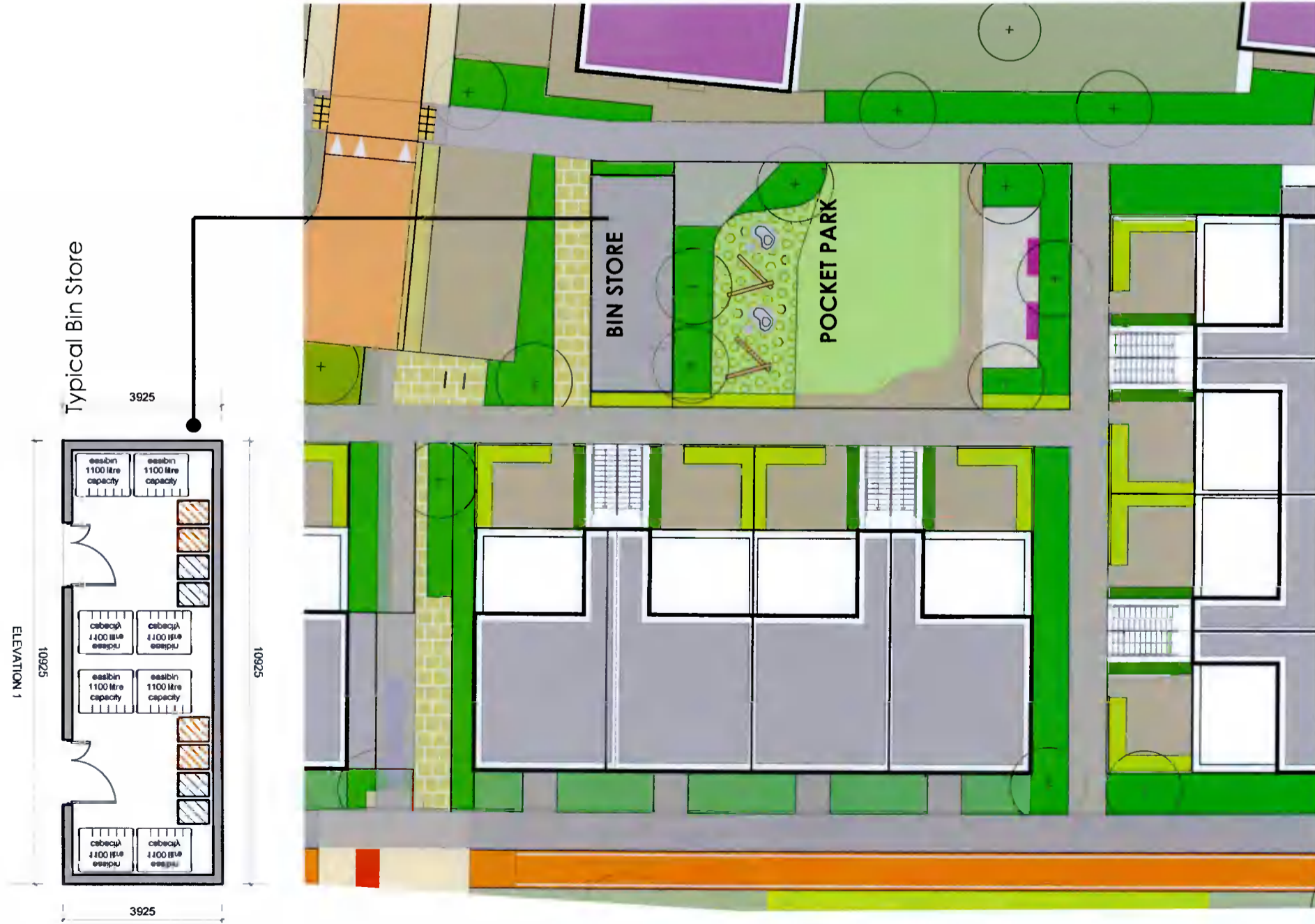


IMAGE 32 – TYPICAL BIN STORE ARRANGEMENT

### 3.10 CAR & BICYCLE PARKING

A total of 656 parking spaces are proposed on site at grade. No basements or undercrofts are proposed as part of this application. The site falls under Zone 2 parking rates due to its proximity to the train station and these rates have been adhered to. The houses have on curtilage parking while the duplexes and apartments have on street parking which has been well integrated into the landscaping proposals. A total of 592 secure bicycle spaces are provided and are well dispersed throughout the scheme, either at grade in structures in the communal open spaces or at the gables of selected duplex blocks. Further stores are located within the apartment buildings. 80 Visitor spaces are provided across the site. Please also refer to the Traffic and Transport Statement prepared by DBFL which is included with the planning application.

### 3.11 BIN STORAGE & PLANT

Bin storage areas are proposed at grade in secure structures. The locations of these bin stores have been carefully considered, resulting in a layout which visually integrates them into landscape proposals. The scheme shall be fully managed, and the management company agents will also be responsible for bin collection. Plant is located at ground floor in the apartment blocks. No plant is proposed for the roofs except PV and / or solar panels which may be required to satisfy Part L requirements.

### 3.12 DRAINAGE

The design of proposed site levels (roads, buildings etc.) has been carried out in such a way as to replicate existing surface gradients where possible, therefore replicating existing overland flow paths, and not concentrating additional surface water flow in a particular location.

Surface water runoff from the site will be attenuated to the greenfield runoff rate as part of the greater SDZ as outlined in the SWMP prepared for the overall Clonburris SDZ. Surface water discharge rates will be controlled by a Hydrobrake flow control device in conjunction with attenuation storage.

SuDS features such as swales and filter drains to provide additional storage and promote infiltration and treatment of surface water run-off have been integrated in landscaped areas. All new foul drainage lines will be constructed in accordance with Irish Water Standards.

### 3.13 PART V

A total of 569 units are proposed which would result in a Part V obligation of 56 units. 56 units have been proposed and details of these units are included with this planning application. In the event of a planning permission grant the developer shall liaise with the local authority's housing department to agree the details and the preferred location for these units. Please refer to Drawing No.s PL400-PL406 for Further details.



#### 4. CONCLUSION



IMAGE 33 – CANAL FRONTAGE

This 1st Phase of Clonburris SDZ uses the principles of Urban design as described above and the Clonburris SDZ planning scheme to deliver a distinctive new residential precinct in the west of Co. Dublin. It strives to integrate the objectives set out in the Planning scheme and to provide an affordable and sustainable community with the very highest levels of residential amenity. Primary objectives we feel have been achieved in this proposal are summarised as follows:

- The provision of a choice of high quality homes with easy access to a range of activities and services.
- Delivery of a network of open spaces from strategic parks for the wider community to local parks. Maximise access to the Grand canal park, classified as a strategic park in the SDZ while enhancing and sensitively upgrading the natural, built and cultural assets of Clonburris lands.
- The careful consideration of development adjacent to the canal to protect wildlife and biodiversity while also enhancing the existing amenity
- Provision of an integrated network of streets and routes with a clear hierarchy that promote walking and cycling for residents and the wider public.
- The application of core principles of urban design in a design solution that prioritises place making.
- Provides an accessible and inclusive new community at Clonburris, promoting the highest levels of universal accessibility in the design of all buildings, facilities and open spaces.

We respectfully submit the proposed design responds to these conditions and delivers the objectives of the SDZ. It has also seized on additional opportunities to create local connections and connections to the wider network of public open spaces by emphasising connectivity to the green corridor at the Grand canal and the provision of additional open space facilities. The architectural strategy for the site has sought to intergate existing site features and to use them as fundamental components in the design solution.

In summary we submit that the proposed development will constitute a sustainable residential development which delivers a high quality design solution on the subject lands.