



RESIDENTIAL DEVELOPMENT

Application Site:

Lands at Clonburris, County Dublin

Applicant Name:

Kelland Homes

ARCHITECTURAL DESIGN STATEMENT

June 2022

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Figure 2 Site Location - Site outlined in red

1.0 Introduction

1.1 Purpose of Report

This report has been prepared by Davey Smith Architects in consultation with Armstrong Fenton Planning Consultants, Pinnacle Engineering and RMDA Landscape Consultants on behalf of Kelland Homes. The report is part of an application for planning permission for a residential development of xx units and a creche and village hub to South Dublin County Council under the Planning and Development (Housing) and Residential Tenancies Act 2016 and in accordance with the Planning and Development Regulations 2017.

1.2 Site Location

The site is located in Clonburris, County Dublin, to the east of the Fonthill Road and south of and adjacent to the Clondalkin/Fonthill Train Station. The site is bounded to the west by the 9th Lock Road and to the south by an existing residential development Cappaghmore and Whitton Avenue.

1.3 Format

The report is set out within the broad framework of the criteria in the Urban Design Manual, a best practice guide:

- **Section 2: Neighbourhood**
This section looks at the wider context of the Clonburris, the Clonburris SDZ and how the site relates to its context and constraints to inform the design of the proposed scheme
- **Section 3: Site**
The planning background, site description and analysis are followed by a description of the proposed development, the site layout and a commentary on the overall scheme design, building height and proposed density.
- **Section 4: Compliance with the Urban Design Manual**
- **Section 5: Compliance with Sustainable Urban Housing Standards**

3.0 Site

3.1 Site Analysis and Constraints

The site is generally flat with a rising condition along its eastern boundary with Ninth Lock Road as it rises over the railway line to the north. The site borders a park and ride facility associated with the Clondalkin / Fonthill Train Station which is in the ownership of South Dublin County Council. The car park is higher than the local site at this location by c. 1m and the level difference presents as a small embankment along this boundary.

A central hedgerow runs north to south down through the centre of the site. This feature has been identified in the SDZ framework document as potential green infrastructure link that should be maintained and developed within any proposals for development of the site. There are other minor hedgrows and shrubs around the fringes of the site that will be maintained where feasible and otherwise removed.

Access to the site will be by way of a new infrastructural link road which has been the subject of a separate planning approval process [Reg. Ref. XX XXX]. Figure 6 below illustrates the part of this application layout that crosses the applicant's site.

Note that the permitted scheme for the link road includes surface water attenuation for both the road and any future development to be incorporated with the lands through which the road crosses. [Refer to the appended Pinnacle Engineers Surface Water Drainage Report].

The proposed link road and all associated works will be constructed in advance of the proposed scheme development and will address a new access junction off the Fonthill Road to replace the existing roundabout. Adjustments will also be made to the access to the adjacent Park and Ride facility and this entire roads scheme has been accounted for and incorporated with the proposed scheme. The broken blue line opposite [Figure 5] illustrates the path of the link road as it crosses the application site.

The adjacent Cappaghmore estate backs onto the boundary with the application site. The development at the adjacent Whitton Avenue on the other hand fronts onto the boundary with the application site. This is a short cul-de-sac that was permitted by SDCC within the SDZ lands ahead of any other development within the SDZ. There is an objective to connect the cul-de-sac to the new infrastructural link road within the application site. This area has been surveyed accordingly and the proposed scheme will detail a proposed connection from Whitton Avenue to the Link Road accordingly.

The approved Link Road application detailed the demolition of an existing structure and vegetation at the junction of the site with the Ninth Lock Road in order to enable access from the western boundary of the SDZ lands. This application also detailed the partial removal of the central hedgerow to accommodate the path of the link road and associated adjacent attenuation areas. No demolitions are necessary on the applicants part beyond those previously permitted under the referenced application for the Link Road development.

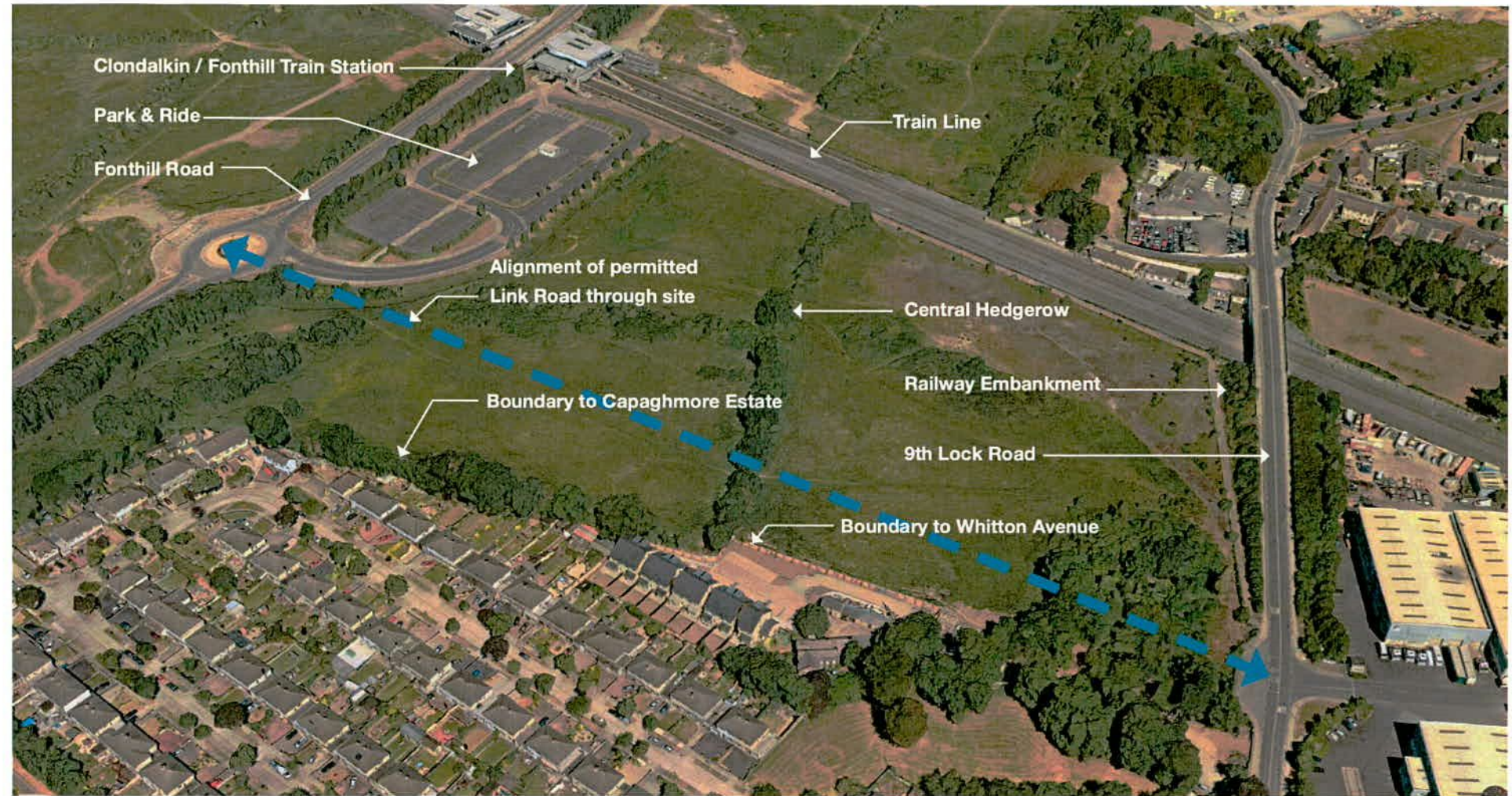


Figure 5 Aerial view of site

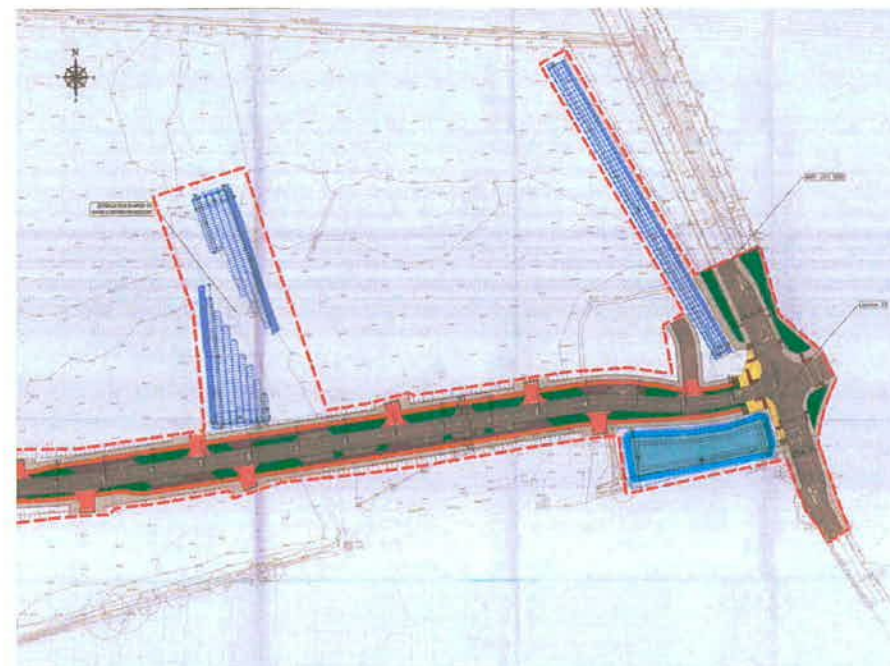


Figure 6 Application Layout for Link Road [Reg Ref XX XXXX]



Figure 7 Existing Site - Plot Grain

3.3 Preferred Design - Site Layout

The proposed application layout is presented opposite in Figure 11. The Link Road and its associated attenuation and site works is now established by way of the preceding approved planning permission under Reg Ref: XX XXXX and the drawings for the approved Road are fixed in place and embedded within the proposed design for the site. [Note the red line boundary of the application site excludes as much of the overlapping permitted road application as possible to clarify this point]

The central hedgerow has been accommodated as a key landscape feature within a large park that runs north south through the center of the proposed development. This provides both a large meaningful public open space that can be accessed from all parts of the development and also assists in place-making, wayfinding and orientation within the development.

Using the device of the central park feature and the established link road, the proposed layout can be identified as four sections that loosely correlate with the respective SDZ zoning identifiers - CUC4, CSE 1 and CSE 2.

The north west section [north of link road, west of park] falls into CUC 4, while the north and south east section falls into CSE 1. The south west section falls into CSE 2. The overall proposal for 294 residential units, a creche and a retail shop/hub. The site area is XX and the average density proposed is XX per hectare. Broken down the proposed densities correlate with the intended spread of density within the SDZ framework, with XX delivered within CSE 1 and 2 combined. Similarly, a higher density is applied within CUC 4 that ensures the target density for this region of the framework can be met, should the adjacent car park lands be developed in future.

The Link Road is characterised by a duplex typology that features a strong architectural gable frontage designed in a manner that allows for alternating materials over a common ground floor base. These gable facades measure over 12m at their apex which ensures a strong building presence will be maintained along the Link Road, providing an urban edge to the development. The entrance to the development along the Link Road from the Fonhill Road is marked by two taller apartment buildings, one four stories [to the south] and one rising to six stories which faces onto a civic plaza [to the north]

Own door housing units comprising of terraces and semi-detached wide front typologies are designed beyond these urban edges and nodes in a manner that provides continuous passive surveillance onto the central park and the smaller pocket parks and opens spaces provided within the scheme.

A proposed link road to Whitton Avenue is provided within the layout, which would allow Whitton Avenue to integrate with the proposed development and no longer be a cul-de-sac. The applicant has indicated this road will be taken to the extent of the site boundary so that no ransom strip or obstruction remains to facilitate this potential future connection were it to be required.



Figure 11 Proposed Application Layout



Figure 13 View of proposed central park from the north - looking south

The Link Road / Avenue is characterised by a duplex typology that will provide a direct active street frontage with parking to the sides or rear. This allows the facades to be brought closer to the road, creating a strong street edge and sense of urban enclosure along this route. The facades are designed with a strong architectural expression of gables measuring over 12m at their apex. Each gable can be treated with an individual coloured render finish over a common dark brick base. It is intended to treat the dual facing end units in a neutral colour and material of either brick or light or dark render to provide a frame for the colours to be applied along the length of the terrace in a considered manner.

3.7 Elevational Material and Expression - Precedents

Figure 17
Duplex Facade Materials



-  Selected dark grey roof tile or slate
-  Smooth coloured render finish to each gable facade with black metal edge trim
-  Black frames and cills to windows with clear glazing
-  Black brick with white mortar to ground floor plinth and to end unit full facade

Figure 18
Duplex End Materials



-  Selected dark grey roof tile or slate
-  Smooth coloured render finish to each gable facade with black metal edge trim
-  Black frames and cills to windows with clear glazing
-  Black brick with white mortar to ground floor plinth and to end unit full facade

Figure 19
Housing Facade - Material Pallets / Precedents






-  Selected dark grey roof tile or slate
-  Smooth white render to upper floor over brick
-  Selected yellow brick to ground floor

Figure 20
Apartment Facades - Material Pallets / Precedents



-  Black metal edge capping and rainwater goods
-  red / aged brick finish with black window frames / cills
-  Clear glazed railing with stainless steel fittings to balconies



Figure 25 View of proposed Civic Plaza with local shop, creche and parking

The entrance to the development off the Fonthill Road is marked by a Civic Plaza which is a landscaped forecourt for a creche, a local shop and a taller apartment building. The plaza is a pedestrian priority zone with parking provided to the side for drop off / collection. The play space for the creche is south facing and is provided a threshold of protection from the adjoining public plaza by a subtle manipulation of the landscape in this area, so that the playspace is secured and unobtrusive.

The retail unit is proposed over two floors with independent access off the public plaza. This unit could be subdivided into two or more units with a shop on the ground floor and consultant/ service use on the first /mezzanine floor.



4.0 Urban Design Manual

Statement of Compliance

4.1 Context

How does the development respond to its surroundings?

The subject site has been carefully considered with a view to designing the proposed scheme cognisant of the wider context and both its connection to the Clonburris SDZ, and the potential future development of the adjacent zoned lands.

The features and constraints of the wider area such as overhead electricity lines, existing trees and hedgerows, boundaries, underground gas and infrastructure connections, watercourses, site topography, existing residences and road proposals have been accounted for and considered in the preparation of the proposed scheme.

The open spaces proposed within the site are designed to be a part of a larger green infrastructure envisioned within the SDZ framework plan.

4.2 Connections

How well connected is the new neighbourhood?

The site is well located in an area zoned for residential development as outlined in the SDZ. The Link Road which will run through the site connects continuously through the rest of the proposed SDZ development and provides direct access to the adjacent Clondalkin/Fonthill Train Station.

The development can be directly accessed off the main public roads - Fonthill Road and Ninth Lock Road and two separate access locations have been proposed to enable a continuous route across the site. The road network proposed complies with DMURS design guidelines that seek avoidance of the overuse of cul-de-sacs. The proposed scheme envisages an improved cycle links and an attractive tree lined active frontage onto the road.

The secondary looped roads through the site are designed to enhance pedestrian and cycle connectivity from within the development to the upgraded cycle route along the Link road and to the central public open space lands. These pedestrian and cycle routes provide both efficient and direct routes through the land parcel while at the same time providing high quality recreational routes for jogging, walking, running etc.

Within the proposed development pedestrian and cycle routes, where possible, are taken along and through landscape zones. The primary pedestrian connections for this proposed development are; the main Link Road, the perimeter roads and via the central park leading directly to the creche facility, providing a direct link from the creche to the nearby public road and cycle network.

These connections are designed as attractive routes to encourage active recreation, community and social interaction and provide for sustainable transport options.

4.3 Inclusivity

How easily can people access the development?

The range of residential accommodation is provided in 1,2,3 and 4 bedroom units in houses, apartments and duplex types catering to a wide range of people and households.

All houses are designed to be compliant with Part M of the Building Regulations, and feature flush thresholds to front entrances and rear patio doors and all have visitable bathrooms.

The overall site layout has been designed in line with 'Urban Design Manual' 2009, Design Manual of Urban Roads and Streets 2013, guidelines on 'Sustainable Residential Development in Urban Areas' 2009, 'Sustainable Urban Housing - Design Standards for New Apartments' 2018 and Building Regulations for universal access. Footpath gradients are at 1:20 or less and the proposed paving surfaces comprise of concrete, pavements and coloured chip SMA to shared surfaces that are proposed to be taken in charge. The proposed development is not to be gated so will be accessible and open to all.

4.4 Variety

How does the development promote a good mix of activities?

The network of open spaces is designed to link up with the existing adjacent public open space at the center of the site, creating an opportunity for integration and permeability through the site.

The central open space and each of the smaller pocket parks within the development are visible and accessible to all with passive supervision from surrounding houses and apartments.

There is a range of 3 bedroom house types, 1 and 2 bedroom apartments and 2 and three bedroom duplexes. Twenty percent of these will be transferred to the Local Authority for Social and Affordable Housing. The unit types are suitable to accommodate a variety of tenure and will increase choice of residential accommodation made available in the local wider community.

4.5 Efficiency

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

The scheme has been designed to accommodate a residential density of XX units per hectare, in a manner that provides a wide variety of unit types and that is not overly prescribed with either houses or apartments. This balance of varied accommodation types has enabled the creation of a diverse development with an evenly distributed network of open spaces and pocket parks. This approach facilitates the emergence of distinctive character areas and neighbourhoods within the development, while maintaining a sustainable efficiency of land use in terms of the density being delivered.

The external landscape spaces in the proposed development integrate into the design providing amenity and protection of buildings and spaces from the elements. A mix of tree species has been selected for biodiversity, seasonal interest and sustainability in relation to tree disease and climate change risk. Functional site drainage considerations are integrated which manage water on the site compliant with SUDS.

4.11 Car Parking

How will the parking be secure and attractive?

All houses will be provided with 1 or 2 no. car parking spaces, via a mixture of on curtilage and on-street spaces. On-street parking, where used, has been detailed so as to create attractive, pedestrian paths that are sheltered and protected from the road with tree planting between a maximum of every 6 perpendicular spaces or 3 parallel spaces.

Car Parking Table

Unit Type	No Units	Resident Parking
Housing	118	236
Apartments	72	55
Duplex	104	99
Creche		11
Total Units	294	
Total Spaces		401

[Refer to Pinnacle Report for parking provision standard/requirements]

Resident bicycle parking will be possible in rear gardens of all houses with rear access and within designated, covered, secure enclosures for the apartments and Duplex and terraced houses.

The apartment and duplex units will be provided with 1 no. bicycle parking space per 5 units for long term parking along with 1 visitor bicycle space per 10 units for short term parking.

Double stacked secure parking spaces will be associated with the apartments and duplexes and covered Sheffield stands to external public realm areas.

Bicycle Parking Table

Unit Type	No Units	Resident Parking	Visitor Parking
Apartments	72	15	8
Duplex	104	26	14
Creche		4	9
Total Units	294		
Total Spaces		45	31

[Refer to Pinnacle Report for parking provision standard/requirements]

4.12 Detail Design

How well thought out is the building and landscape design?

High quality materials are used throughout the development. Brick and self-finishing render is the predominant material for facades with contrasting areas of render finish, punctuated by metal or glazed canopies over entrances, or pressed metal at feature windows as a surrounding lining.

Windows will be framed with simple opening sections and low maintainance finish to ensure a simple contemporary expression. Stone will be used in low wall features at different points around the development and notably along the new frontage onto Minister's Road with stone piers to mark entrances to each duplex pair.

The roofs of houses and the duplex units are simple dual pitch arrangements. The roofs accommodate the provision of solar panels on the front or rear, depending on the optimum orientation, The finish in concrete tiles ensures long life and good weathering with low maintainance required. Gutters will run along the eaves line to the rear and front with downpipes close on line with the party walls to ensure a coordinated elevation.

The two apartments buildings will have flat roofs with space reserved for potential solar panels. The detail of these roofs avoids complicated junctions to that they can be weathered and maintained with ease.

The landscape layout with the centrally located primary open space ensures the facility is conveniently located within the development to encourage its use. This open space is well connected with direct pedestrian routes connecting this spaces from all directions - which in turn connect to smaller supporting open spaces distributed throughout the development.

A range of hardworks materials are proposed, chosed for their durability robust qualities and ease of maintainance. These are arranged on site to create a sense of place and way mark for the development. All hardworks are detailed on RMDA associates 'Landscape Masterplan' and detailed in the Landscape Design Rationale.