

Clonburris

Architectural Design Statement
November 2022

DAVEY + SMITH
ARCHITECTS

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01

Overview

This document has been prepared by Davey & Smith Architects in support of a planning application for 283 residential units, 477 sqm of retail space, a 599 Sqm creche facility and all associated facilities and amenities on lands located within the Clonburris SDZ.

This document responds to the Further Information Request Item 6 (a) Design Statement and should be read in conjunction with the original Design Statement issued with the application.

01

Design Team

Applicant:	Kelland Homes Ltd
Architect	Davey + Smith Architects
Planning Consultant	Armstrong Fenton Planning
Landscape Architect	RMDA
Civil and Structural Engineer	Pinnacle Engineers
Traffic Engineer	Pinnacle Engineers

02 Compliance with SDZ

Green Infrastructure / Blue Infrastructure / Movement
Transport / Land Use / Built Form and Design

02

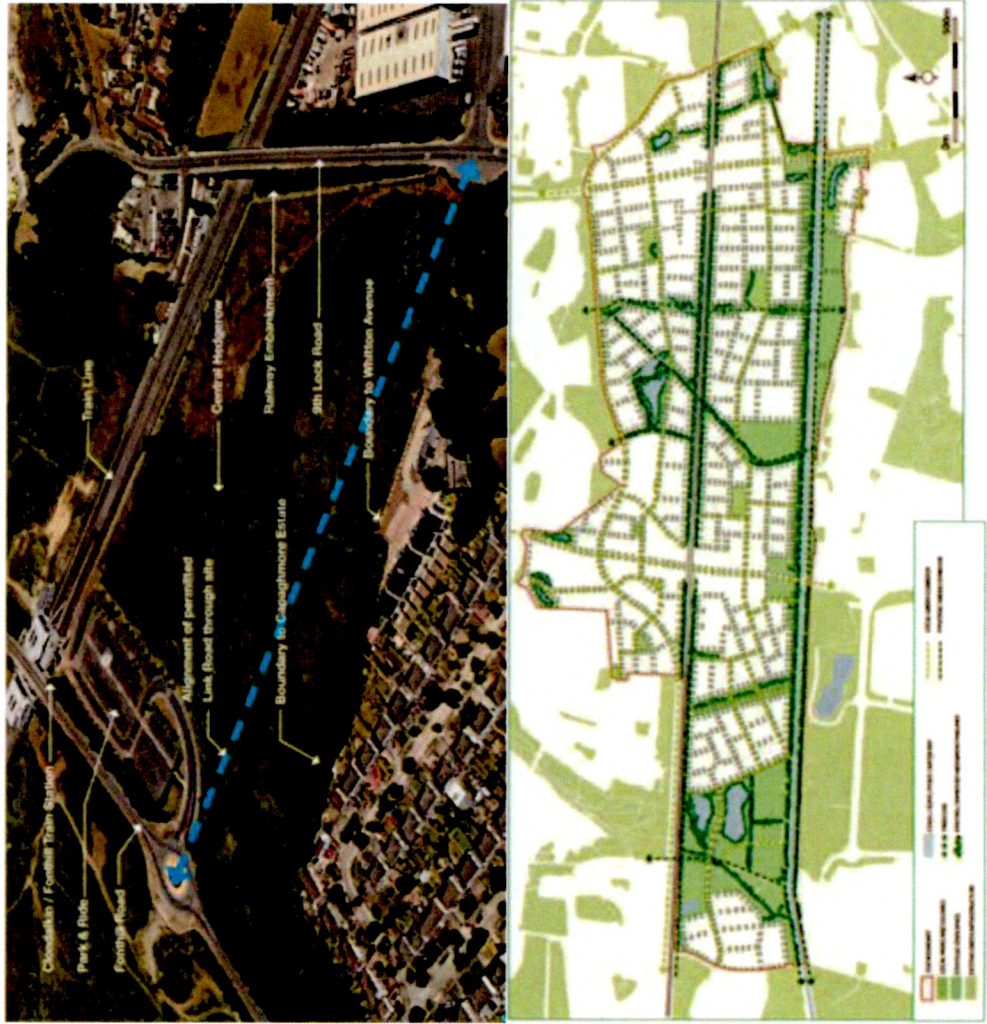
Blue and Green Infrastructure

The development proposal has identified the existing green infrastructure elements on the lands including open space, trees, hedgerows, watercourses and have retained and incorporated these elements into the designed layout.

The large central public open space follows the north/south hedgerow that had been identified as to be retained in the planning scheme on both sides of the permitted hedgerow.

The proposed swale and surface water attenuation area in the southeast of the development accords with the location identified in the planning scheme. This element is proposed to be integrated with the landscape design to be an amenity feature.

The blue and green spaces will take the form of parks and open spaces including constructed wetlands for amenity and recreation. The spaces will provide for the protection and enhancement of biodiversity on the lands.



Movement / Transport

The proposed development corresponds with the key principles of the Planning Scheme. The layout has been designed in co-ordination with the permitted link road [Reg Ref: SDZ20A/0021]. This road will link the development areas with each other and provide a spine that connects with surrounding communities through a permeable and clear hierarchy of integrated streets and dedicated pedestrian and cycle routes.

The establishment of the street hierarchy in accordance with the Planning Scheme will provide a transport framework that maximises route choice by means of walking, cycling and public transport while balancing the needs of the car.

Public transport infrastructure and services are provided for by way of dedicated bus stop locations along the Link Street that crosses the application site.



02

Land Use / Density

The proposed development complies with the Planning Scheme with regard to land use and density.

The application site is located on a part of CUC-S4 and CSE-S1 and CSE S2.

Residential, employment and community uses are coordinated with these zoning designations as set out in the Planning Scheme and are coordinated with transportation infrastructure.

Armstrong Fenton's response document describes in detail how densities for each zoned sector are in compliance with the target dph as set out in Section 2.1 of the Planning Scheme.



Fig. 3 - Indicative feasibility for entire CUC-S4 lands.

Portion of application site within CUC-S4 outlined in red.

Remaining CUC-S4, third party lands, outlined in purple.

CSE lands outlined in orange.

Built Form and Design

The proposed development has been designed in accordance with best practice with a clear identity and diversity of development across the lands.

The proposed urban plaza and surrounding apartment buildings will provide a strong urban character to the development. The large central public open space provides a diversity of character.

The proposed development is laid out in a series of blocks and plots that are legible, permeable and human in scale.

Streets are designed with an integrated approach to pedestrian, cyclist and vehicular movement, with an appropriate design response to design speed for each area.



03 Masterplan

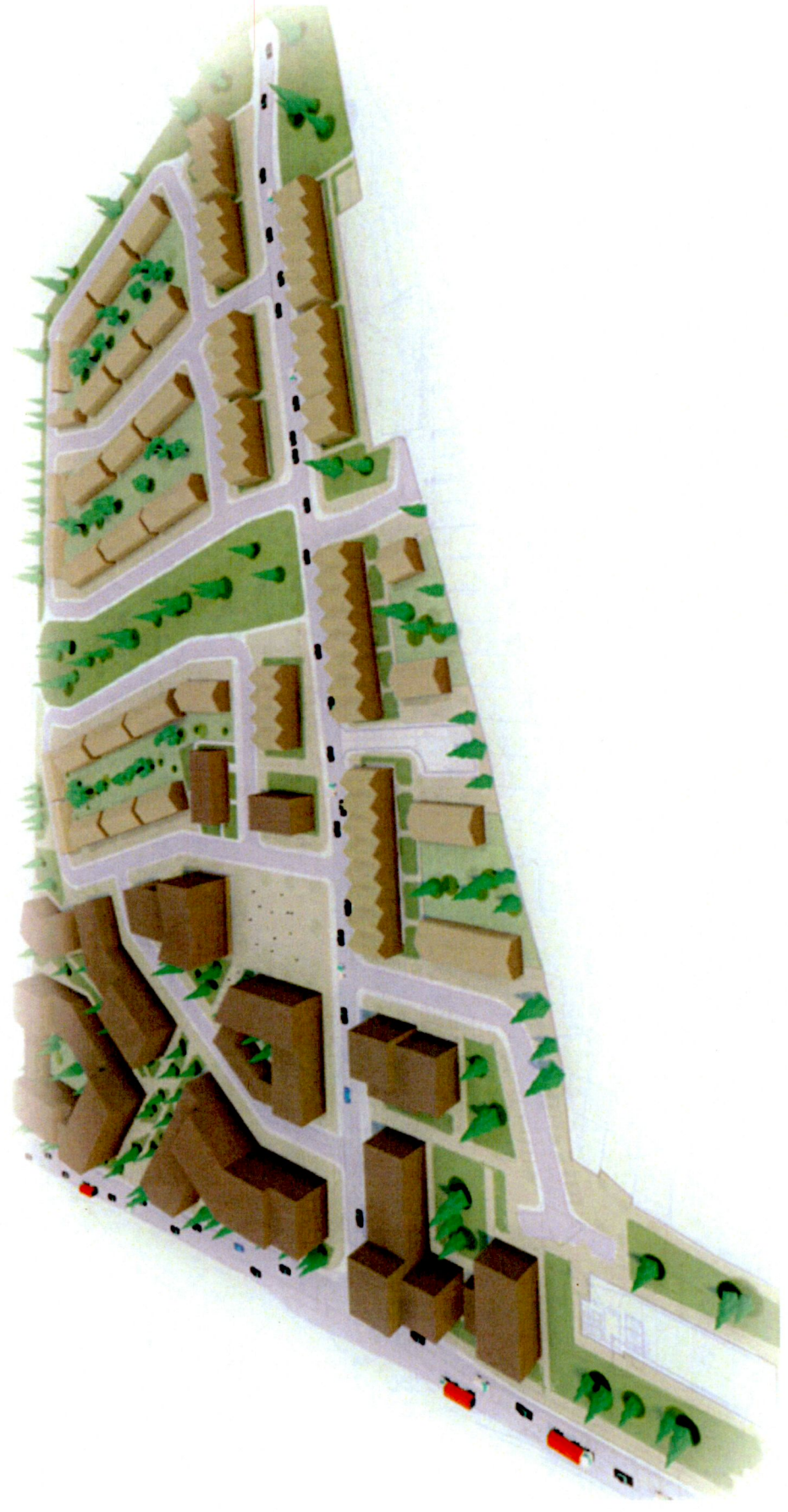
Masterplan Scheme Design

Masterplan Layout

The proposed layout for the development has been designed in coordination with a masterplan that incorporates the adjoining lands to the west of the application site and completes CSE S1, CSE S2 and CUC S4 of the planning scheme.

The urban form has been designed in a manner that reflects the principles of development as set out in the planning scheme and retains its key features.





03

Masterplan Model



04 Urban Design Criteria Assessment

Context / Connections / Inclusivity / Variety / Efficiency /
Distinctiveness / Layout / Public Realm / Adaptability /
Privacy / Parking / Detailed Design

04

Context - How does the development respond to its surroundings?

The design of the development has been carefully considered in its immediate and wider context.

The development follows the key principles of the Planning Scheme and incorporates the previously permitted Link Street.

The mix of densities and uses are proposed in response to location both within the existing context of the site and within the zoning of the planning scheme.



04

Connections - How well connected is the site?

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.

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 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.



Inclusivity - How easily can people access the development?

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, pavours 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.

Variety - How does the development promote a good mix of activities?

The large central open space is scaled to provide a large variety of public amenity and recreational activity. The urban plaza provides a contrasting public open space that is also designed to promote a wide variety of recreational uses and activities. The plaza has been designed to be flat and accessible with a clear area in its centre for a range of possible uses.



04

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

The site layout has been designed in accordance with the Planning Scheme targets for density and land use.

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.

Distinctiveness - How does the proposal create a sense of place?

The layout is clear and well defined around the easily identifiable central open space and with an evenly distributed network of corresponding smaller open spaces and pocket parks throughout the development. Local homezones are short in length, each with distinguishable layout and landscape characteristics.

The urban plaza provides an identifiable urban centre and sense of place at its location at the western entrance to the development lands.



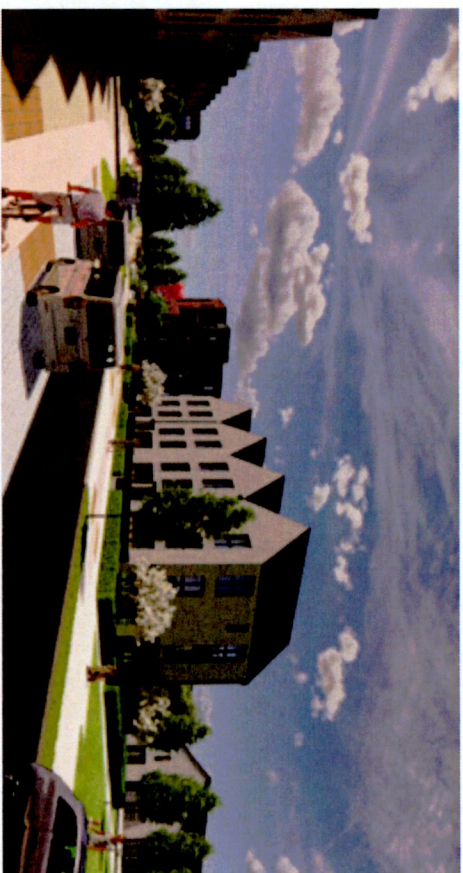
04

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

Consideration has been given to the sequence of spaces that unfold in a clear and coherent manner in a sequence of arriving to or leaving the development. The three storey Dutch gable facades of the Duplex along the Link road and the two landmark apartment buildings provide a clear and identifiable urban edge to the development and at its primary entrance point. The main avenue along its long access opens toward the central public open space lands on either side, providing a clear orientation and wayfinding device within the development.

Public Realm - How safe, secure and enjoyable are the public areas?

The primary public open space, provided at the heart of the development, will be a central feature for the community. It will be overlooked by buildings that face onto it from both sides. Houses are carefully sited to provide passive supervision to all open spaces. On corner sites, where feasible, house orientation has been adjusted positioning entrances to provide attractive active streetscape on both public faces.



Adaptability - How will the buildings cope with change?

The proposed dwellings have been designed so that they are comfortable, adaptable to changing needs, cost effective to build and economic to manage and maintain. The design aims to facilitate future adaptability, including accessibility for older people, the very young and people with disabilities. The objective has been to ensure that dwellings can meet the changing needs of occupants over their lifetimes, including needs associated with moderate mobility difficulties and the normal frailty associated with old age. Older people or persons with moderate disabilities, who wish to remain independent in their own home, should be able to do so without the need for costly and disruptive remodelling of the dwelling. The bathroom layout facilitates later adaptation for wheelchair users, if required. Walls adjacent to baths and WCs are to be of sufficient strength to allow the fixing of such equipment as additional grab rails, etc., should these be required at a later date. The houses have the potential to be extended at ground level into the rear garden or into the attic given the profile of the roof. These modifications would be subject to further and separate planning consideration.

Privacy and Amenity - How does the scheme provide a decent standard of amenity?

The proposed development is designed to meet or exceed the requirements and standards of 'Sustainable Residential Developments in Urban Areas', 2009 and 'Sustainable Urban Housing - Design Standards for New Apartments', 2018 in respect of private open space in the form of gardens, balconies and terraces, and also in relation to storage in each dwelling. A spatial hierarchy of public through semi-private to private zones has been established at building edges by the use of landscape elements, designed to protect the privacy of the ground floor units while also promoting social interaction, safety and security. All public spaces are overlooked by adjoining houses and apartments.

04

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.

Detailed Design - How well thought through is the building and landscape design?

The proposed scheme has been designed to provide a clear and coherent design aesthetic across multiple building typologies. This is achieved by applying a consistent palette of high quality materials to the facades of buildings and applying common motifs of fenestration within the variety of dwelling types proposed.

The landscape design is provided to enhance natural amenities of the site with high quality landscape finishes and enhancement of existing biodiversity.



05 Dwelling Types

List of Dwelling Types

List of Dwelling Types Provided

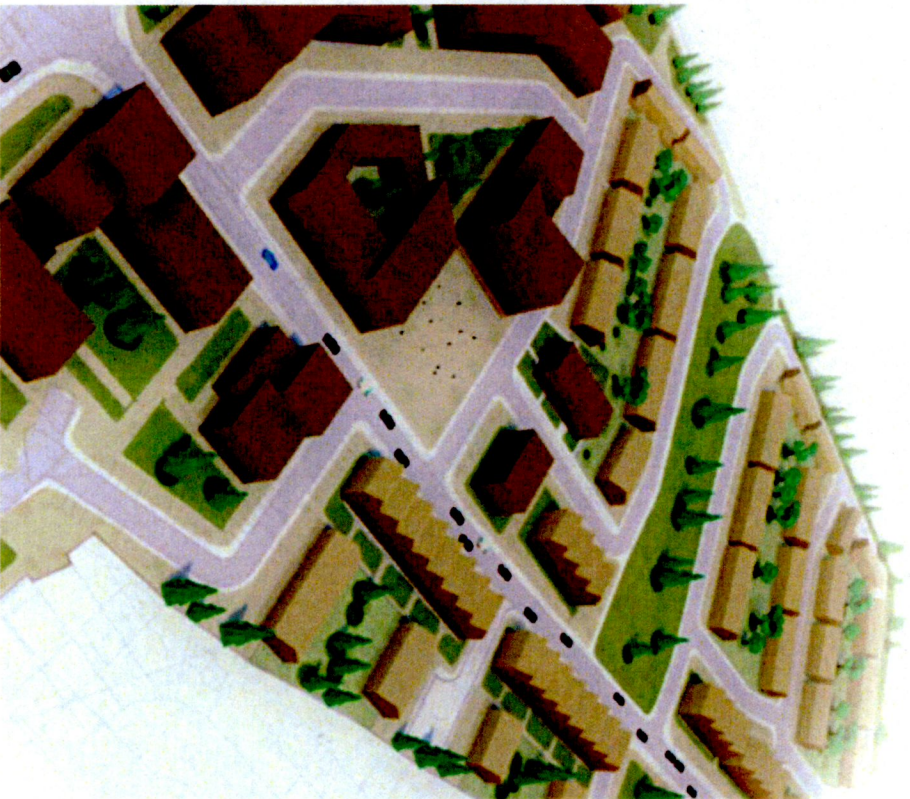
Apartments - 1, 2 and 3 bedroom options

Duplex - 3 bedroom units over 2 bedroom apartments

Houses - 2 and 3 bedroom houses.

Houses are provided in three forms:

- wide front semi-detached 'end of block'
- terrace including mid and end terrace
- dual aspect corner units



05 Retail Design

Retail Design - Clonburris Urban Centre

Retail Design - Clonburris Urban Centre

The retail units proposed at the urban plaza are accessed from ground level.

The larger retail space provided in Block A is located directly adjacent to the plaza.

The second retail location in Block K is directly opposite the plaza across a local shared surface street that runs parallel to the plaza.

Both retail locations are highly visible within the development and easily accessed. The retail provision has been designed to be flexible to support a range of retail types.

Parking for loading and vehicular access has been considered and provided for by way of the local street network so that it is proximate to the retail locations while not interfering with their access and primary frontage onto the urban plaza.



07 DMURS Compliance

DMURS Compliance

DMURS Compliance

The layout of the proposed development has been designed in compliance with DMURS. The main link road provides the key access spine connecting the Forthill Road to the west of the application site to the Ninth Lock Road to the east.

Local access roads are provided in a looped route to the lands north of the link road.

Short cut-de-sacs are provided by necessity to the lands south of the link road. Pedestrian permeability has been provided throughout the districts both north and south of the link road with a clear hierarchy of streets and local access routes defined.



08 Cross Sections

Sample of Cross Sections

Sample of Cross Sections

A number of contiguous cross sections have been taken through the proposed development. Below are a sample of what has been provided with the response documents.



09 Landscape

Sample of Landscape Scheme

Sample of Landscape Design Scheme

RMDA Landscape design have provided a detailed landscape plan and landscape response document which is appended with the response documentation.

The plan opposite is a sample of the landscape plan provided.



