



ARCHITECT'S DESIGN STATEMENT

for PROPOSED RESIDENTIAL DEVELOPMENT
CLONBURRIS STRATEGIC DEVELOPMENT ZONE
TILE T3

Planning Application
November 2022

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1. INTRODUCTION

1.1 DESCRIPTION OF PROPOSED DEVELOPMENT

The development will consist of the construction of 157 no. dwellings on a site of c.3.45 hectares in the Clonburris South-West Development Area of the Clonburris Strategic Development Zone (SDZ) Planning Scheme 2019 as follows:

- A) 81 no. houses comprising 4 no. 2-bedroom houses, 65 no. 3-bedroom houses and 12 no. 4-bedroom houses (all 2-no. storey with associated private open space and car parking);
- B) 76 no. apartment units consisting of 26 no. 1-bedroom and 50 no. 2-bedroom units within Block 1 (4 no. storeys);
- C) Vehicular access will be provided from the permitted street under SDZ21A/0022 and the permitted Clonburris Southern Link Street (SDZ20A/0021) and R113 (Fonthill Road) to the east;
- D) All ancillary site development works including footpaths, landscaping boundary treatments, public and private open space areas, car parking (170 no. spaces) and bicycle parking (170 no. spaces), single-storey ESB sub-stations, bin and bicycle stores and all ancillary site development/construction works.

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	Cunnane Stratton Reynolds
Traffic and Transport	DBFL Consulting Engineers
Daylight and Sunlight Analysis	IES
Mech & Elec Engineer	Waterman Moylan
CGI	3-d Design Bureau



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

IMAGE 1 – SDZ LANDS STRATEGIC CONTEXT MAP

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, Griffeen 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;
- » To 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 and is largely characterised by medium density residential development. This proposal seeks to deliver a further 157 units in CSW S3, with the remaining units in the sector to be delivered with the phase T2 which also contains proposals for sector CUC-S3 - the urban core to the south of the train station. The proposals for this application are residential units in line with the strategy set out in the planning scheme.

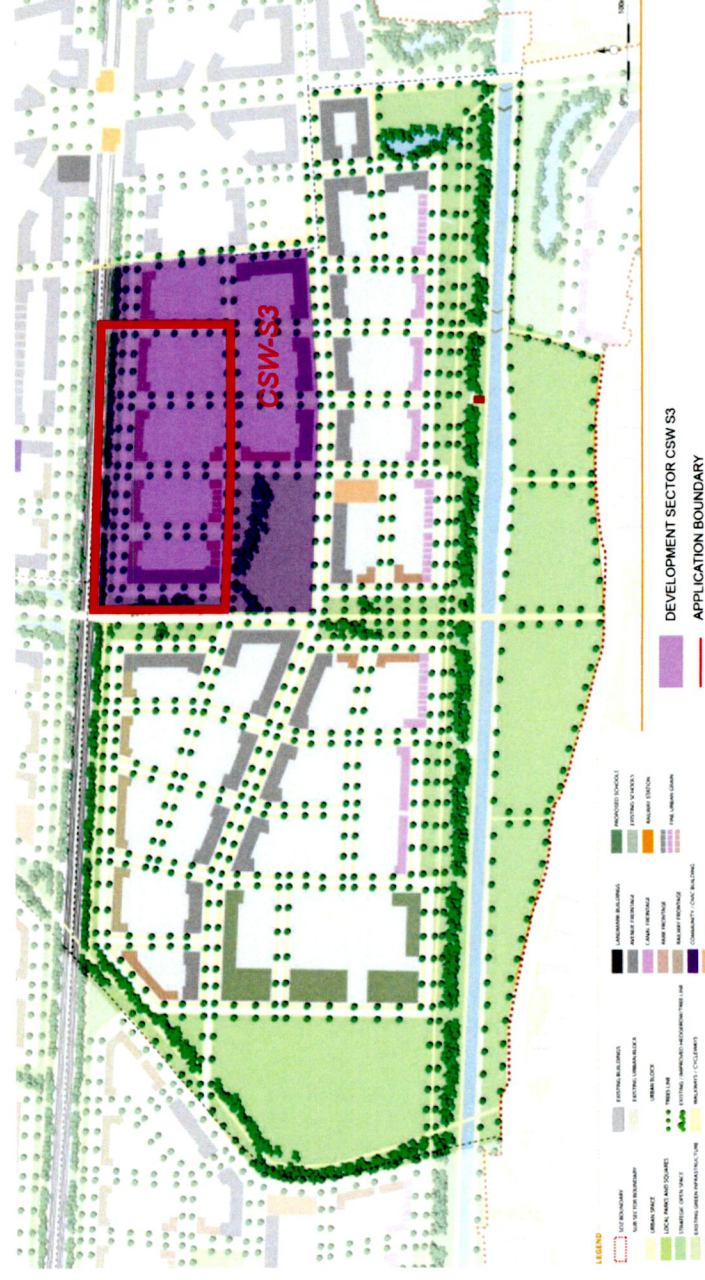


IMAGE 2 – SDZ PLANNING SCHEME EXTRACT - PRINCIPLES & DEVELOPMENT SECTORS

BUILT FORM AND DESIGN

The SDZ Planning Scheme 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



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



IMAGE 4 – SDZ EXTRACT - BUILDING HEIGHTS DIAGRAM

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 height designations in this application boundary range from 2-4 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 SDZ 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.

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.

This phase of development will be served by the local park to the south of the subject lands which has been permitted as part of reg ref: SDZ21A0022. Additional to this public open space, a section of the local green corridor to the north of the site will be delivered. As well as providing a visual amenity and landscaping buffer between the residential cells and the train line, this green space will facilitate the free movement of pedestrians and cyclists between key pieces of community and green infrastructure.

2.10.3 of the document:

"Strategic Routes and local links provide opportunities to link to a network of open spaces to all the neighbourhoods and provide opportunities for habitat conservation"

The intention is to provide an uninterrupted link from east to west along the train line supplemented by north-south links which prioritises the movement of pedestrians and cyclists and connects to the Grand canal park and the green corridor along the grand canal.



IMAGE 5 – SDZ EXTRACT - OPEN SPACE NETWORK

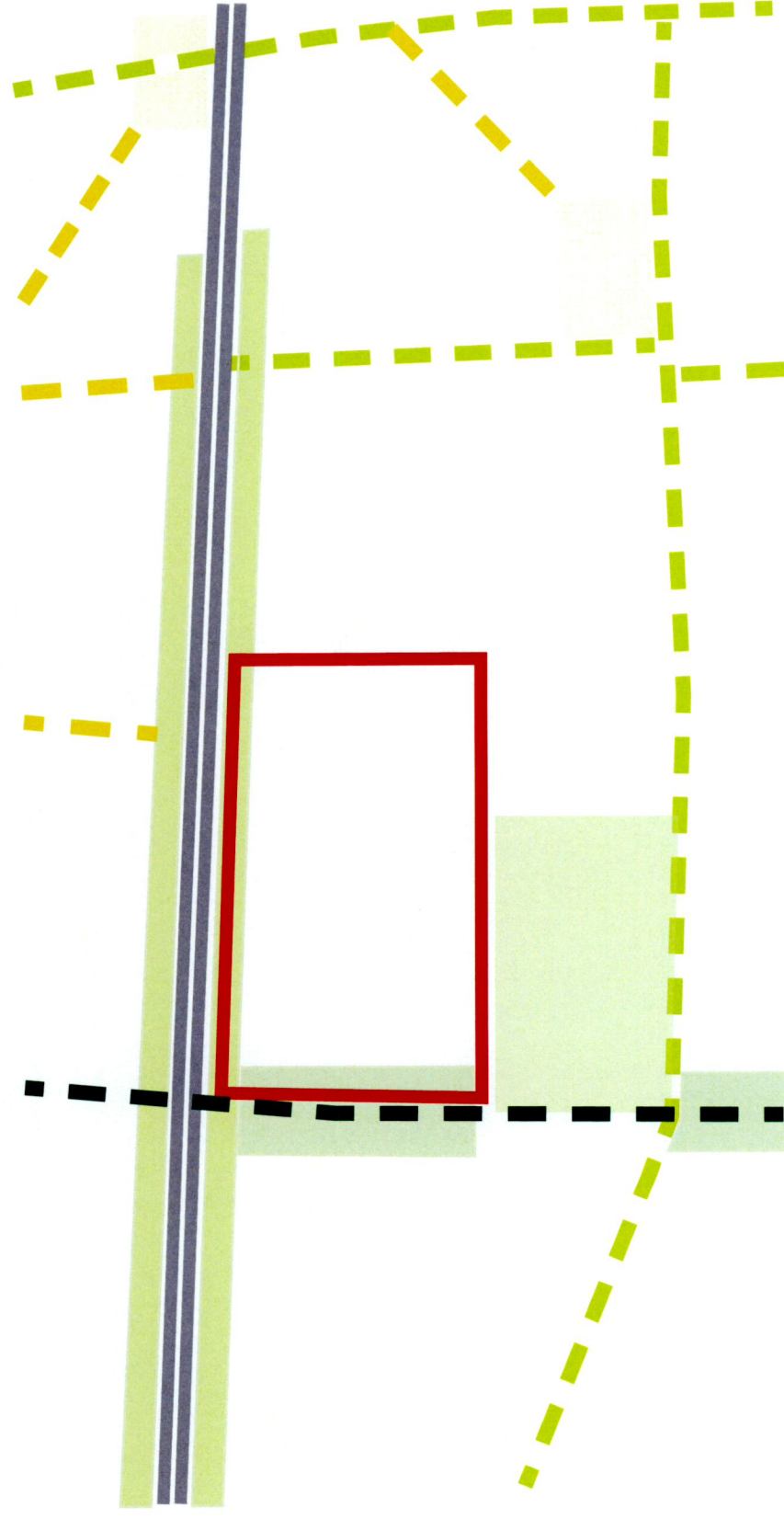


IMAGE 5(i) – SDZ EXTRACT - OPEN SPACE NETWORK WITH SITE OUTLINED IN RED

DEVELOPMENT AREA - SPECIFIC OBJECTIVES

The Clonburris South West 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 T3 - the subject of this application - is to be undertaken in Clonburris South West - Development Area 3 of the Clonburris SDZ lands in sector CSW-S3. The characteristics of this application in development sector CSW-S3 will be medium density residential development.

The Key objectives which apply to these sectors are:

- To develop a high quality residential neighbourhood
- 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
- Sensitively designed pedestrian access points to the Grand Canal

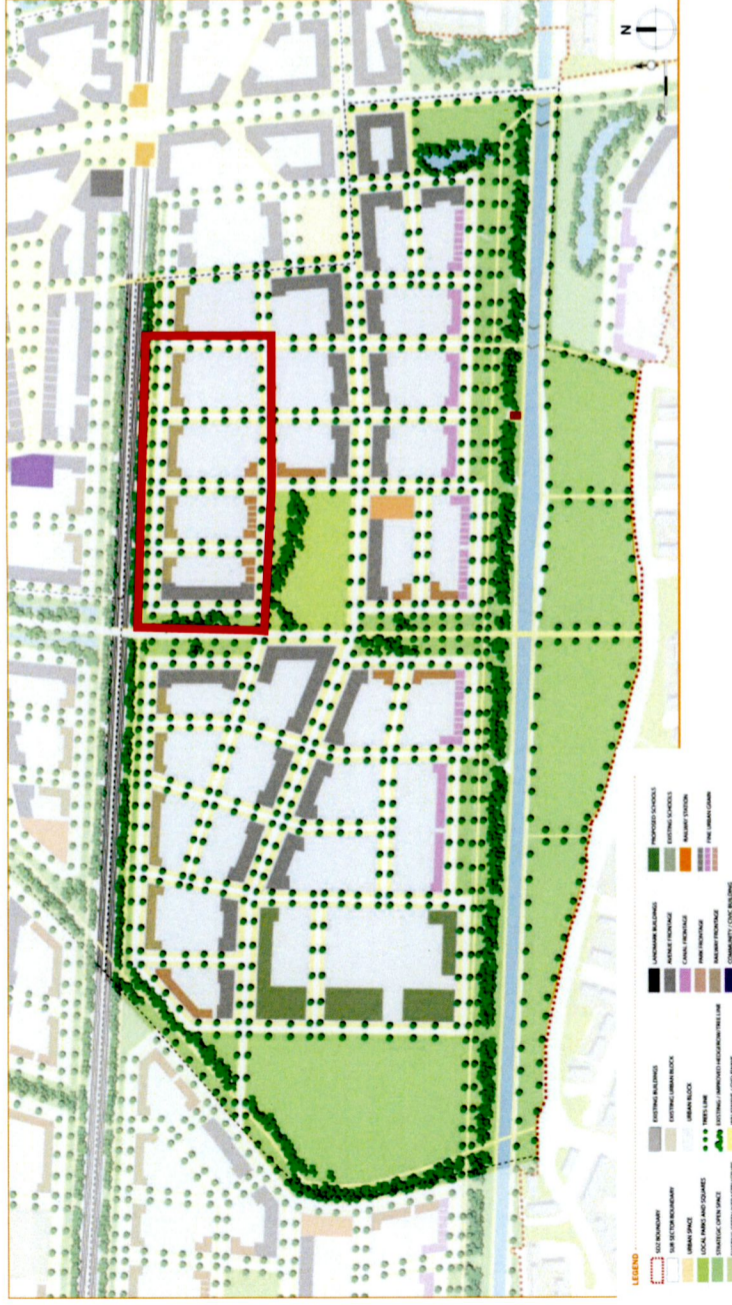


IMAGE 6 – SDZ EXTRACT - DEVELOPMENT SECTOR 3

Area character type	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.		
Net development area	25.98ha		
No of units (Target)	1,441		
Net Density	Sub Sector	Density Range	
	CSW-S1	45-55	
	CSW-S2	45-55	
	CSW-S3	51-61	
		CSW-S4	
		59-69	
Affordable/Social dwellings	To be negotiated in accordance with relevant legislation and SOCC Housing Policy <small>* See also Table 2.1.5 for full range of density</small>		
Non-retail commercial development	200 sqm min		
Retail development	650 sqm max		
Community	600 sqm min		
Building height	Sub Sector	Building Height	
	CSW-S1	2-6 storey	
	CSW-S2	2-4 storey	
	CSW-S3	2-6 storey	
		CSW-S4	
		2-6 storey	
Public open space	14,300 sqm <small>* See also Figure 3.3.2 Building Height Concept</small>		

IMAGE 7 – 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. The applicant has received permission for 569 residential units, a community / Office facility and over 4 hectares of public open space on the development lands immediately to the south of this application boundary. It is proposed to deliver a total of 157 units as part of this phase - Phase T3. The proposed site has a gross measurement of 3.45 hectares. The SDZ lands consist of approximately 280 hectares within the established suburban context of Lucan, Clondalkin and Liffey Valley.

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 train line to the north, the R113 Fonthill Road and additional SDZ lands (Phase T2) to the east. To the south, there are further SDZ development lands on which residential development has been permitted (reg ref: SDZ21A0022) and the Grand Canal Ecological corridor and Grand Canal Park. 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 (Clondalkin / Fonthill) within 500m of the application boundary 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 Clonburris South Link Street (CSLS) permitted under reg ref SDZ20A/0021 links the R113 to the R136 and will provide access to the subject site along with local roads permitted under reg ref SDZ21A0022 which are associated with the 1st phase of permitted development.

The Grand Canal located to the south of the site is a proposed Natural Heritage area and is seen as a major recreational amenity in the area. In addition to this, there is an existing high pressure Gas Networks Ireland gas main and watermain running along the eastern boundary of the SDZ lands to the east of the site requiring a combined wayleave of 20 metres from the edge of the Fonthill road.

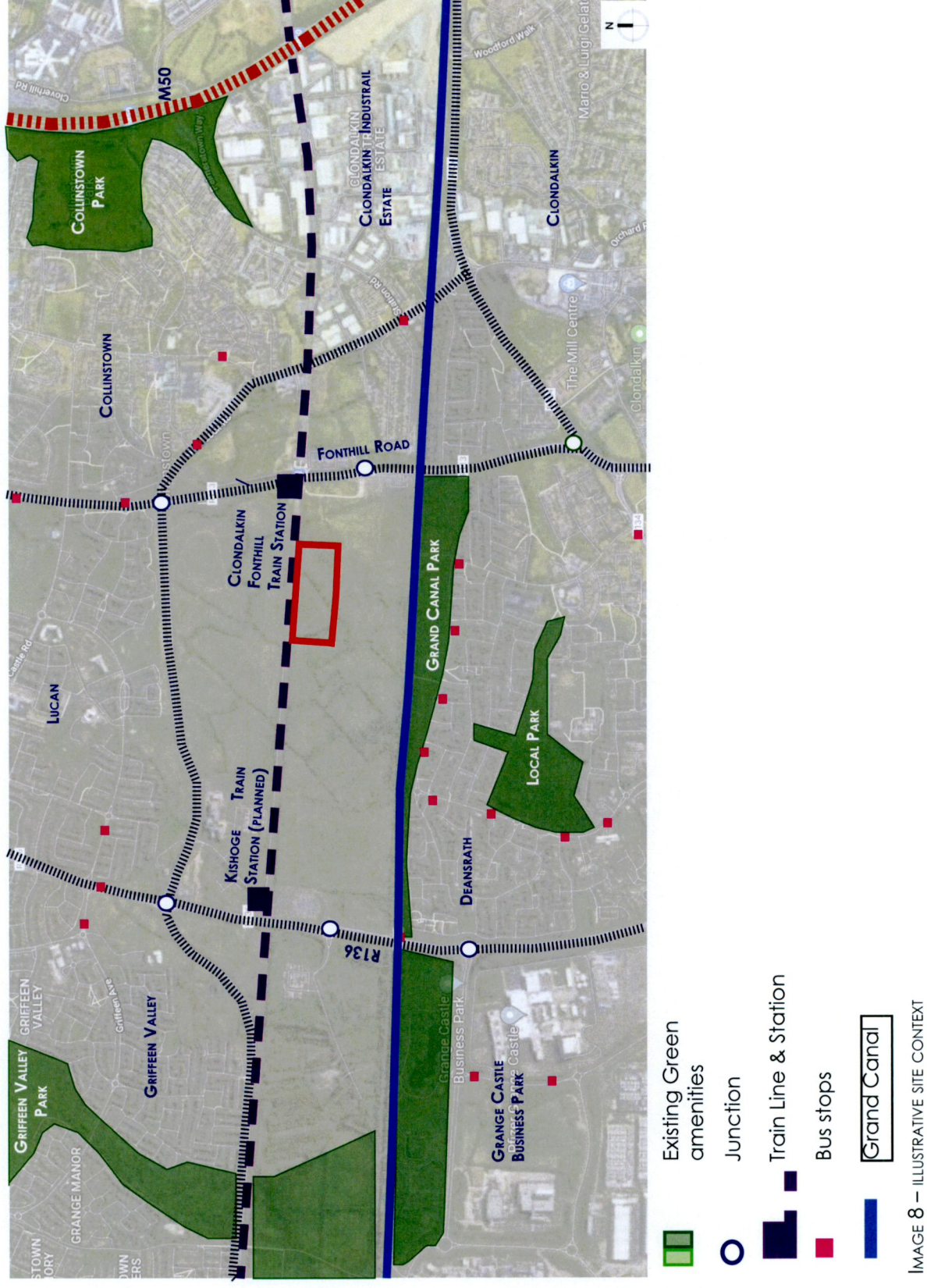


IMAGE 8 – ILLUSTRATIVE SITE CONTEXT



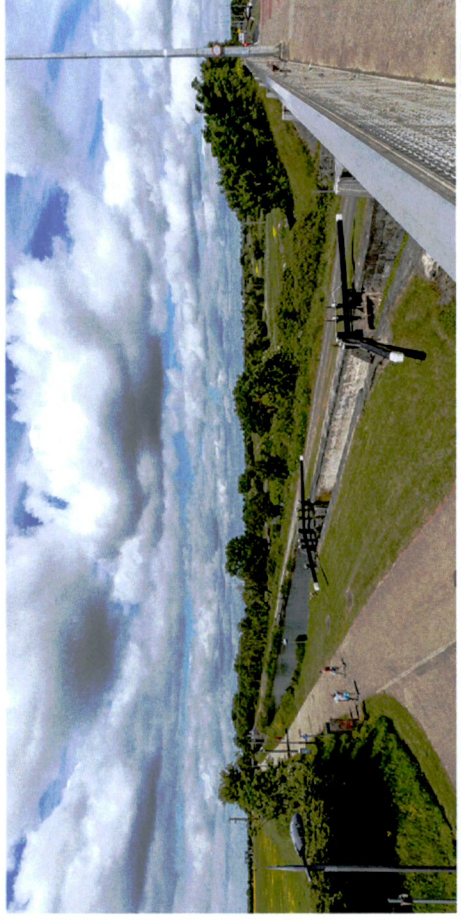
VIEW 1



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 which is seen as a major amenity in the area, and the adjacent train station which means the area is well connected to the city.

With this phase of development a range of unit typologies and safe connections to local amenities will be delivered. The parameters set out in the planning scheme aim 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 sections of the connecting infrastructure which will facilitate movement for all end users between primary planning scheme objectives. This scheme seeks to deliver the 1st section of local green corridor which will run alongside the existing train line, connecting the train station to the residential development to the west and south. It will also facilitate several north-south connections from the local green corridor to the strategic green corridor which also runs east to west along the Grand Canal. These connections must be delivered within a legible hierarchy of streets which prioritise pedestrian and cyclist movement and place making.

More specifically for this development sector, the planning scheme requires proposals for a diverse and quality streetscape along the Railway frontage, a distinctive streetscape along the park frontage and a strong building line on the western boundary which faces the proposed location of the vehicular bridge which spans over the train line.

The vehicular bridge is still in the design phase and it is envisaged as a retaining structure which minimises the land take for its construction and operation. Access to the site will be via the permitted road which links the R136 to the west to the Fonthill Road (Reg ref SDZ20A/0021) which is the proposed entrance to the eastern side of the SDZ lands.

A pre planning meeting in relation to this development has occurred, during which we described our design responses to the items listed above. This took place on the 12.07.22 (PPSDZ02/22). Since this meeting, the area of the application site has decreased, with an apartment block on the eastern side assimilated into phase T2. This was done in the pursuit of managing the transition in scale more effectively between the urban core in CUC-S3 and the lower density residential model envisaged for the western portion CSW-S3.

It should be noted that the development sector CSW-S3 will ultimately be divided across 3 planning applications, with 162 already permitted under SDZ21A0022, a further 157 proposed as part of this phase T3 and a minimum of 108 units to be proposed as part of Phase T2 which will also contain proposals for CUC-S3.

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



IMAGE 10 – INITIAL SITE ANALYSIS / SDZ OBJECTIVES

3.3 SITE CONSTRAINTS, CONNECTIONS AND OPPORTUNITIES FOR INCLUSIVITY

The site is currently unused lands, formerly agricultural in nature and physical site features within the red line boundary comprise existing hedgerows enclosing fields locate south of the existing train line. The dominant site feature in this development phase is the train line which bounds the northern edge of the development site. The Planning scheme envisages a local green corridor which will run parallel to the existing rail line, and terminating at the Clondalking/Fonthill Train station which is located 400m east of the development.

As this is a greenfield site, the majority of conditions which will require a design response have been set out in the planning scheme. To the west of this development sector, a location for a vehicular bridge which spans the rail line has been identified. It is envisaged that this bridge will need to be a minimum of 6m above the train tracks to comply with clearance guidelines set out by Irish rail. The adjacent building will need to demonstrate a strong presence to the bridge, with the planning scheme calling for appropriate "avenue frontage" to be proposed.

An access point to the lands has been permitted on the eastern boundary which connects to the existing Fonthill Road. This will act as main entrance to the development and Phase T3 will be accessed via this entrance and through the road network permitted as part of Phase 1.

To the south of the development lands, the residential cells face the public open space which measures approximately 1.4 hectares and is a significant local amenity. This local park has been permitted as part of the 1st phase of development. The prominent location of the park must elicit a design response from the buildings which surround it, and the planning scheme identifies this location as suitable for robust and unique elevation design and has stipulated that a response to "park frontage" and the demonstration of "fine urban grain" is appropriate at this location. Generally, the permitted building heights for this development range between 2-4 storeys, which is suitable for this medium density development sector. The design responses to these planning scheme objectives will be discussed in later chapters of this document.

The cell structure is largely in compliance with the parameters set out in the planning scheme and this phase of development seeks to establish a robust north south connection from the proposed application boundary to the grand canal to the south. The North-South Strategic green corridor located to the west of the development is dedicated to cyclists and pedestrians only, with their movement being prioritised by the proposal of a cycle link in between the vehicular bridge and the adjacent building. The key consideration with this application is cyclist and pedestrian permeability and how the proposal connects through the permitted development to the south and the establishment of safe walkable routes from the local green corridor which facilitate access between the train station and the grand canal park.

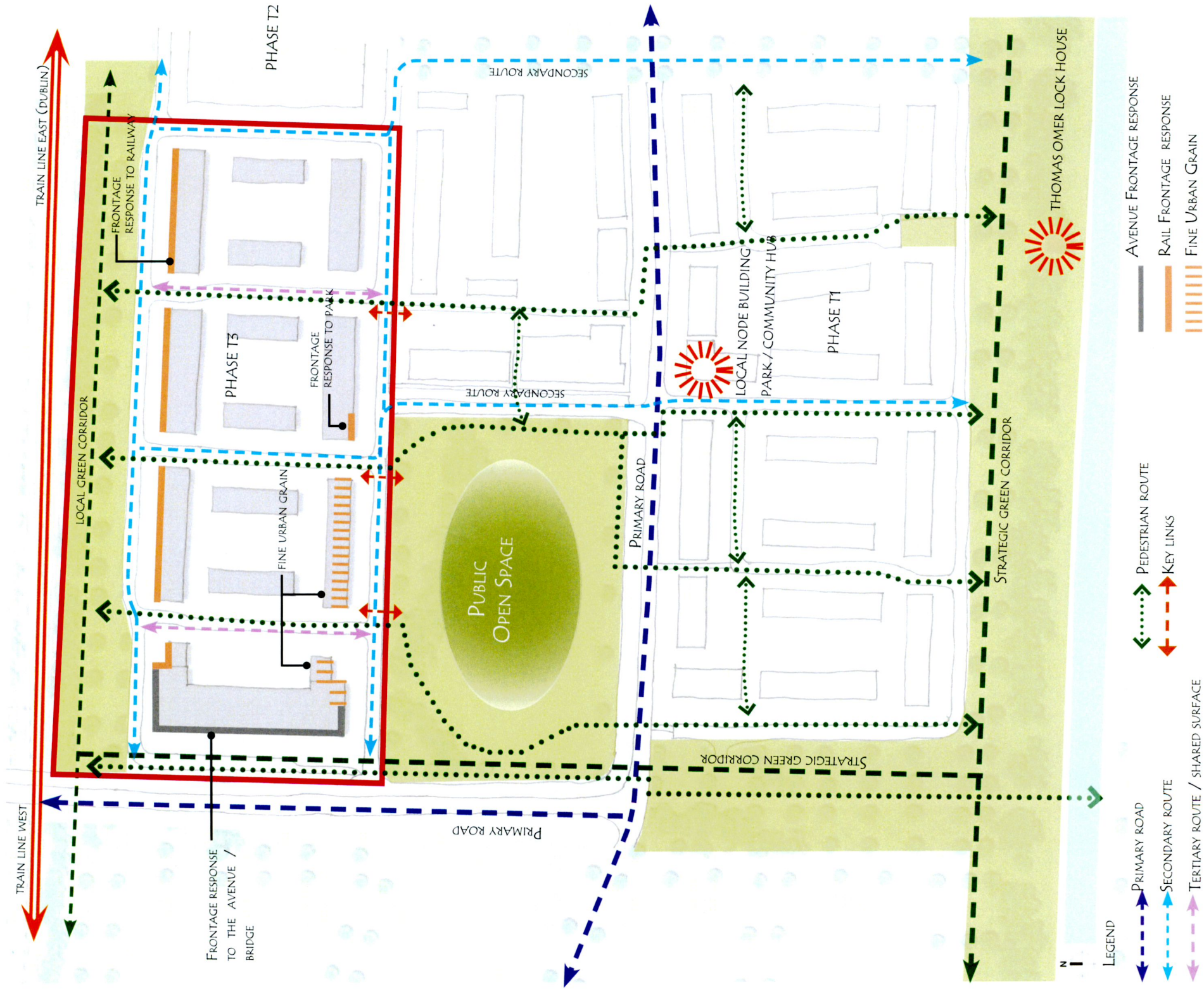


IMAGE 11 – CONCEPT DESIGN AND OPPORTUNITIES

them.

3.4 LAYOUT, ASPECT & VARIETY

A total of 157 residential units are proposed in a mix of houses and apartments – In total, 76 apartments are proposed and 81 houses across 4 residential cells. The apartments are contained in 1 block and the housing across the remaining 3 cells. The apartments are proposed in a mix of 26no 1 bed units, 7no 3 person 2 bed units and 43no. 2 bed units. The houses are proposed in a mix of 4no 2 beds, 65no 3 beds and 12no 4 beds.

There are a range of typologies proposed as part of this phase, which will promote the establishment of a diverse community with all ages and tenures catered for. As well as the 1 & 2 bed apartments proposed in the apartment block, 4 units have been proposed which are suitable for end users with additional medical or mobility needs.

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. The 1st section of the local green corridor which runs east to west and will eventually provide a pedestrian connection between the railway stations will be delivered with this phase. Utmost in the consideration of this layout is ensuring a high level of permeability for pedestrians and cyclists taking maximum advantage of perceived desire lines in the planning scheme. This has led to the proposal of pedestrian friendly streets and cycle links designed to the street specifications set out in diagram 2.2.6 of the planning scheme.

The streets themselves have been designed in a hierarchy of local streets and homezones with pedestrian priority in mind. Some on curtilage parking is proposed on local streets with homezones featuring off curtilage parallel parking as per street design objectives set out in diagram 2.2.6 of the planning scheme. The proposal of generous pedestrian links and shared surfaces prioritises the pedestrian and keeps footpaths and homezones free of obstruction. The proposal of shared surfaces and the introduction of subtle deflections in the road layouts are designed to naturally calm traffic speeds through the residential area.

The provision of active frontages are an important consideration in the development of the building typologies proposed. The houses are designed so that all public facing facades feature generous windows to habitable rooms and are finished with a high quality material. Each of the housing units has an entrance demarcated by a porch area which provides a distinctive aesthetic for the development and aids legibility and wayfinding. These design components activate the facades and promotes passive surveillance to all sides of residential cells.

The proposal for the apartment building has also taken street activation under consideration with own door access proposed for all ground floor units of the apartment building. Furthermore, the ground floor of the apartment block is articulated by a change of material which visually enhances and frames the doors to each of the units, along with individual numbering and bespoke lighting to demarcate each entrance.

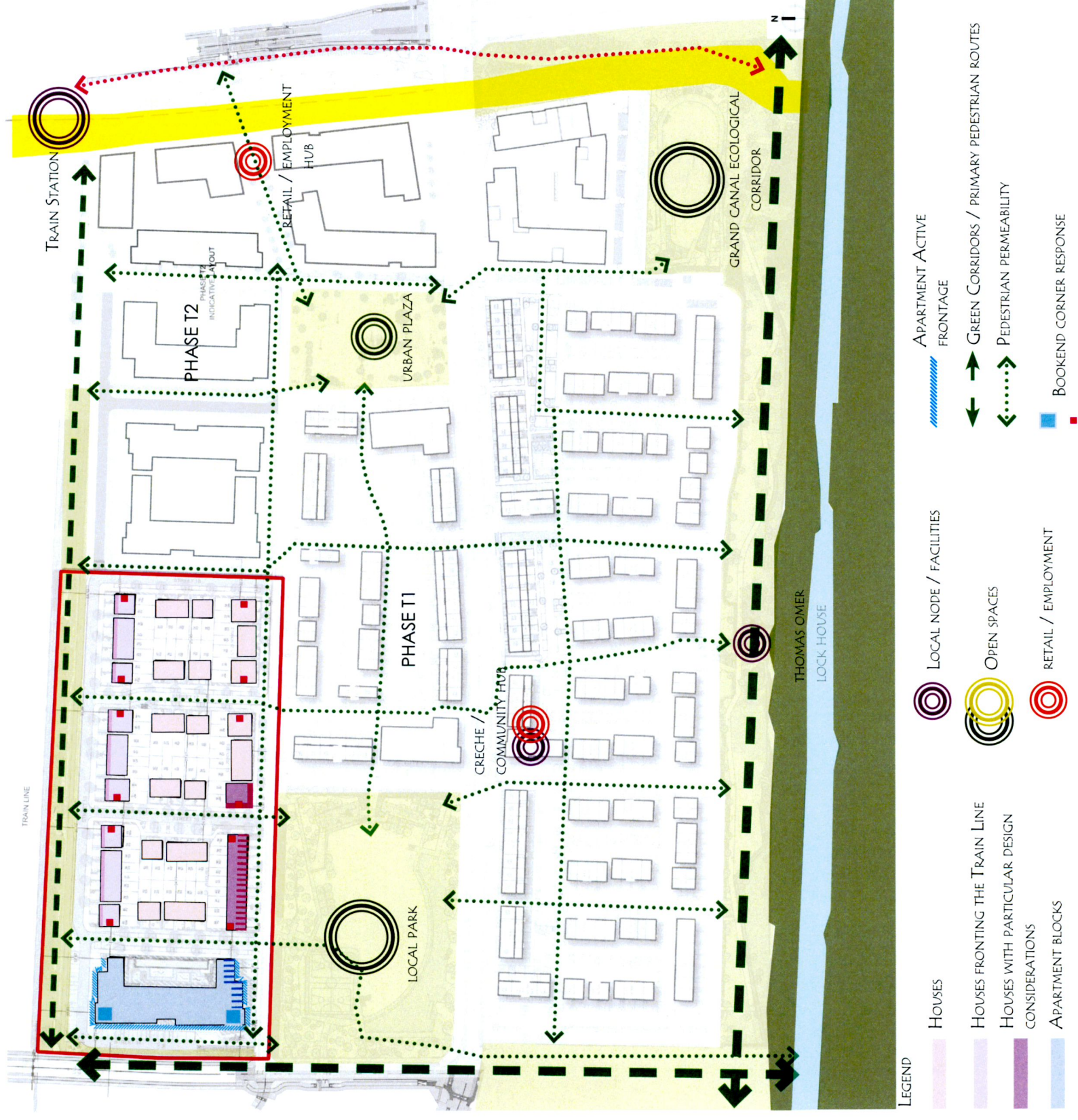


IMAGE 12 – Design Response Diagram



IMAGE 13 – APARTMENT BLOCK 1 FROM THE SOUTH WEST

Block 1 is a single block with 2 circulation cores. These cores are located on the internal corner of the plan which allows the block to turn corners, presenting an animated frontage to all facades. The proposal steps the block in plan allowing for additional landscaping to the front of each apartment unit and the space to provide access to own door units as well as defensive space from the back of the footpath. The majority of the apartments enjoy either an east or west aspect with 41% of the apartment units enjoying dual aspect. The prominent location of this Block at the juncture of the local park and the proposed vehicular bridge has prompted a design response appropriate to it's setting, with the block's 4 storey volume presenting a strong urban edge facing west towards the vehicular bridge and a bookend corner presented south to the park, providing high levels of passive surveillance. The southern facade is further articulated by the changes in material as the parapet line steps back to facilitate Dual aspect and own door units, and as the parapet steps to grade down from the higher density building model of the apartments to the housing residential cells. While Block 1 is not intended as a landmark building, it provides a strong framing of the open space and providing a robust presence to the park, the vehicular bridge envisaged to the west and the train line to the north.

The streetscapes facing the train line were developed with the intention of providing variety in materiality and roofscapes, to create a visual rhythm as the pedestrian or cyclist progresses along the route. The corner of each residential cell has been marked with a side entry unit, meaning the roof profile can be turned so that the gable faces out and creates variety in the roofscape. It also demarcates each of the available north south connection which facilitate access to the local park and beyond to the grand canal. Facilities which are necessary for the establishment of a new neighbourhood, such as retail, childcare facilities and areas providing employment opportunities will be delivered as part of Phase T2 which is immediately east of the application's boundary.

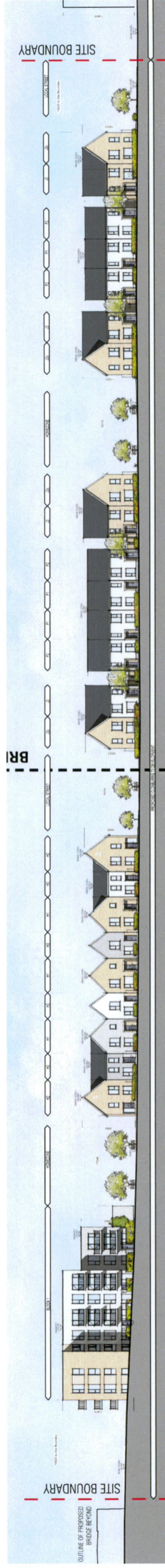


IMAGE 14 – CONTIGUOUS ELEVATION SOUTH



IMAGE 15 – CONTIGUOUS ELEVATION NORTH



3.5 BUILT FORM/ HEIGHTS & MASSING

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.

The building heights set out for this area of CSW-S3 are 2-4 storeys and the appropriate typologies have been placed to comply with massing objectives set out in the Planning Scheme. The 4 storey apartment block is placed adjacent to the vehicular bridge as a response to the additional height the bridge will bring to that area of the site. On the southern side of the apartment block the parapet height is varied as it faces south towards the public open space. This stepping of the parapet contributes to the establishment of the urban grain aesthetic envisaged for this area of the site.

The variety of building heights also ease the transition from the 4 storey apartment to the lower density housing model. This transition is further aided by the proposal of Apex roof profiles which bookend the row of housing units proposed for the neighbouring residential cell. Generally, the lower density housing cells are proposed at 2 storey, with variations in roof scape proposed at intervals to create visual interest.



IMAGE 16 – HEIGHTS DIAGRAM



IMAGE 17 – STUDY OF BLOCK 1 AND H TYPES (URBAN GRAIN)

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*.

LOCAL GREEN CORRIDOR AND TRAIN LINE

The requirement for distinctive frontage along the Local Green Corridor has been addressed through the proposal of a wide variety of typologies in alternating styles and materials. The green corridor itself facilitates movement form east to west, with the intention of retaining an ecological corridor of sorts as well as promoting safe pedestrian and cyclist movement. The existing hedgerow along this route will be retained and supplemented, as per the planning scheme requirements and areas of play and activity will be proposed all along the route. A natural play areas has been proposed as part of this development phase.

LOCAL STREETS

There are three local streets proposed in within this application boundary. They are designed in accordance with diagram 2.2.6. Street 16 and 18 are designed in accordance with indicative local street A, and will feature parallel parking on one side and perpendicular on the other. The design for street 18 will be completed with Phase T2 and the design teams for both phases will liaise to ensure compliance with the planning scheme. Street trees are proposed at regular intervals. The appropriate send of enclosure as set out in the planning scheme has been achieved by complying with street width parameters.

On Street 14 we have proposed a cycle link which connects into the permitted road network at the junction adjacent to the bridge. This allows for the safe movement of cyclists and prioritises pedestrian movement in the area adjacent to the park. The proximity of the junction to the bridge prompted this design response, with a vehicular connection deemed to be unsuitable in this location from a traffic safety point of view.

INTIMATE LOCAL STREETS (HOMEZONES)

Two intimate local streets are proposed in this application boundary. As with the local streets, their design has been driven by parameters set out in the planning scheme diagram 2.2.6. and range in width from 15.8m wide to 21m. the building line steps along these locations to allow for installation of the necessary services required to make a house habitable. They feature off curtilage parallel parking with street trees proposed in public ownership at regular intervals.

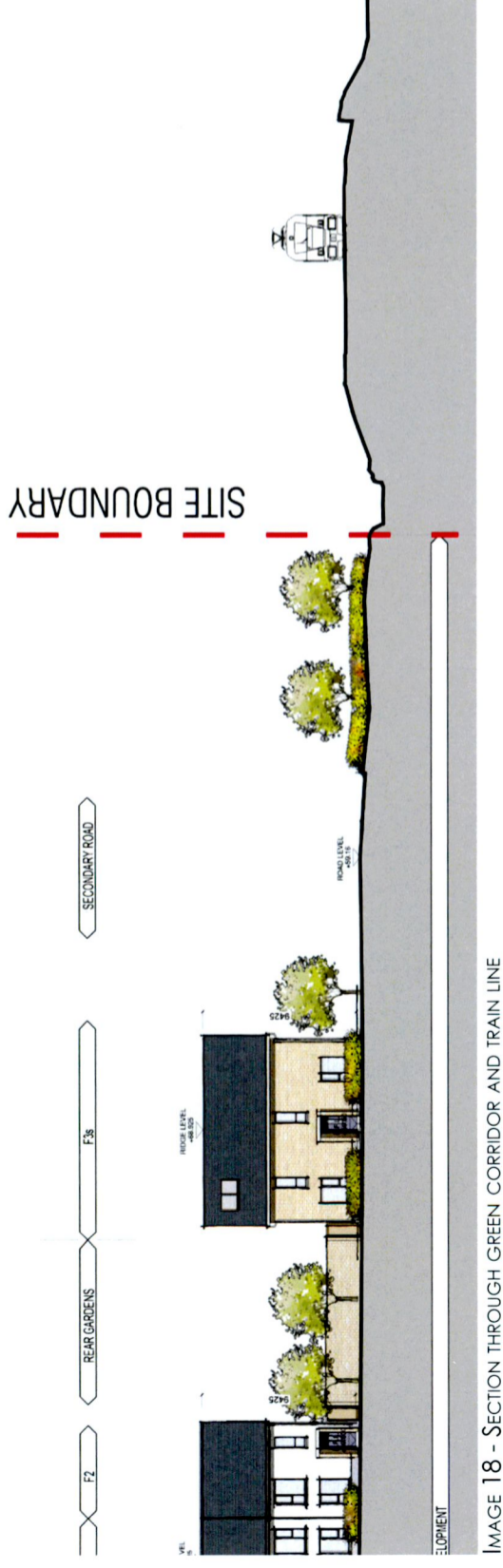


IMAGE 18 - SECTION THROUGH GREEN CORRIDOR AND TRAIN LINE

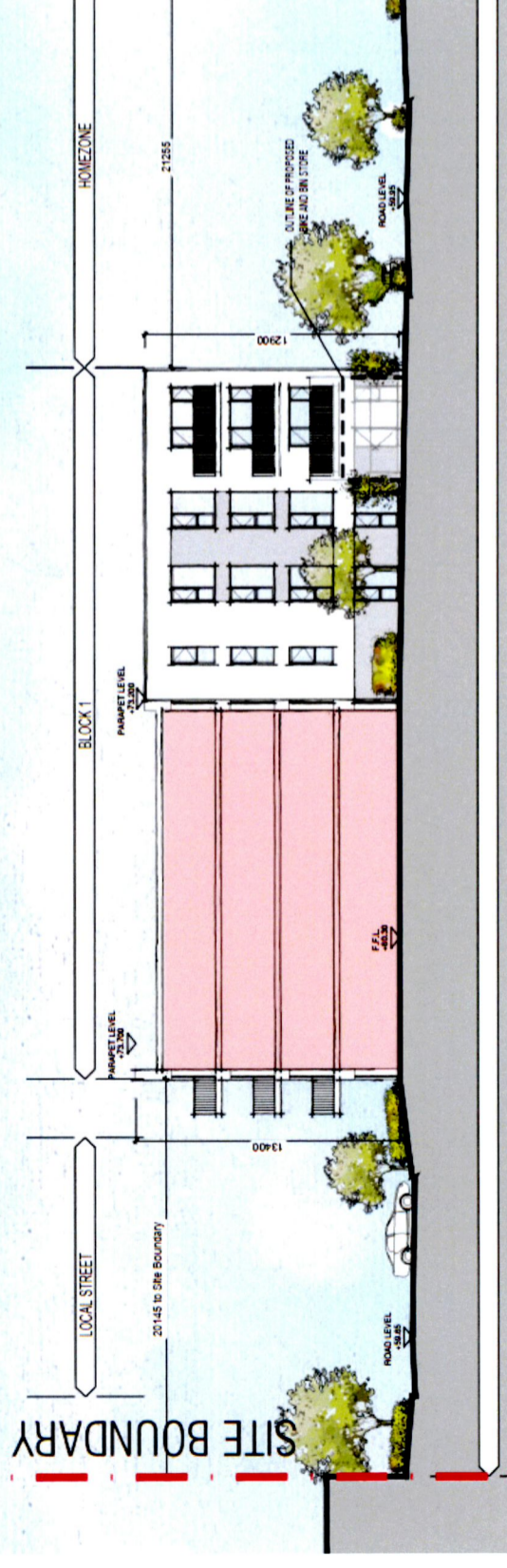


IMAGE 19 - SECTION THROUGH BLOCK 1 AND BRIDGE

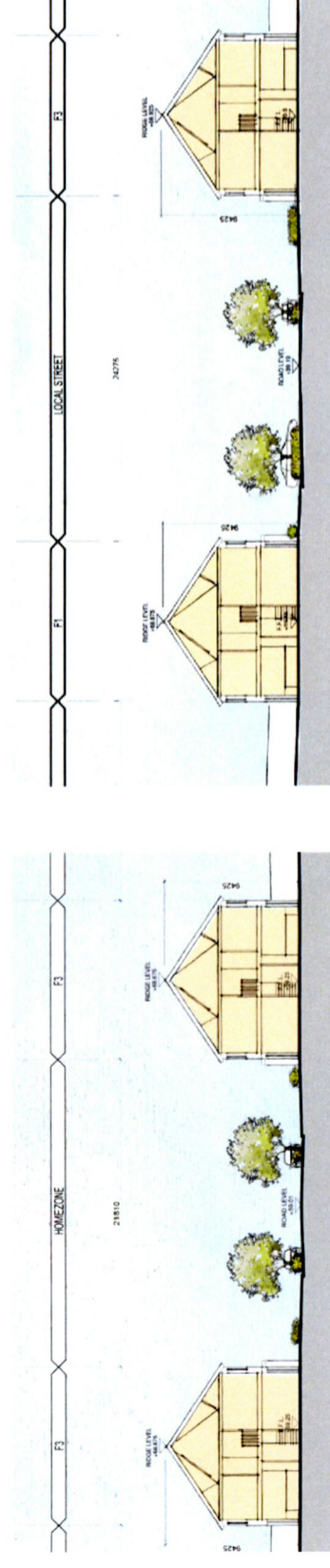


IMAGE 20 – INDICATIVE "HOMEZONE" STREET SECTION

IMAGE 21 – INDICATIVE LOCAL STREET SECTION

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. This next phase of planning seeks to add to proposals from the 1st phase and establish a well serviced new neighbourhood in the west of Dublin.

Considering its proximity to a high quality transport link with Clonburris train station 400m to the east 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. Pursuant to this, a high density building model has been proposed on the western side of the site in order to provide the appropriate density for this development sector. It is also important to propose a high density building in this location as an appropriate response to the vehicular bridge envisaged immediately west of the development site.

The cells have been set out in accordance with diagrams in the planning scheme. The majority of private gardens have either a southerly, easterly or westerly aspect. The north facing gardens have been given additional length so an appropriate amount of daylight is facilitated to those spaces. The apartment block has been orientated on a North-South axis so that the majority of the units have either an easterly or westerly aspect. There are no single aspect North facing units proposed which don't overlook an amenity.

The application lands are served by Public Open Space immediately south of the application boundary which has been permitted as part of the 1st Phase. This phase will also see the delivery of the 1st section of the Local green corridor. This is an opportunity to provide a safe route from east to west for pedestrians and cyclists and connects directly with the Clondalkin / Fonthill station. Crucially, it is also a landscaped buffer between the residential cells and the train line. A swale runs the length of this section of the local corridor, which promotes Suds and biodiversity.

There are 3 prominent features immediately adjacent to this site which provide opportunities to create a distinctive aesthetic in the locality. The vehicular bridge spanning the train line will be a significant piece of infrastructure and will be used by both future residents and the wider public. This will be delivered as part of a separate planning application. The local park to the south will also be a widely used amenity within the locality, and the local green corridor will provide a pedestrian route from the train station to the development lands beyond. These features have prompted requirements in the planning scheme for a distinctive design response around these locations.

As such, proposals have been drafted to provide a distinctive frontage in response to the train line which we have discussed in section 3.5 above, with the corner of each residential cell marked with a side entry unit. A 4 storey building has been proposed adjacent to the vehicular bridge, providing a strong urban edge. The response to the fine urban grain requirement can be seen in image 23 and is a mix of 2 and 3 bed house typologies. Each facade is bespoke and there is variance in the plot widths, ridge heights, finished floor levels and roof profiles. While these units are distinctive from their proposed surroundings, a similar palette of materials is being used in the apartment block and other houses to create visual links with the surroundings, while also being distinct from



IMAGE 22 – PROPOSED CHARACTER AREAS



IMAGE 23 - FINE URBAN GRAIN PROPOSAL FRONTING ONTO PUBLIC PARK

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. As this is a greenfield site, there are no existing buildings which would be impacted by the proposed development. No north facing single aspect units which do not overlook an amenity space are proposed in the scheme. The 4 residential cells are on a North-South axis, meaning that the majority of rear gardens have a southern, eastern or western aspect. Where it is necessary to propose north facing gardens, additional area has been proposed to the rear gardens to maximise the daylighting levels possible. The apartment block is proposed immediately to the east of the future vehicular bridge. The findings of the daylight and sunlight assessment are summarised below.

Daylight analysis of Existing Buildings:

The report concludes that the development will have 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 the communal open space serving apartment block 1 receives at least 2 hours of sunlight over it's total area, thus complying with BRE recommendations. In addition, all individual areas tested perform as expected. Those facing predominantly north are noted to be below the BRE Guide (2nd and 3rd Editions) recommendations as they are shaded by the property on the plot. Those south facing are achieving at least 2 hours of sunlight over 50% of their area on the 21st of March.

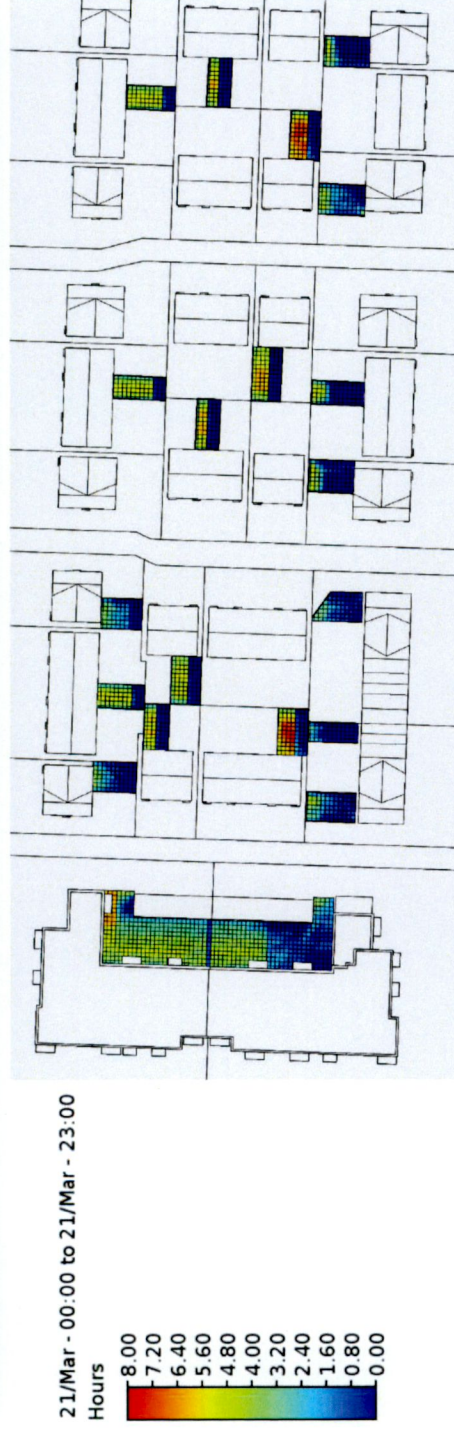
Average Daylight Factors (ADFs) to proposed Apartment Buildings:

Across the proposed development, xx% of the tested rooms in the Apartment Building 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.

Compensatory Design Changes:

To address some issues we encountered in the original proposal for Block 1, we have increased the window area to allow more daylight into the proposed living/ kitchen/ dining area within the apartments. Changes have also been made to the internal layouts to improve the daylighting to habitable areas.

Absolute Scale Showing All Hours of Sunlight Received



Area Showing >2 Hours

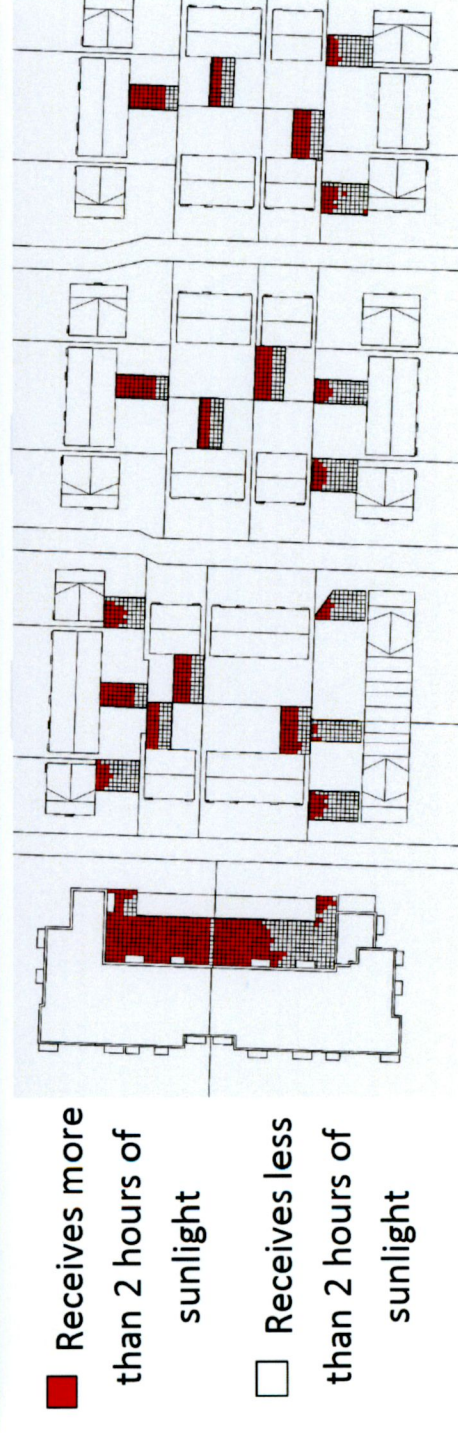


IMAGE 24 – IES EXTRACT - SUNLIGHT TO COMMUNAL SPACES

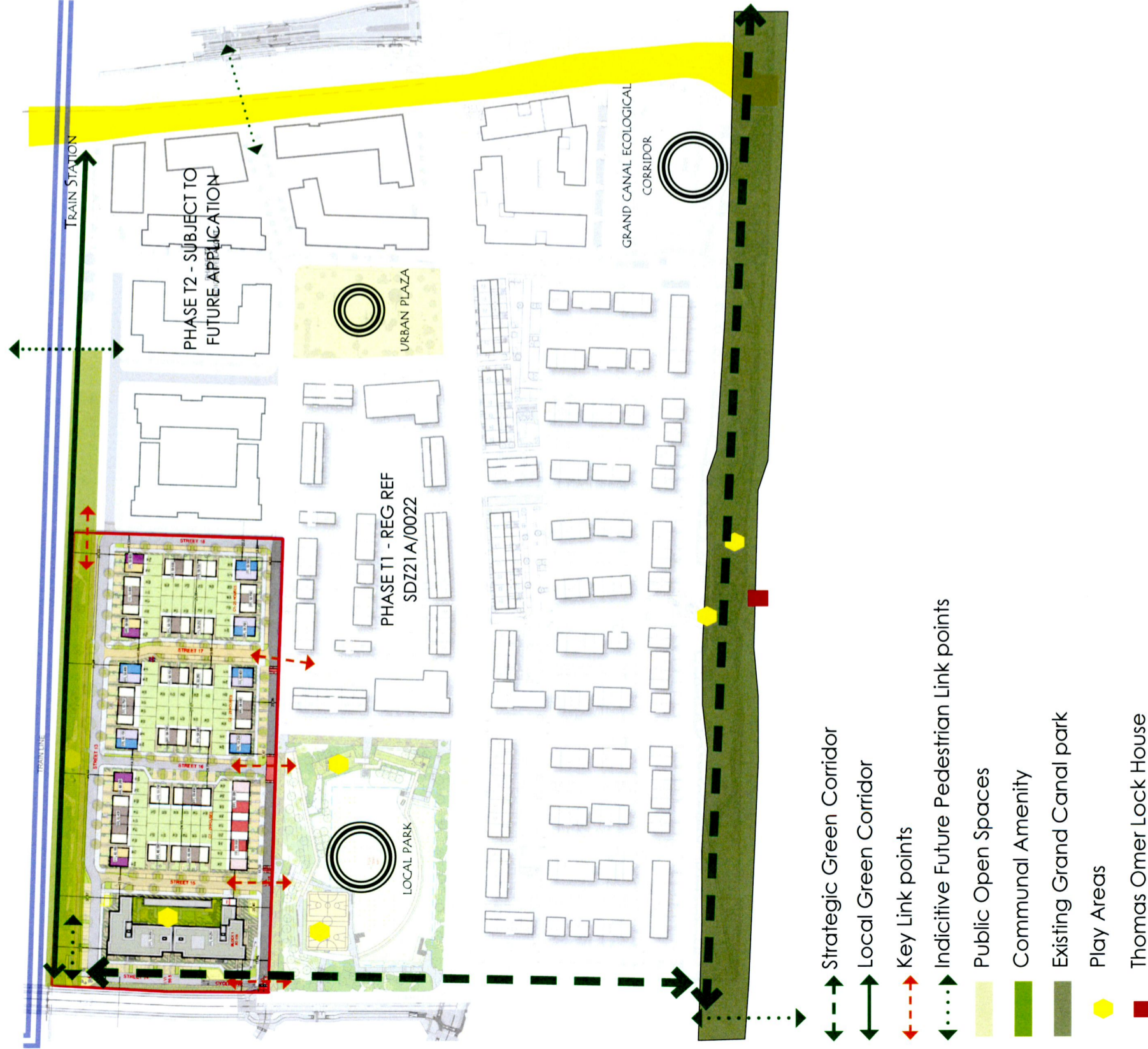


IMAGE 25 – ILLUSTRATIVE DIAGRAM OPEN SPACE PROVISION - CSW - S3

3.8 PUBLIC REALM, OPEN SPACE & LANDSCAPING

The SDZ Planning Scheme recognises that the delivery of high quality, connected open spaces is critical to the success of a sustainable neighbourhood. Central to this ethos is the strategic green corridor along the Grand Canal which spans the length of the SDZ lands and is essential for connecting open spaces for pedestrians and cyclists. Integral to the connectivity of the green spaces across the SDZ lands is the provision of safe and legible connections for cyclists and pedestrians which run north to south, connecting the local and strategic green corridors. The first section of local green corridor which runs parallel to the train line will be delivered with this phase of development.

A local park has been permitted to the south of the application site under ref SDZ21A/0022. This local park proposes a range of activities and facilities including playing pitches, playground and street furniture creating an amenity space for all ages to enjoy. Additional activities ancillary to park uses have been provided in the community hub / local node building which has been permitted as part of the 1st phase of development.

A strategic green corridor runs along the western edge of the local park and this phase of development proposes a cycle link and footpath network connecting into the proposed road network in the south west corner of the application lands. This route prioritises the safe movement of cyclists and pedestrians from north to south, connecting strategic and local green corridors and is in line with the objectives set out in the planning scheme.

Street furniture is proposed at regular intervals along the proposed local green corridor along the northern boundary of the application lands to allow for passive amenity along this attractive and accessible route. An area of natural play is proposed as part of the scheme. Existing hedgerows along the train line will be retained and supplemented as part of this phase of development. 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 local green corridor.

Communal open spaces have been provided in compliance the Design Standards for New Apartments Guidelines for Planning Authorities 2020. 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 CSR Landscape architecture and is included with the planning application. In between the residential cells and the train line the local green corridor facilitates the free movement of pedestrians and cyclists, with street furniture providing areas for residents to interact, as well as an area of natural play, centrally located within the application boundary so that it is easily accessed by all future residents.

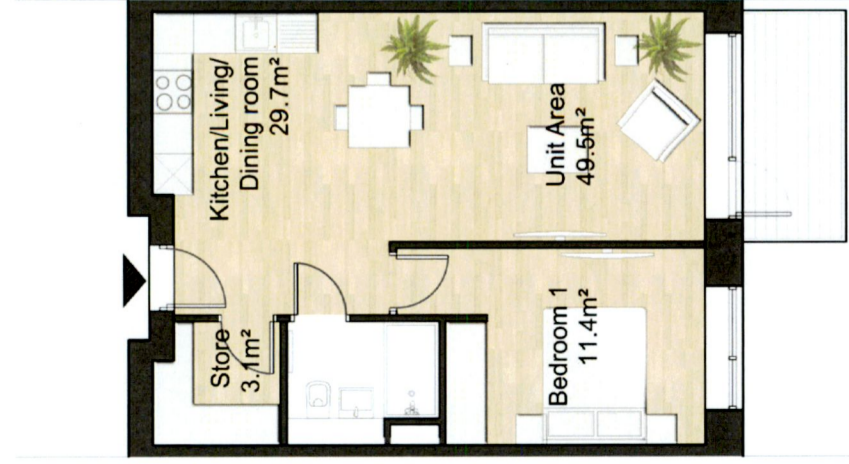


IMAGE 26 - STANDARD APARTMENT UNIT TYPES - 1 BED & 2 BED

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 are located at ground floor level which allow for additional flexibility and adaptability. 4 units in apartment block 1 (Type 2H) have been designed to cater for end users with additional medical or mobility needs and are in compliance with Universal design guidelines.

A mix of unit types are proposed to cater for multiple occupancy requirements. One Bed and Two Bed (3 & 4 person) apartment units are proposed as well as 2, 3 and 4 bed houses. This will create diversity of ens user and tenure in the neighbourhood. 41% 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 apartment 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.

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 render. This phase of development takes cognisance of the permitted scheme to the south of this application boundary and continues the aesthetic established as part of the proposals for phase 1. The intention is to establish a character area over these development phases, and within the Clonburris south west development sector.

One apartment block is proposed and we consider it appropriate to use brick as the primary material, as well as sections of dash render to articulate facades and create visual variety in the streetscape. Subtle relief brick detailing has been proposed for sections to add depth and texture in appropriate locations, such as core entrances. At 4 storeys, the apartment block is the largest building in the proposal and has been designed in a format which maximises a favourable orientation for the majority of apartments while also paying attention to corners, avoiding dead or windowless gables and activating the ground plane by providing appropriate setbacks which soften the streetscape and accommodate own door entry units. The ground floor of Block 1 has been articulated using a grey brick plinth which wraps the building where own door entrances are proposed. These own door units are further emphasised by numbering and wall mounted lighting which will highlight individual units. The core entrances are articulated by canopies, appropriate signage and the brick relief pattern.

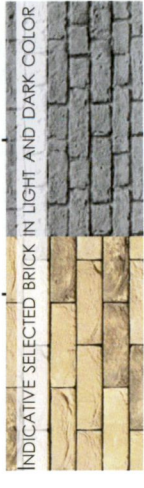
As we progress east from the apartment block, the change in scale to the lower density housing model is facilitated by a subtle change in material application. Continuing with the use of buff brick, with a tone distinct from that used for the apartments, a well detailed brick porch with selected stone capping has been proposed, continuing the aesthetic established by the phase 1 application. 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 the streetscape.

End treatment houses have been proposed at the corners of residential cells to ensure that dead or windowless facades are avoided and to improve the opportunities for passive surveillance. They also create visual markers and create variety in the roofscapes of the residential cells. These end treatment houses are proposed as full brick facades to demarcate the connections through the development. This strategy is most evident along the Rail line 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 rail line. Retention and preservation of the existing hedgerows have been given priority where possible. Footpaths and landscaped routes enhance the enjoyment of this area while not jeopardising the viability of the established hedgerows. 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.



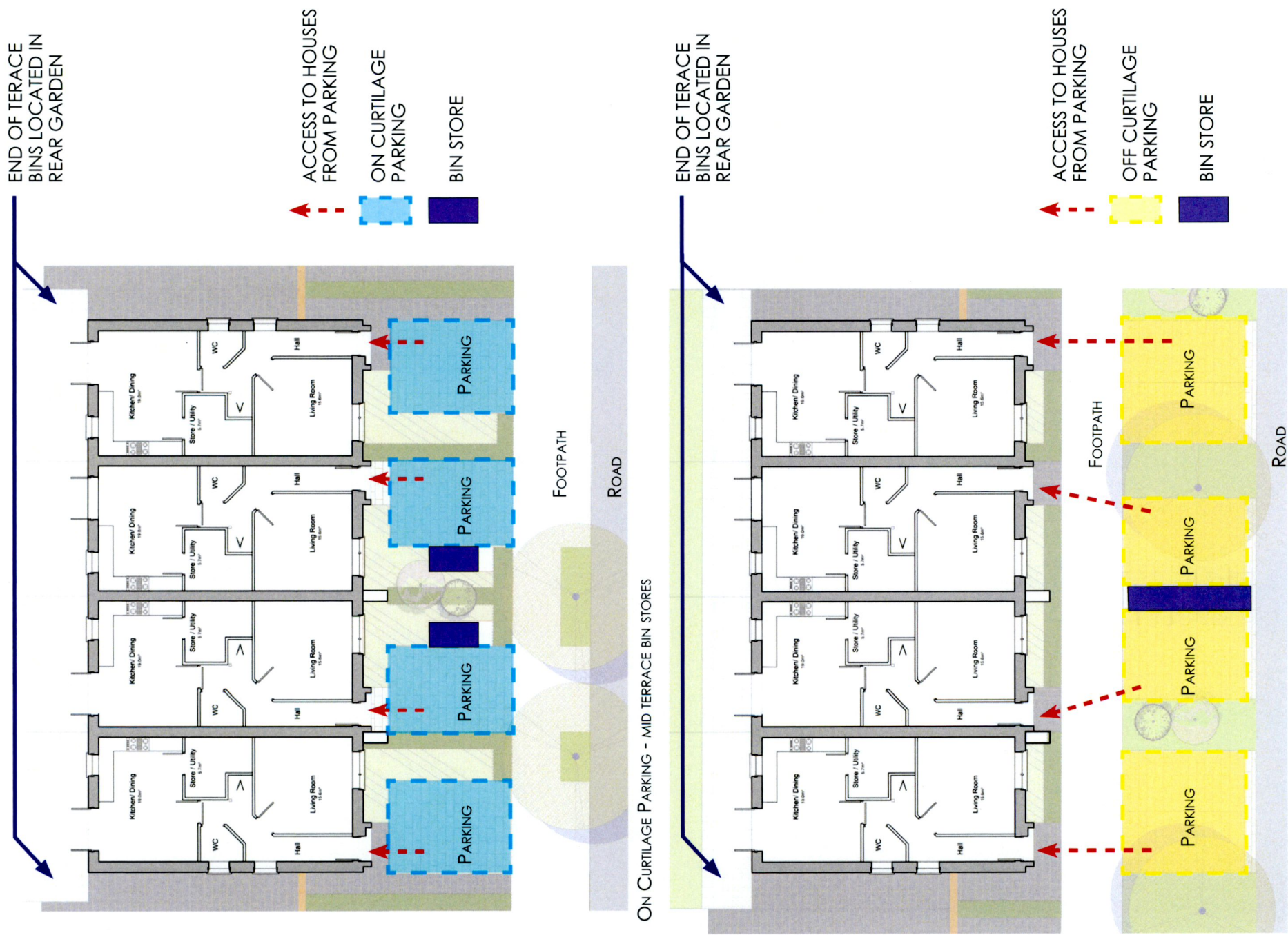
All the Houses will be treated with a selected buff brick with some brick relief detail as indicate in the CGI. A select grey brick is strategically used at ground floor of some of them, creating a continuation in language with the apartment blocks.



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.



IMAGE 27 – MATERIAL PALETTE LABELLED CONTIGUOUS ELEVATIONS



OFF CURTILAGE PARKING - MID TERRACE BIN STORES
IMAGE 28 – TYPICAL MID TERRACE Bin Store ARRANGEMENTS

3.10 CAR & BICYCLE PARKING

A total of 170 parking spaces are proposed on site at grade and Zone 2 parking rates as set out in the SDCC development plan have been adhered to. See Schedule of accommodation which has been included with this application for details. No basements or undercrofts are proposed as part of this application. Parking dedicated to the housing is proposed in a mixture of on curtilage and on street parking and complies with street layouts set out in Figure 2.2.6 of the planning scheme. On curtilage parking has been provided at a rate of 38% of the overall provision. A total of 130 secure bicycle spaces associated with the apartments are provided at a rate of 1 per bedroom (as per table 12.23 in the SDCC development plan) in a dedicated pavilion style building located in the apartment courtyard. This building will be secure and have wall mounted charge points for EV bikes. A further 40 short stay spaces are provided across the site.

3.11 BIN STORAGE & PLANT

The bin storage area for the apartments are proposed at grade in secure structures within the apartment courtyard area. Mid terrace housing units have an enclosure to the front of the property which is appropriately sized for 3 bins. 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

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

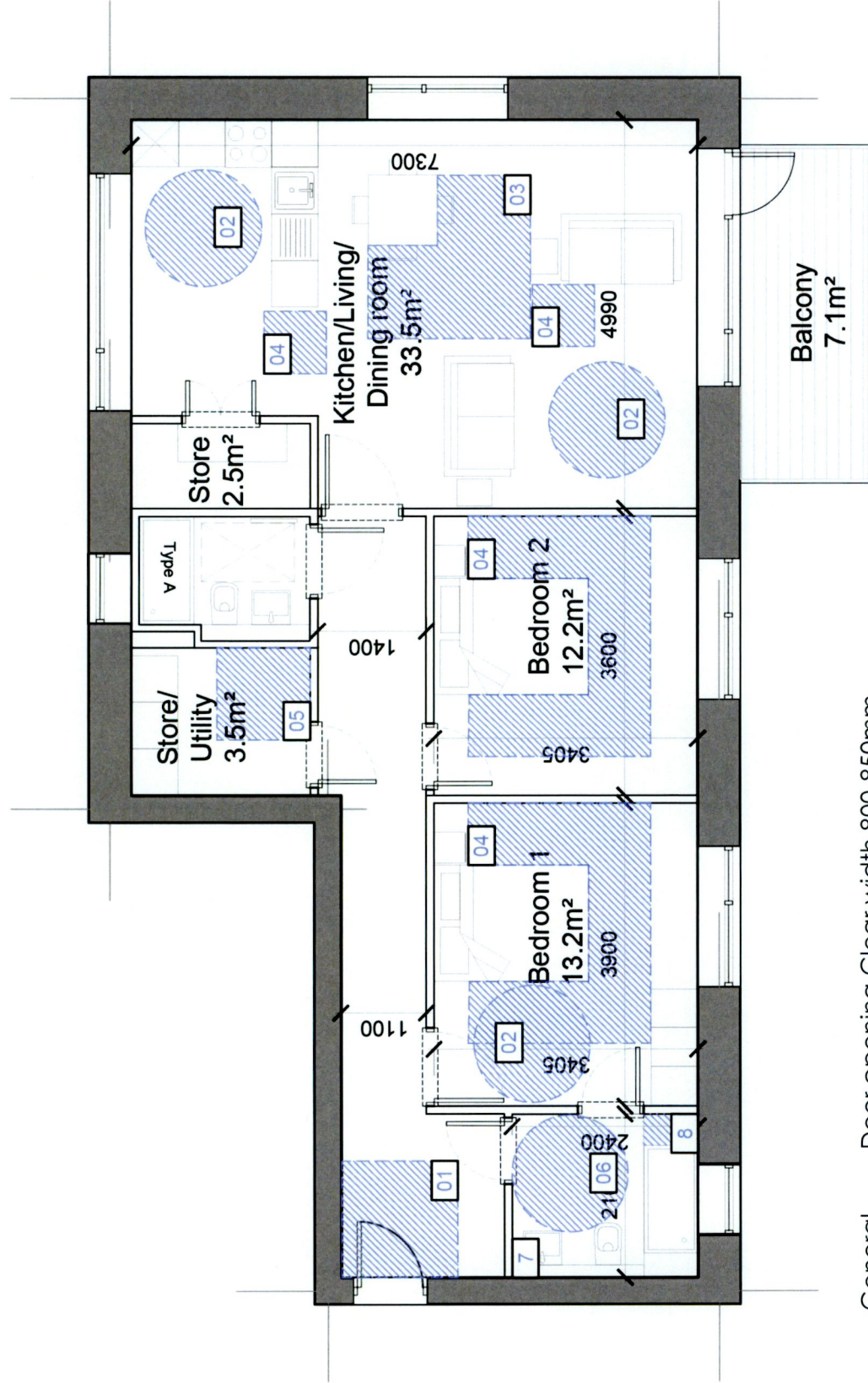
A total of 157 units are proposed which would result in a 10% Part V obligation of 15 units. 15 units have been proposed and details of these units are included with this planning application. In the event of a planning permission grant the developer shall liaise with the local authority's housing department to agree the details and the preferred location for these units. Please refer to Drawing No.s PL400-PL401 for Further details.

3.14 ACCESSIBILITY

The Planning Scheme has been prepared with social inclusion as an underpinning overarching consideration with an emphasis on creating socially and physically inclusive neighbourhoods. Additionally, the Planning Scheme promotes the highest levels of universal accessibility in the design of all community facilities. This has meant that due regard has been paid to the accessibility of public open spaces and the ease of movement through the SDZ lands for people with additional mobility requirements.

Specific to this phase of development, the proximity to the Clondalkin/Fonthill station has given additional importance to the nature of the route proposed from east to west along the local green corridor. This route is a key distribution artery, connecting the train station to the various open spaces and community facilities distributed around the SDZ lands. These routes are generously sized, at a minimum of 2.5 metres, with 2 metres being the recommended clear width in the "Building for Everyone – a universal design approach".

In Apartment Block 1, 4no. two bedroom units (unit type 2H) have been designed in accordance with universal design guidelines. These have been proposed to cater for people with additional mobility requirements and three of them are included in the proposed Part V contribution. These units are served by accessible parking spaces designed for car users with disabilities. These are located adjacent to either the ground floor "own door" unit (unit no.120) or adjacent to the circulation core which services the building. Canopies have been provided at the entrances to the vcore with a 2.4m x 2.4m clear space in the communal circulation corridor to allow for greater ease of access in the shared communal spaces. Please refer to image 29 which demonstrates the universal design features incorporated in the design of these units.



General -
 Door opening Clear width 800-850mm
 Corridor width minimum 1050mm
 750mm clear space in front of windows
 300mm leading edge on all doors

1. Clear entrance 1.5 x 1.5 m and 300mm clear area beside each door
2. clear space for a turning circle of 1500mm
3. at least two consecutive 1200 mm areas around table
4. Provide clear access space of 800mm
5. Provide a clear space in front of laundry machines of at least 1200mm.
6. Provide a turning circle of minimum 1500mm, with a 200mm overlap of the basin allowed.
7. 2.4m x 2.1m bathroom adjacent to main bedroom
8. 400-500mm transfer space at end of shower / bath

IMAGE 29 – UNIT TYPE 2H - UNIT LAYOUT IN ACCORDANCE WITH UNIVERSAL DESIGN GUIDELINES



IMAGE 30 – CGI IMAGE SHOWING PROPOSED APARTMENT BLOCK FROM THE SOUTH WEST

4. CONCLUSION

This 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. - 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.

The design ethos is similar to that of the 1st phase granted and these 2 phases together create a character area which denotes the low to medium density residential development which is prevalent in the Clonburris South West Sector. Phase T2 will deliver the remaining units in sector CSW-S3 and the Clonburris Urban Centre which is a higher density proposal and will create it's own character area. 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 and green corridors which facilitate the free and safe movement of pedestrian and cyclists. 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.
- 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.

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.