



ARCHITECTS FURTHER INFORMATION RESPONSE

for PROPOSED RESIDENTIAL DEVELOPMENT
CLONBURRIS STRATEGIC DEVELOPMENT ZONE
PHASE T3

Further Information Submission
April 2023

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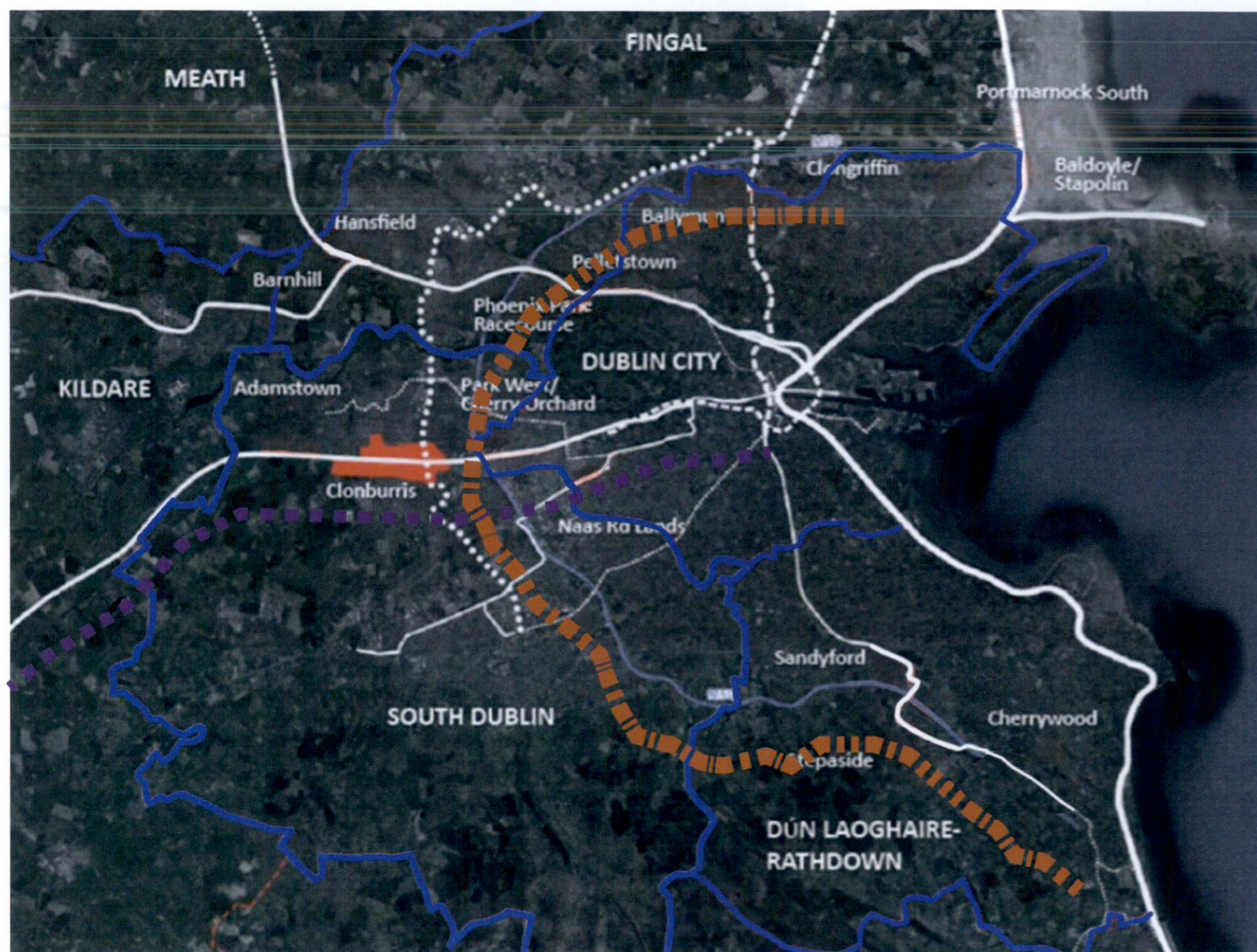


IMAGE 1 – SDZ LANDS STRATEGIC CONTEXT MAP

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

DESIGN TEAM

Applicant	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

1. INTRODUCTION

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 3 no. 2-bedroom houses, 64 no. 3-bedroom houses and 14 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.

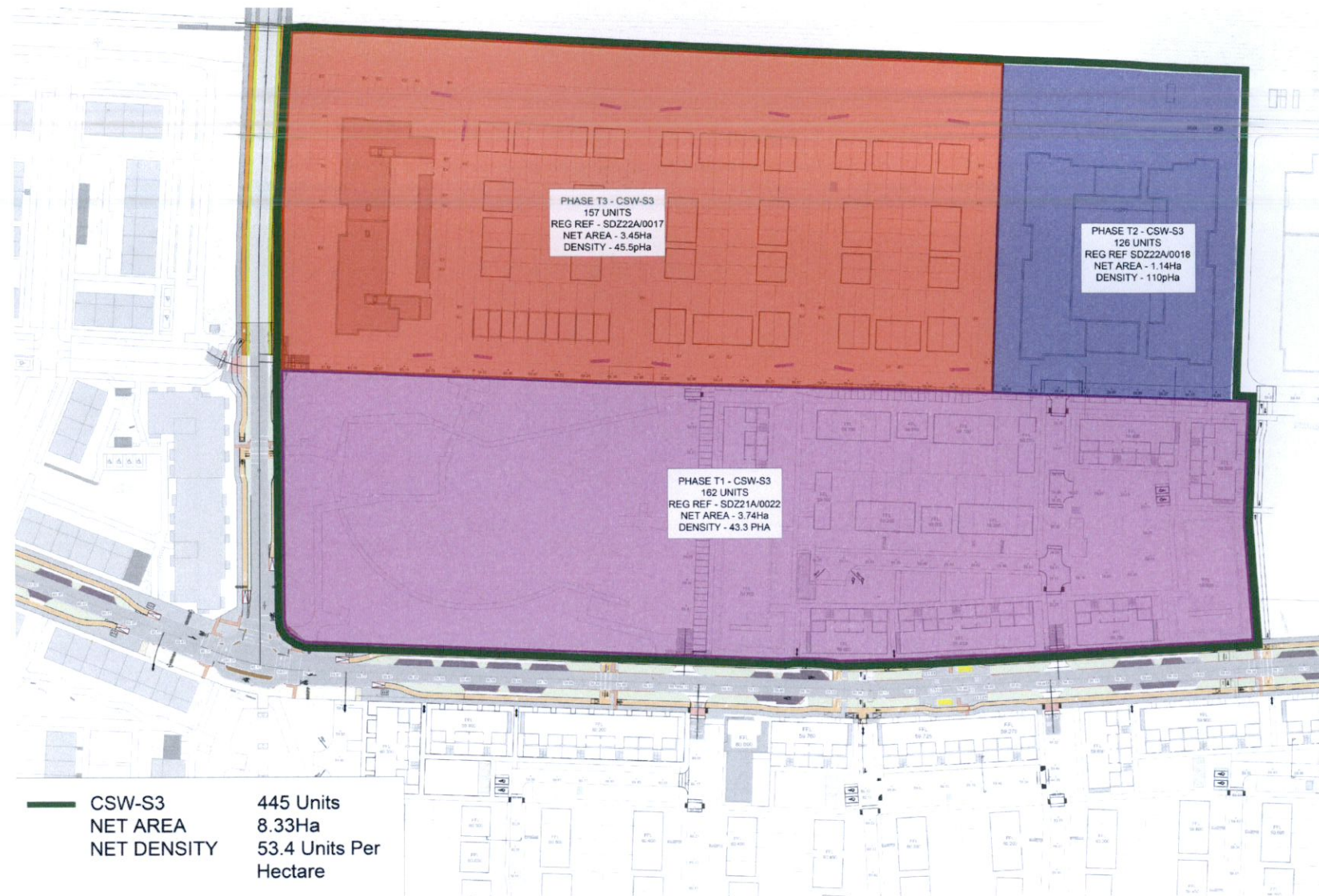


IMAGE 2 – NET DEVELOPMENT AREAS AND DENSITIES

2. ARCHITECTURAL RESPONSES TO FI REQUEST

ITEM 1 - PHASING AND DENSITY

(b) Net Development Area

The applicant is requested to detail how the total net development area for CSW-S3 is met through applications SDZ21A/0022, SDZ22A/0017 and SDZ22A/0018.

The proposals for development sector CSW-S3 have been applied for through 3 separate applications, Phase T1, Phase T2 and Phase T3. In total, CSW -S3 lands comprise 8.33 hectares in total. Under Phase T1, 3.74 hectares of CSW-S3 were incorporated and 162 units and a local park were proposed. Under Phase T2, 1.14 hectares of CSW-S3 were incorporated and 126 units were proposed. As part of T3, 157 units and the local green corridor were proposed on the remaining 3.45 hectares.

(c) It is unclear how the applicant has arrived at this density calculation. The applicant is requested to set out the net density for

- the current application - Net Density for Phase T3 (SDZ22A/0017) is 45.5 pHa
- the current application and previously approved scheme - Net Density for the previously approved section of CSW-S3 (SDZ21A/0022) and T3 is 44.36 pHa
- the current application, previously approved scheme and units proposed under SDZ22A/0018 - Net Density for all 3 sections of CSW-S3 is 53.4 pHa.

These 3 areas total 8.33 hectares and propose 445 units, meaning a sector density of 53.4 units per hectare for CSW-S3.

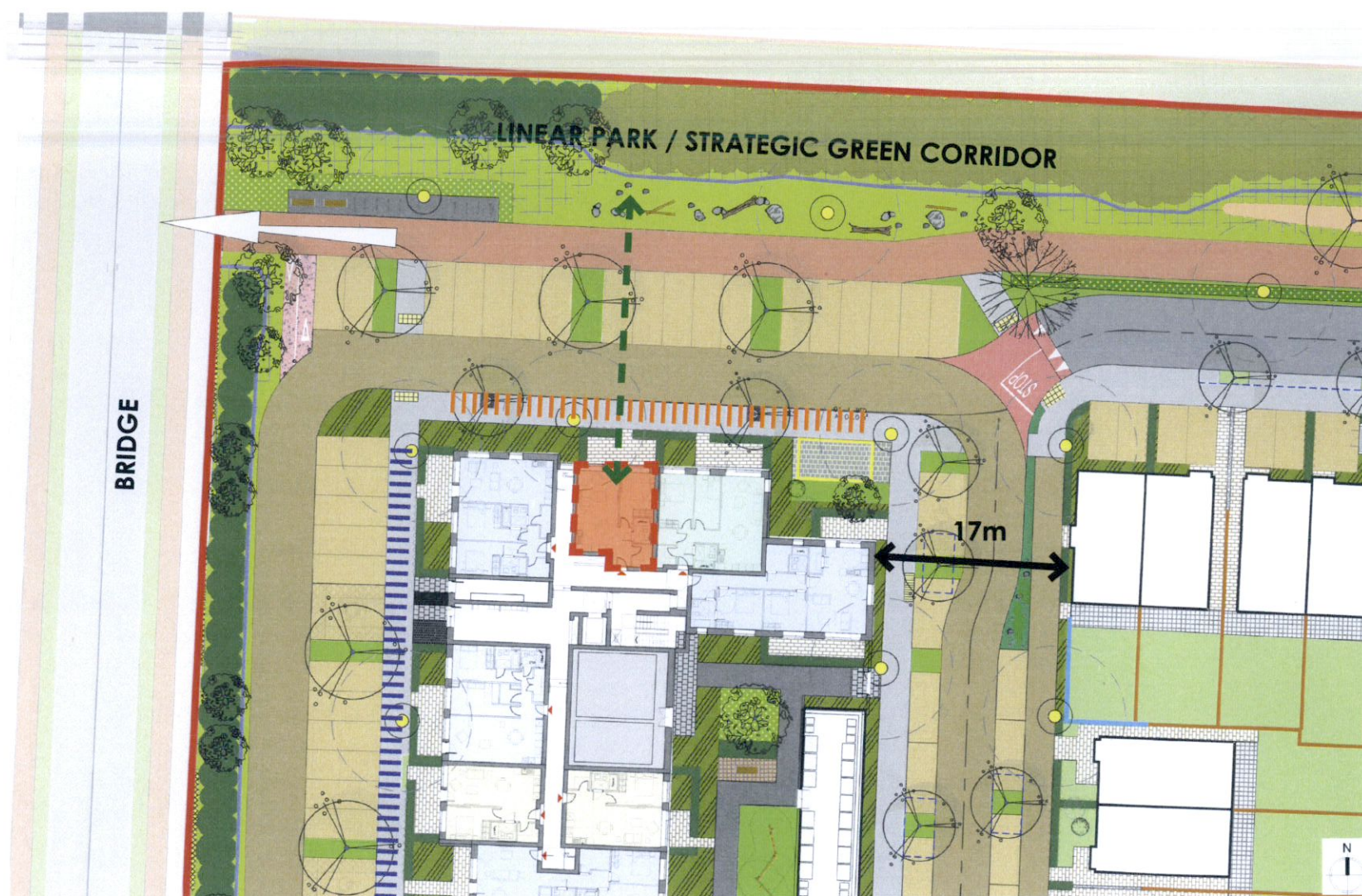


IMAGE 3 – NORTH FACING APARTMENT

- ||||| AVENUE FRONTAGE
- ||||| RAIL FRONTAGE
- SINGLE ASPECT NORTH FACING UNIT

ITEM 2 - HOUSING QUALITY ASSESSMENT

(a) The Housing Quality Assessment submitted indicates that the minimum floor areas would be met.

In terms of private amenity space, the schedule sets out the minimum required but does not detail the provision made for each house. The applicant is requested to include this detail on the schedule.

An itemised Housing quality assessment detailing the specific areas of all housing and apartment units has been submitted with this further information request and demonstrates compliance with amenity area standards.

(b) The Housing Quality Assessment fails to indicate the provision of private amenity space for each apartment / type and the applicant is requested to provide this on the schedule of accommodation. It is apparent that there are also a number of discrepancies in the table in relation to some detail, e.g.:

- Type AP_1B: 1bed 2p: agg bed area 41.8sq.m
- Type AP_1C: 1bed 2p: agg bed area 42.4sq.m
- Type AP_2H: 2bed 4p: total bedspaces 5

The applicant is requested to provide an updates HQA which resolves any discrepancies

These discrepancies have been addressed in the Itemised HQA submitted with this application.

(c) The applicant is requested to set out how many apartments are single aspect (north). A clear justification and rationale should be provided for any single aspect north facing apartments

4 no. single aspect north facing units have been proposed. These units are 1 bed, and have been proposed to fullfill planning scheme requirements which call for Avenue and Rail Frontage in this location. This requirement led us to propose a robust and defined building edge to the bridge at 4 storeys, which was extended around to the north elevation, closing out the development cell and narrowing the street to the east of the apartment block into compliance with "intimate local street" widths set out in the planning scheme.

Additionally, the Ground floor units are "Own door access" and enjoy generous terrace areas. The upper floors are overlooking a substantial Green Amenity space as the Local Green Corridor runs parallel to these units. We would view this as a significant visual amenity in the locality. All 4 north facing single aspect units are in compliance with BRE 2nd and 3rd Edition guidelines relating to daylight provision.

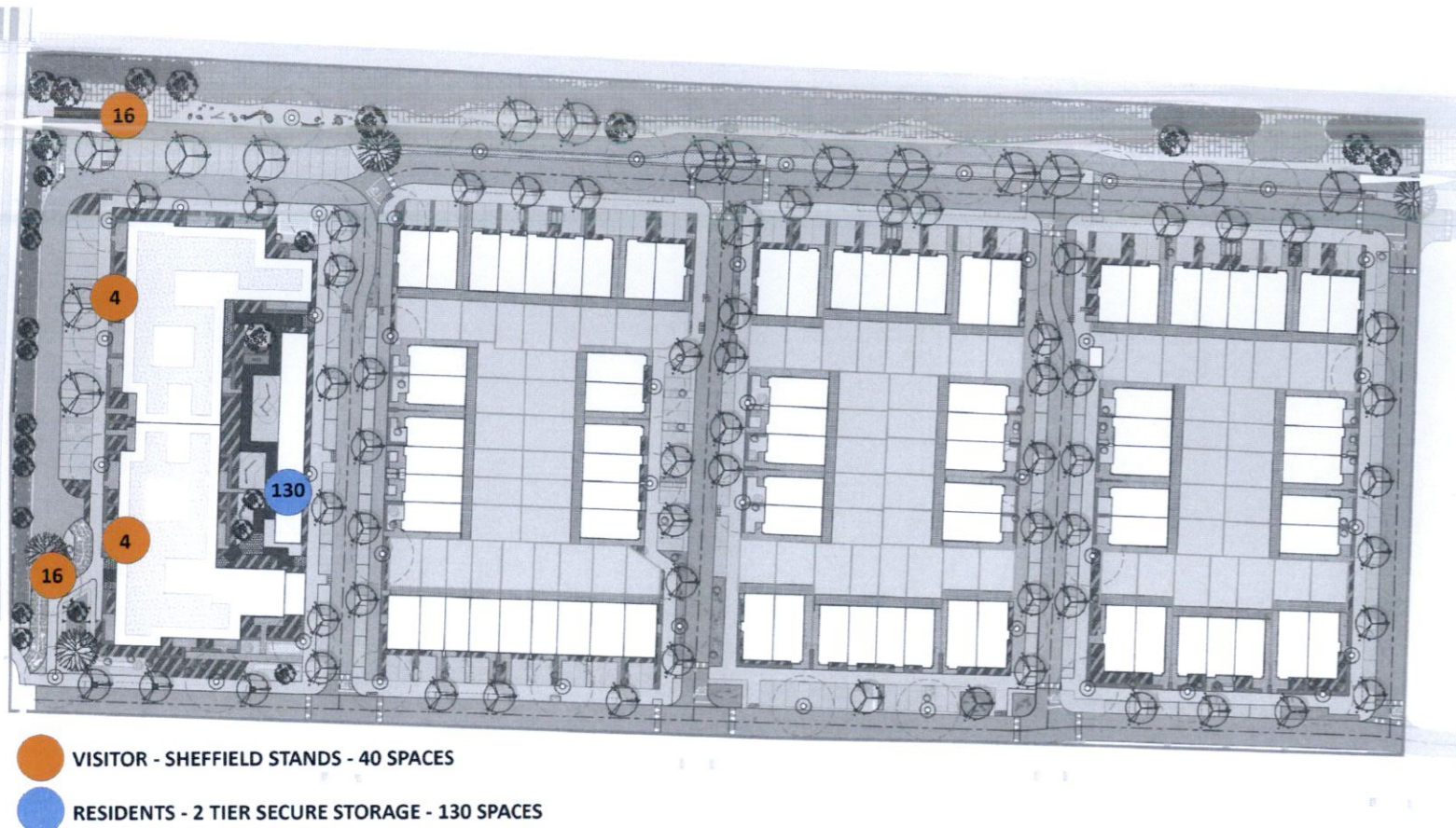


IMAGE 4 – BICYCLE STORAGE LOCATIONS

CHANGES TO SITE LAYOUT

- All amendments to streets outlined in the request for further information have been incorporated. Footpath widths have been increased to 2.5m and street widths as set out in the planning scheme are proposed.
- Parking Arrangements on Streets 12, 14, 15, 16, 17 & 18 have been amended in line with recommendations in the RSA relating to appropriate sightlines and road crossing points. Street 14 revised to increase width and provide uninterrupted green corridor linking local green corridor to local park.
- Apartment Block Moved east to increase distance between Block and future Bridge.
- Apartment Block Revised to increase quantum of brick proposed.
- Proposals for Fine Urban Grain revised.

ITEM 3 (e) - BICYCLE PARKING

V. gives detail re the bicycle stand specification (i.e. Sheffield stands) proposed.

The 170 spaces proposed as part of this application are provided in a mix of typologies and locations. For the apartment residents 130 spaces are provided in the secure storage facility in the courtyard of the apartment block. The courtyard is secure, can be accessed directly from the street and also has direct access points to both circulation cores. This will facilitate the convenient access from street to apartment unit, via the courtyard which contains the secure storage. A 2 tier secure storage system is proposed to facilitate the 130 spaces. For example specification for the 2 tier bike system and additional details on bicycle storage, please refer to PL010 Bin and Bike Stores Rev A which has been submitted as part of this FI request.

Sheffield stands provide a further 40 spaces for the use of visitors and are integrated in the landscaping proposals. Locations and specifications of the bicycle stands are as per Image 4 (left).

ITEM 4 - STREET LAYOUT

(a) Street Layout & Strategic Green Corridor - The applicant is requested to provide the following information / amendments:

All streets have been revised to incorporate the feedback provided by SDCC relating to street and footpath widths. A site layout demonstrating compliance with the parameters set out in the planning scheme has been submitted as part of this further information request. Please refer to DBFL's RFI response for further information on street layout.

Additional planting and Green Infrastructure has been incorporated through the narrowing of the carriageway along Street 14 and moving the apartment block further east. This, along with a reduction in the number of parking spaces on street 14 has allowed for a continuous landscaped corridor from the linear park to the local park. Please see Site layout PL003 Rev A and Image 5 overleaf for further details.

(b) Parking

A revised parking plan which incorporates changes to the site layout and identifies on curtilage and on street parking has been submitted as part of the Further Information drawing pack. For further details, please refer to PL008 Parking Strategy Rev A. Parking classification is as follows:

House parking - on Curtilage -	52 spaces - 31%
House parking - on Street -	68 spaces - 40%
Apartment Parking - on Street-	49 spaces - 29%
Total parking	169 spaces



IMAGE 5 - REVISED SITE LAYOUT



IMAGE 6 – CGI BRIDGE INTERFACES

ITEM 5 - INTERFACE WITH FUTURE ROAD

(a) There is concern regarding the interface between the proposed apartment block and the roadway / bridge to the west. Further consideration of this matter is required. The applicant is requested to provide further cross sections to include the bridge and also provide more detail regarding the impact of the bridge on the amenity area to the west of the apartment block. The applicant is requested to provide details of how any retaining features may be incorporated into the adjacent open space.

The planning scheme identifies this area of the SDZ lands for a vehicular bridge to cross over the existing rail line. It further identifies this as a location for avenue frontage as it recognises that a strong building line must be in place here to address the major piece of connecting infrastructure which will be constructed immediately to the west.

The revised proposal recognises that distance from the bridge, orientation, and soft landscaping will have a positive impact on the amenity of future residents of the apartment block. The revisions to the site layout have increased the distance between the bridge and the apartment block and reduced or rearranged parking proposals allowing for increased, uninterrupted Green Infrastructure to be proposed along the bridge. While the bridge design itself will be the subject of a future planning application, the continuous strip of land which runs along the eastern side of the bridge crossing point has been set aside to incorporate any landscape or retaining features which may arise from the design of the bridge. While the amenity area to the west of the bridge is not the subject of this application, a similar approach will be taken there, with a larger area being retained for the amenity area identified in the planning scheme at that location. For further information relating to Bridge interface and separation distances, please refer to PL013 - Bridge and Apartment Block Sections.





IMAGE 7 – CGI H TYPE TERRACE - URBAN GRAIN

ITEM 5

(c) The proposals fall short of the scheme's requirement for a fine urban grain in identified locations and it is considered that this requirement provides an opportunity for greater diversity and architectural interest. The applicant is requested to develop further design alternatives and make revisions to meet this provision of the scheme. It should be noted that the Building Height concept envisaged a 3-4 storey height fronting the park.

In response to this item, the design team has undertaken a re-assessment of the urban grain response and has liaised with SDCC to generate an approach which fulfils the aesthetic objective of urban grain and provides a workable and buildable solution for the applicant.

The proposal involves 4 housetype floor plans which can fit together in a variety of compositions. These floor plans range from 2 bed to 4 bed, are 2-3 storeys and vary in plot width. They can also be adapted to feature alternative roof profiles to generate further visual distinction, should the setting call for it.

Each plot will be vertically articulated using different materials and colours and the internal layouts of the 2 storey units allow for expansion into the roof spaces, should the end user desire additional space. This will lead to further diversification of the units, allowing for independent development of the individual plots as the scheme matures.

These proposals have been presented to and discussed with representatives of SDCC who have agreed that this is an appropriate response to the fine urban grain objective and aesthetic and this approach and its permutations can be applied to future phases.

We respectfully submit that revisions to the Urban Grain terrace of houses, in juxtaposition with the southern facade of the apartment building, which itself varies in heights and is vertically articulated through changes in the materials

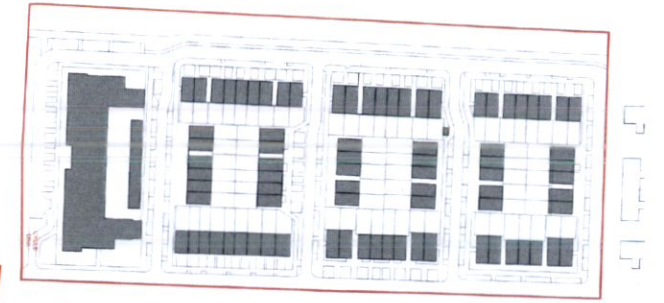
(f) The proposed quantum of render on the apartment block is considered to be excessive and would be likely to visually deteriorate over time. The applicant is requested to omit these elements.

The extent of render on the main façades of Apartment Block 1 have been drastically reduced on foot of this FI request. While some areas of render remain, they have been retained for specific reasons. Along the western elevation, the stepped back central section is proposed in grey render as it breaks down the linear mass of the building. Along the southern elevation, the variety of materials enhance the urban grain aesthetic, emphasising the variety of tenures evident in this area of the site. In the courtyard, white render has been retained on the upper floors as the reflectance of white render is greater than brick and contributes positively to the daylighting and residential amenity of the apartment units. Please refer to Drawing PL203 Apartment block 1 elevations Rev A and CGIs appended to this document for further details.



IMAGE 8 – APARTMENT BLOCK 1 AND URBAN GRAIN CONTIGUOUS ELEVATION

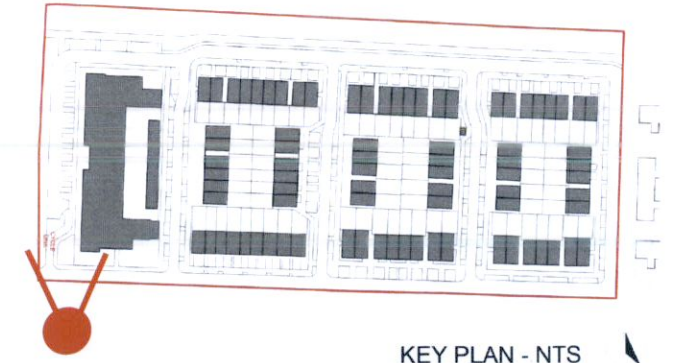
3. UPDATED CGI



KEY PLAN - NTS



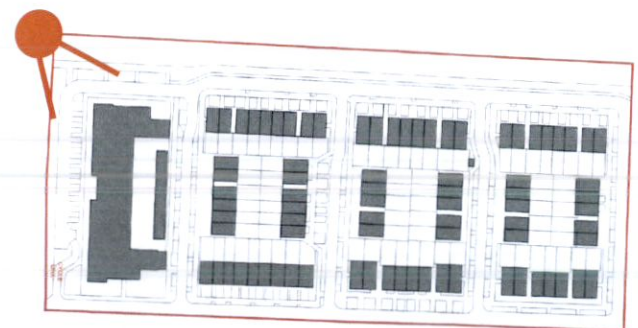
3. UPDATED CGI



KEY PLAN - NTS



3. UPDATED CGI



KEY PLAN - NTS



3. UPDATED CGI

