

Clonburris



Phase One

**Metropolitan
Workshop**
Architecture + Urbanism

Part 8
Planning and
Architectural
Design
Statement

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Introduction



Aerial view of site showing Phase One site boundary

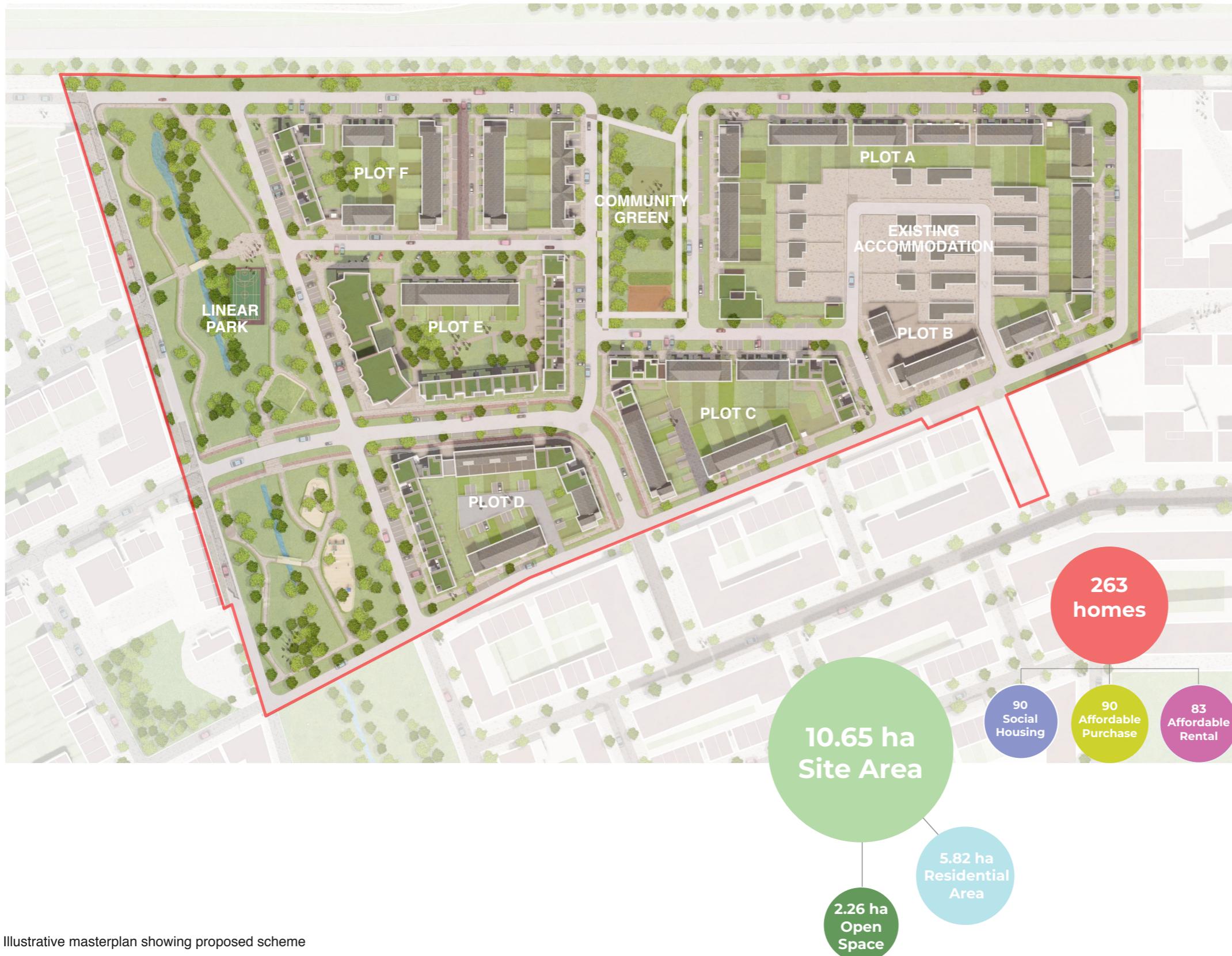
Clonburris Phase One

South Dublin County Council has commissioned Metropolitan Workshop to lead the multidisciplinary team to develop Phase One of SDCC lands within the Clonburris Strategic Development Zone (SDZ).

This architectural design report has been prepared on behalf of South Dublin County Council to support the Part 8 planning application for the Phase One site. The Part 8 proposals were shared with the members of the Lucan Area Committee meeting on 26th April 2022.

This report has been developed in accordance with the requirements of the Planning and Development Regulations 2001 (as amended), to describe the nature and extent of the proposed development and principal features therein. It provides the reader with an overall understanding of the scope of the scheme within the planning framework associated with the subject site.

Executive Summary



Summary of Proposals

The project for 263 new dwellings, new community facilities and three large open green spaces forms Phase One of the development of SDCC lands within the approved SDZ at Clonburris, South Dublin County.

The proposed scheme comprises 129 houses, 16 duplex apartments and 118 apartments in a mix of one to five storey buildings. There is a mixed tenure throughout the scheme with one third social housing provision, one third affordable housing and one third affordable rental.

The Community Green sits within the heart of the scheme with the larger Linear Park forming a green spine running north-south to the west of the development. These open spaces will provide local amenity and wider connections to the Griffeen Valley Park to the west of the site and the Grand Canal to the south.

The scheme is also designed as an exemplar SuDS development, utilising a management train of collection, conveyance and treatment that will connect the proposed surface water infrastructure with the wider SDZ network.

The site benefits from close proximity to Kishoge railway station to the north-east with direct links into Dublin city centre and good access to bus routes. A new infrastructural link road, 'The Clonburris South Link Street' runs along the length of the SDZ Lands, bi-secting the Phase One site. This primary Link Street provides a connection between Adamstown and Cappagh. A total of 253 car parking spaces have been provided throughout the scheme, with a parking ratio of 1:0.96 throughout the scheme.

The roads and streets throughout the development also provide cycle connectivity to the existing cycle infrastructure offering key links to Clondalkin, Ronanstown and Adamstown Town Centre. 169 No. cycle spaces are proposed to serve the apartment and duplex units of which 134 No. spaces are secured sheltered spaces for residents and 35 No. spaces provided for visitors.

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Section 1: Site Analysis

1. Site Analysis

1.1 Clonburris Strategic Development Zone

Clonburris Strategic Development Zone

Clonburris Strategic Development Zone (SDZ) covers approximately 280 hectares and is located approximately 16km to the west of Dublin city centre, nestled between the existing large suburbs of Lucan, Clondalkin and Liffey Valley. The Dublin Kildare/Cork railway line, with two existing stations - Clondalkin-Fonthill and Kishogue, bisects the northern part of the SDZ lands with the Grand Canal to the southern perimeter. Two strategic roads, Grange Castle Road and Fonthill Road form connections to surrounding suburbs.



Image Source:

The Planning and Development of Large Scale Rail Focused Residential Areas in Dublin, Figure 1.4, p9, Clonburris Strategic Development Zone Planning Scheme 2019

KEY

- Clonburris Large Scale Rail Focused Residential Area
- Other Large Scale Rail Focused Residential Areas

1.2 Planning Policy Context

The Clonburris SDZ Planning Scheme is consistent with current guidance, strategies and policies at national, regional and local level, including the Development Plan 2016-2022. As shown in the adjacent diagram, a hierarchy of national, regional and local guidance and plans, have been taken into consideration in the preparation of the Planning Scheme.

When combined, this framework facilitates the key objectives of the Clonburris SDZ Planning Scheme:

- To align with Government policy including 'Rebuilding Ireland – Action Plan for Housing and Homelessness' (July 2016), to facilitate the expedient delivery of affordable new housing in the Dublin Region, catering for high quality design and a range of dwelling type, size and residential tenure;
- To facilitate the delivery of a Planning Scheme that supports the development of a new residential led community at Clonburris, together with accessible supporting community facilities and mixed use services, whilst maximising placemaking and the potential of the sites strategic location and accessibility by public transport;
- To maximise the potential of the sites key natural, built heritage and biodiversity assets, whilst protecting and mitigating against adverse environmental and climate change impacts;
- To engage collaboratively with all stakeholders with an interest in Clonburris to ensure the highest quality outcome in the delivery of a new sustainable community in South Dublin County; and
- To set out how the policies and objectives of the Development Plan and other local plans and strategies can be achieved with regard to the implementation of SDZs.



Image Source:

Hierarchy of Plans and Guidance, Fig 1.3, p8, Clonburris Strategic Development Zone Planning Scheme

1.3 Planning Scheme Framework

The Clonburris Strategic Development Zone (SDZ) Planning Scheme was developed by South Dublin County Council and approved by An Bord Pleanála in May 2019 following third party consultations. The Clonburris SDZ Planning Scheme represents a shared outlook for the future residential, social, economic and environmental development of new planned and sustainable community in South Dublin County. The overall Planning Scheme is illustrated in the adjacent image.



'To co-ordinate residential, educational, employment and community uses and integrate such with transportation infrastructure in a manner that maximises and makes efficient use of existing and planned public transport services and local facilities'



'To promote a mix of uses around the public transport nodes in a manner that creates viable and active urban centres'



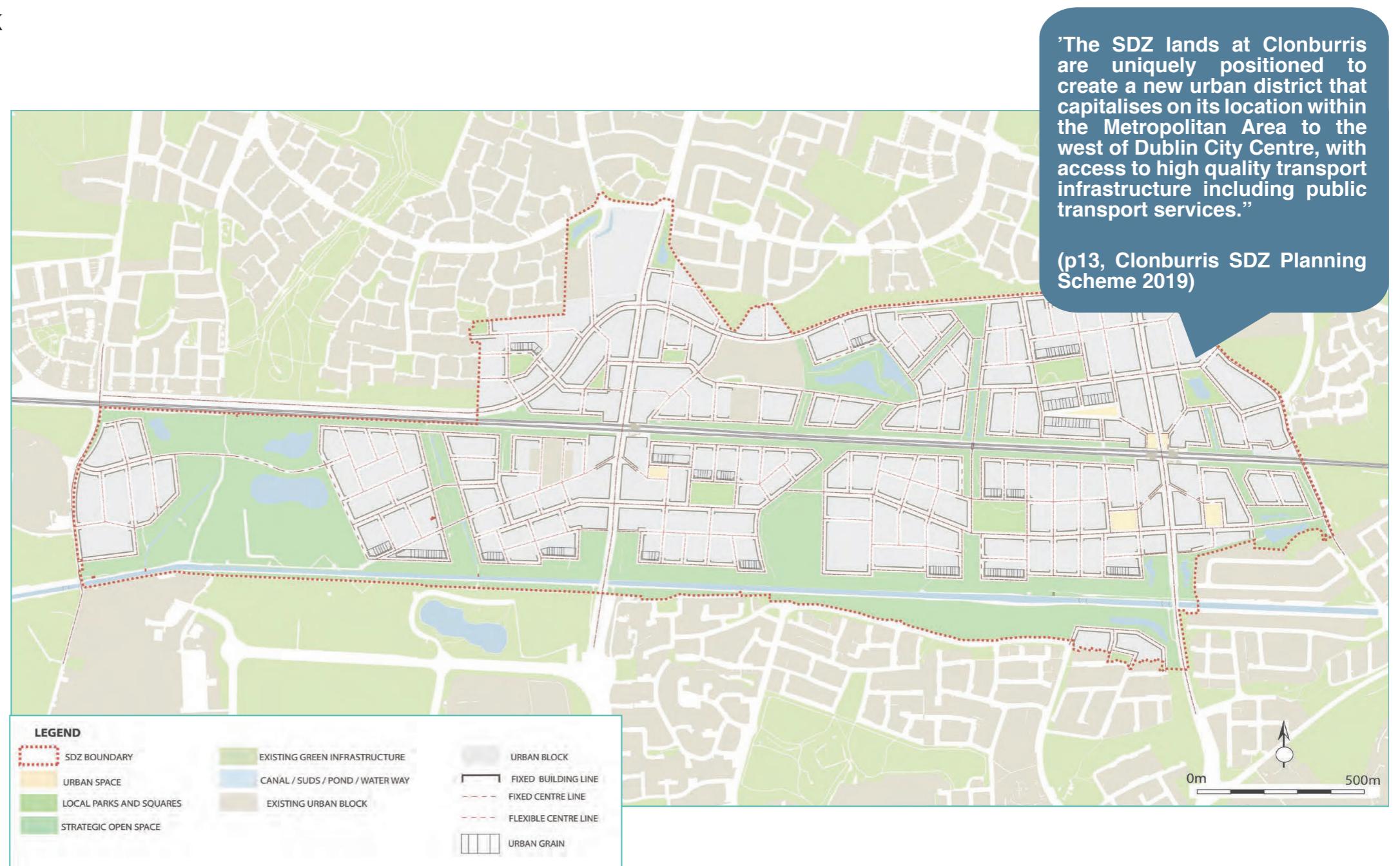
'To establish two mixed use development areas/urban centres around both public transport nodes and distribute local community, retail and employment uses amongst surrounding residential Development Areas in the form of local nodes together with parklands'



'to promote increased residential densities within walking distance of public transport nodes and urban centres'



'To support the development of sustainable communities and to ensure that new residential development is carried out in accordance with Government policy in relation to the development of housing and residential communities, catering for a range of dwelling types, sizes and tenure options.'



'The SDZ lands at Clonburris are uniquely positioned to create a new urban district that capitalises on its location within the Metropolitan Area to the west of Dublin City Centre, with access to high quality transport infrastructure including public transport services.'

(p13, Clonburris SDZ Planning Scheme 2019)

Image Source: Site Plan Illustrating the Building Centre Line and Urban Grain of the Clonburris SDZ Planning Scheme, Figure 2.8.5, p57, Clonburris Strategic Development Zone Planning Scheme 2019

1.4 SDCC Phase One Development within the SDZ

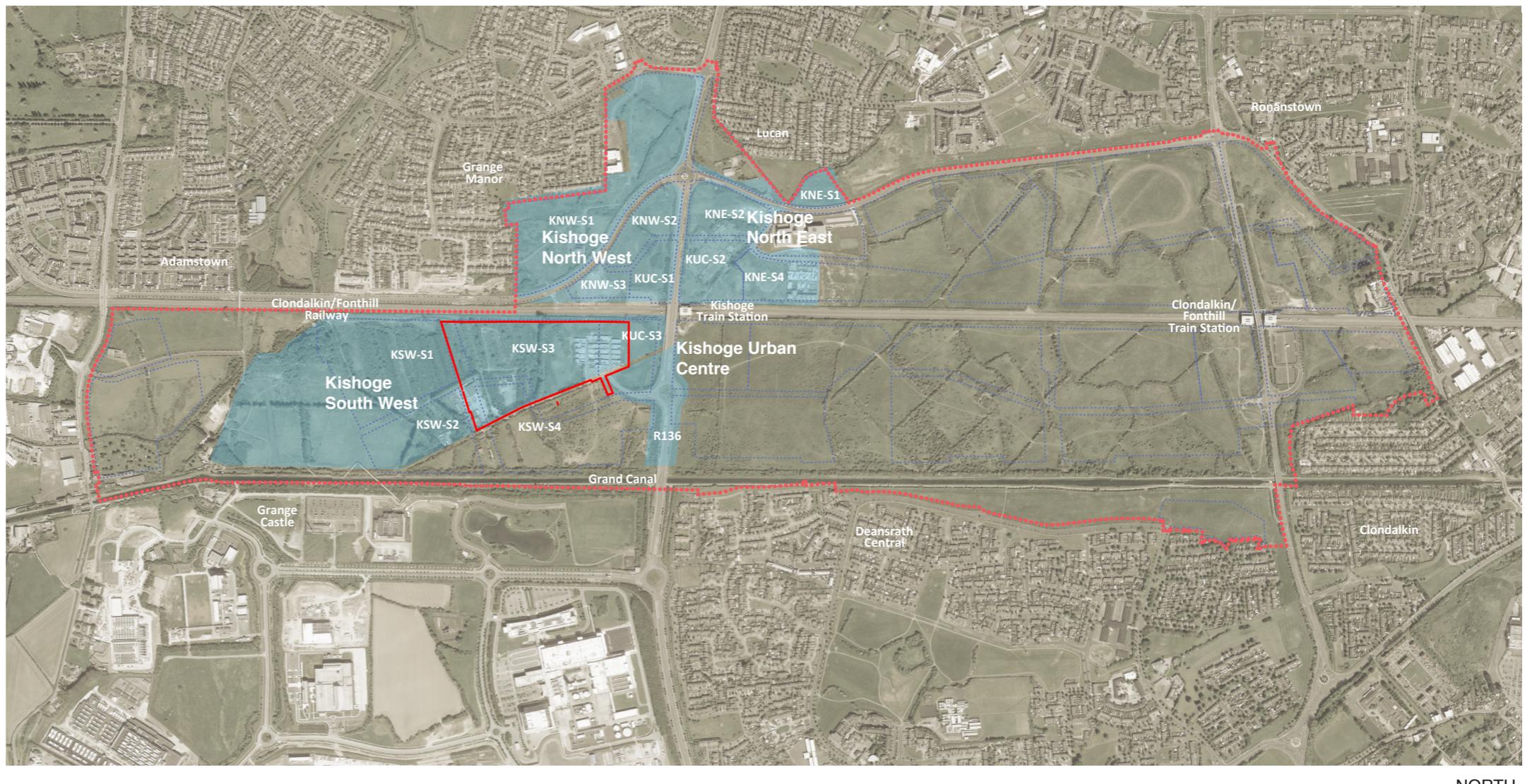
The Clonburris SDZ Planning Scheme establishes three broad Character Areas: i Clonburris; ii Kishoge, iii Adamstown Extension, as noted in page 14 of the PS document. As the adjacent diagram shows, SDCC's land holding is predominantly in the Kishoge Character area.

The SDCC owned lands extend across the SDZ Development areas: Kishoge Urban Centre, Kishoge North West, Kishoge North East and Kishoge South West. SDCC have the potential to deliver approx. 2,600 homes and each phase of development will be assessed as they are brought forward.

The Phase One development of 263 homes has been selected to be the first planning application to be developed primarily within the Kishoge South West Development Area. The scheme will be developed in accordance with Phase 1 of the Clonburris SDZ phasing requirements as outlined in The Phasing Table (Table 4.3) on p134 of SDZ Planning Scheme. As the table shows, up to 2,000 units are incorporated into Phase 1 of the Phasing Programme in order to achieve a balanced delivery of residential homes in tandem with strategic infrastructure and amenities.

To date, there are currently 2 No. live and 1 No. permitted planning applications and Part 8 planning schemes within the SDZ adjacent to the development, as follows:

- SD228/0001 – A Part 8 application is currently on display for 118 residential units made up of houses, duplexes, triplexes, an apartment building, landscape works, total site area approx. 2.5 ha (net) at Bawnogue Road/Ashwood Drive, Clonburris, Clondalkin, Dublin 22.
- SDZ21A/022 – Planning permission has been sought for the construction of 569 dwellings, a creche, innovation hub and open space in the Clonburris South West Development Area of the Clonburris SDZ Planning Scheme 2019. At the time of this report the application is still under consideration with a request for further information requested by the planning authority.
- SDZ20A/0021 – Planning permission was granted for infrastructure works which traverse the SDZ area and cross the subject site.



Aerial view of Clonburris SDZ illustrating the Phase One site in the context of the Clonburris SDZ Planning Scheme and Development Areas

KEY

- Clonburris SDZ Site Boundary
- Clonburris SDZ Masterplan Subsector Boundaries
- Phase One Site Boundary
- Lands in SDCC ownership

1.5 SDCC Phase One Site

Planning permission is sought for Phase One of the development of South Dublin County Council lands within the approved Clonburris SDZ, as indicated in the adjacent diagram. The proposed development will comprise of 263 new dwellings, new community facilities and three large open green spaces.

The Phase One site of approximately 10 hectares is located predominantly within the 'Kishoge South West' Development Area of the SDZ masterplan; in particular, subsectors 'KSW-S3' and 'KSW-S4'. The eastern part of the site is in the 'Kishoge Urban Centre' Development Area, partly within subsector 'KUC-S3' in close proximity to Kishoge Railway Station.

The following pages outline the character and key objectives of each of these Development Areas.

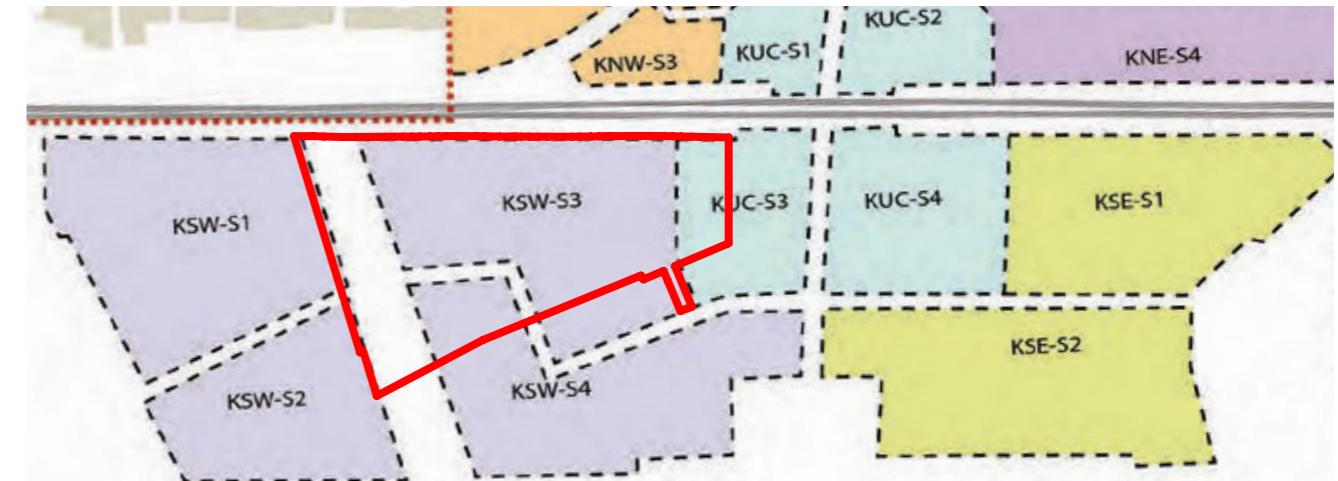


Image Source:

Phase One Site boundary overlaid on Plan extract of Development Areas in Clonburris and Subsectors, p94, Clonburris Strategic Development Zone Planning Scheme 2019



Aerial view of existing Phase One site showing SDZ subsector boundaries

1.6 Kishoge South West

The majority of the Phase One site is located in the 'Kishoge South West' Development Area of the SDZ masterplan; in particular, subsectors 'KSW-S3' and 'KSW-S4', as the adjacent key plan shows, illustrated in purple.

The SDZ PS (page 120) describes the character of this area as 'low to medium density residential development with community space and a primary school, that will capitalise on the extension of the Griffen Valley Park.'

The proposed development is designed to follow the key objectives of this Development Area, outlined in the SDZ PS (p121), as follows:

- To develop a high quality residential neighbourhood at Kishoge South West integrating with existing housing;
- 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 Street/avenue to connect to the Kishoge Urban Centre and Adamstown extension;
- To prioritise pedestrian and cyclist movement and to provide for local bus services along the avenue;
- To provide for a range of housing along the new Link Street/avenue, and local streets including homezones;
- To provide significant and integrated SUDS infrastructure, including a high amenity retention pond/lake; and
- Appropriate pedestrian access points to the Grand Canal to be sensitively designed in accordance with the Parks and Landscape Strategy and Biodiversity Management Plan.

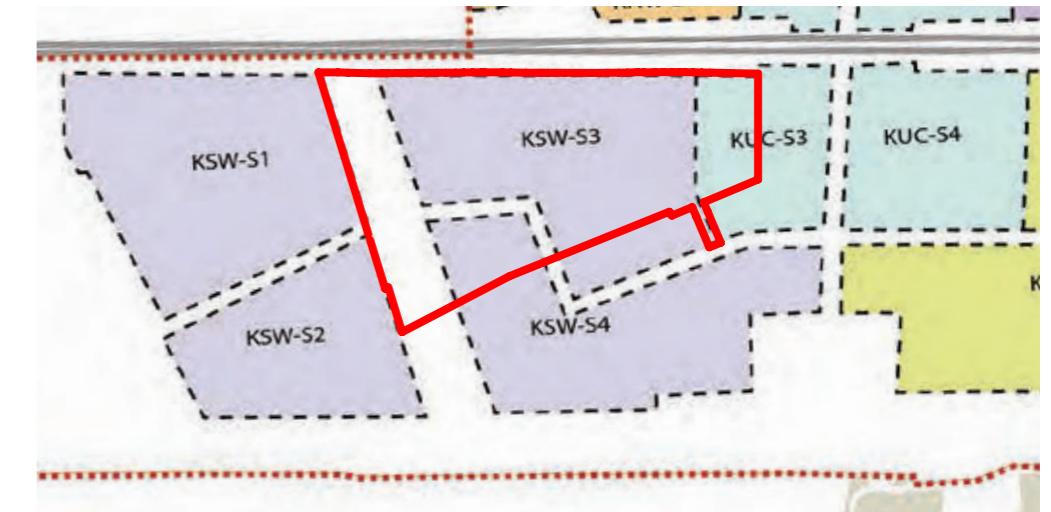
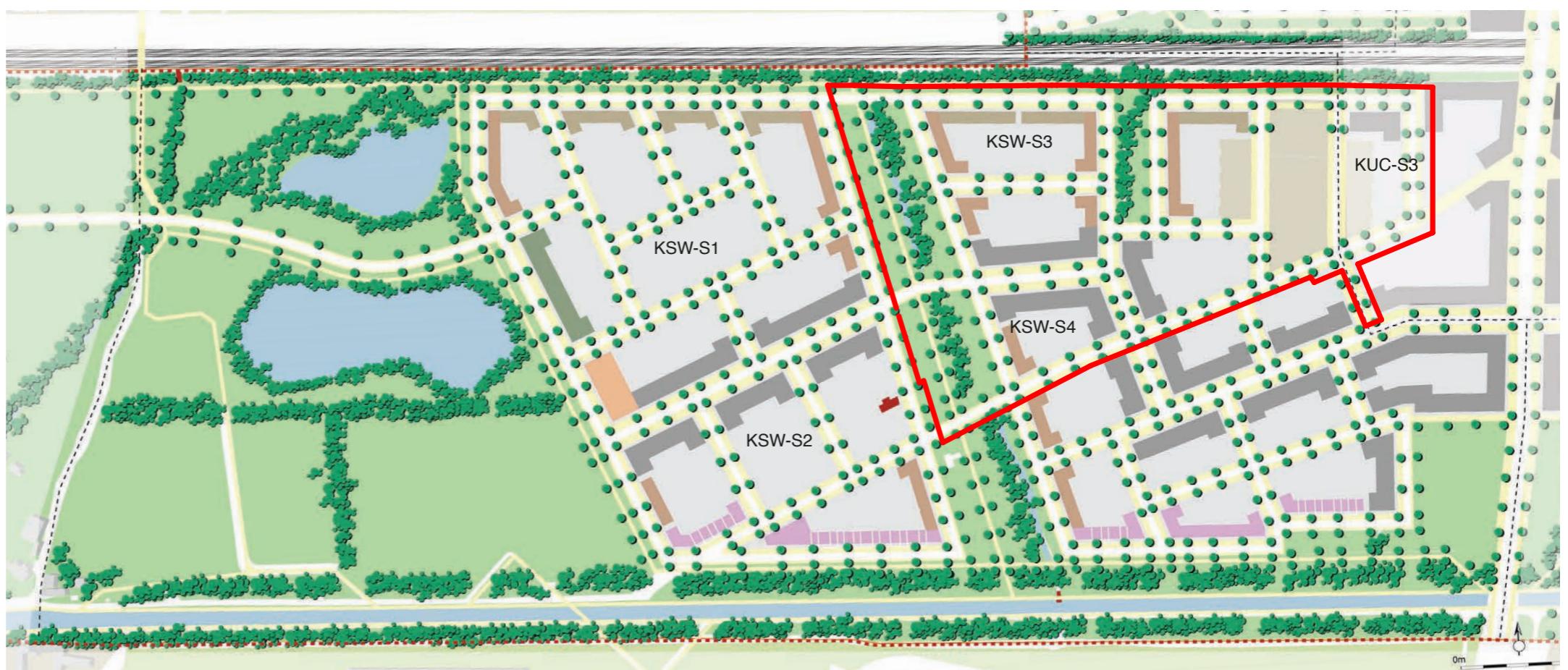


Image Source:

Phase One Site boundary overlaid on Plan extract of Development Areas in Clonburris and Subsectors, p94, Clonburris Strategic Development Zone Planning Scheme 2019



Site Plan Illustrating the Kishoge South West Development Area with Phase One Site Boundary overlaid

Image Source: Figure 3.3.17, p120, Clonburris Strategic Development Zone Planning Scheme 2019

1.7 Kishoge Urban Centre

The eastern section of the Phase One site is located within the 'Kishoge Urban Centre Development Area of the SDZ masterplan, in subsector 'KUC-S3', as the adjacent key plan shows, illustrated in light blue.

The SDZ PS (page 116) describes the character of this area as such: 'the centre will contain a diverse, mixed use development, containing the main commercial and retail uses for the new Urban centre based around a public plaza and a transport interchange on the Outer Ring Road.'

The proposed development is designed to follow the key objectives of this Development Area, outlined in the SDZ PS (p117), as follows:

- To develop a high quality mixed use centre to support the community of Kishoge;
- To provide for significant commercial (non-retail) provision at areas of high accessibility to public transport;
- To provide for local level retail to support the regular service and retail needs of the community of Kishoge;
- To develop a multi-purpose civic facility for the community at Kishoge;
- To ensure high levels of legibility and ease of orientation;
- To achieve high levels of permeability, particularly for pedestrians and cyclists;
- To provide for transport interchange at the railway station, in particular, connecting rail, bus and cyclists;
- To provide intimately scaled focal/ activity spaces surrounding quadrants of the Urban centre; and
- To achieve good levels of continuity and enclosure along the arterial routes, avenues and the urban spaces.

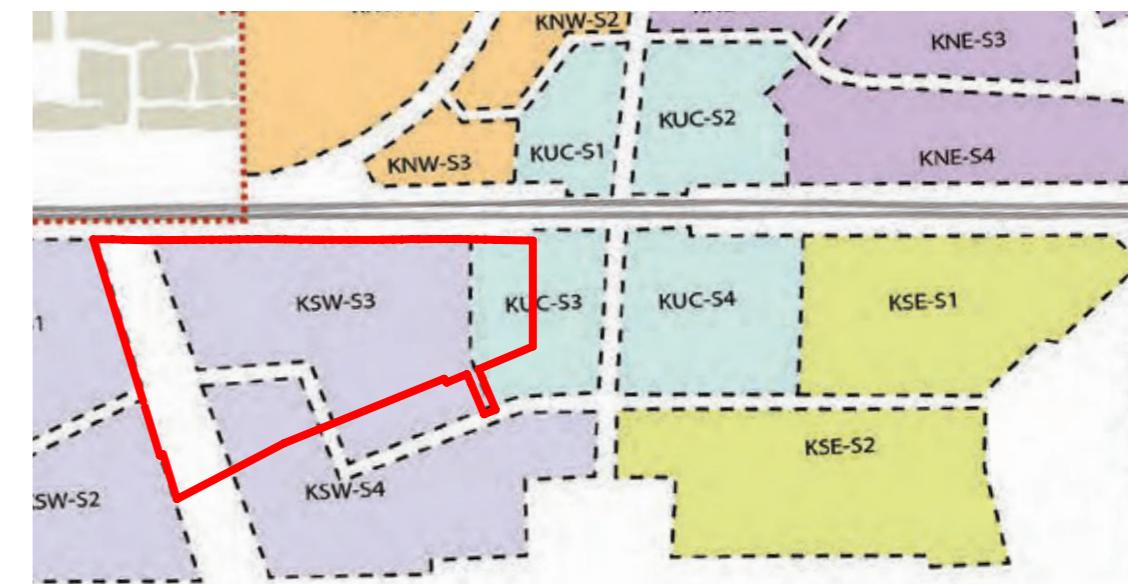
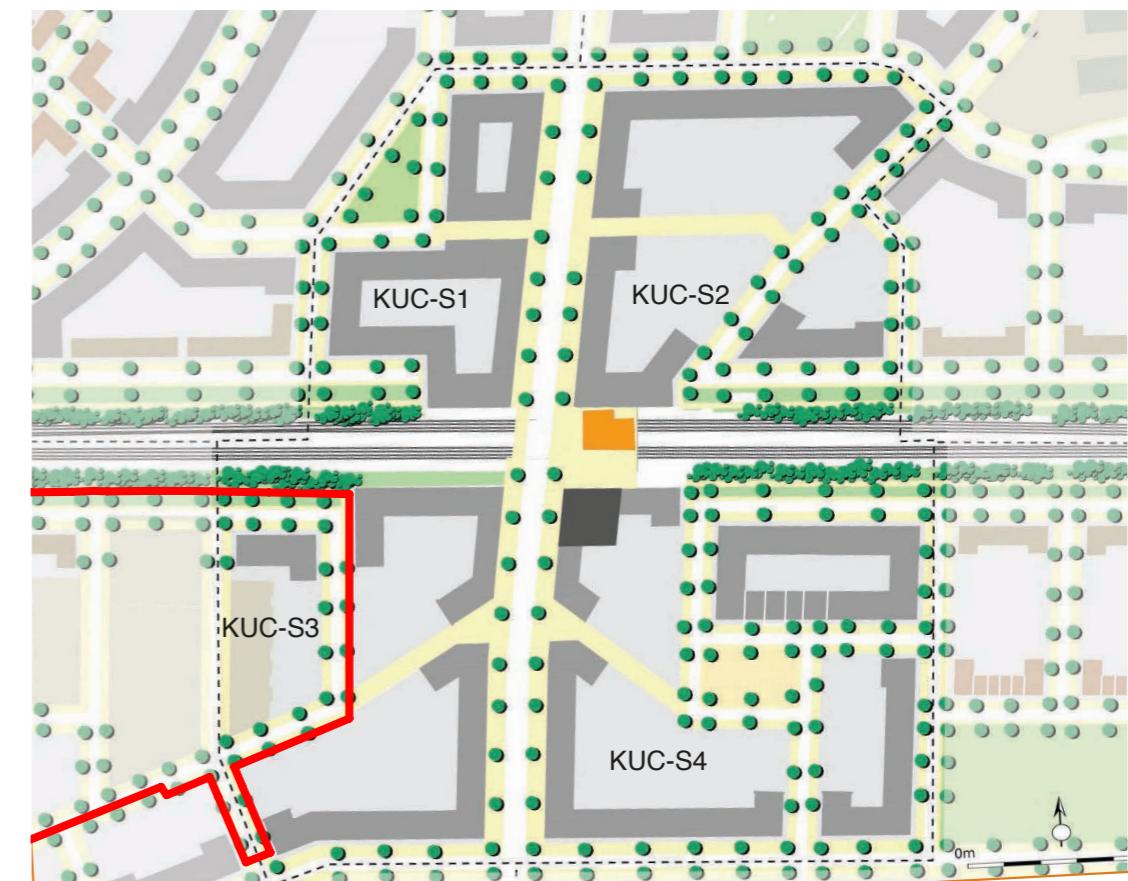


Image Source:

Phase One Site boundary overlaid on Plan extract of Development Areas in Clonburris and Subsectors, p94, Clonburris Strategic Development Zone Planning Scheme 2019



Site Plan Illustrating the Kishoge Urban Centre Development Area with Phase One Site Boundary overlaid

Image Source: Figure 3.3.13, p116, Clonburris Strategic Development Zone Planning Scheme 2019

1.8 Site Areas

The details below show a breakdown of the key site areas in the Phase One Site:

Gross Development Area: 10.65 ha

Net Development Area*: 5.82 ha

Open Space: 2.26ha

The lands subject to this development are located in the Kishoge South West and Kishoge Urban Centre Development Areas. Table 2.1.4 from p17 of the Clonburris SDZ PS is indicated below and shows the Net Development Area of each of the Development Areas within the SDZ.

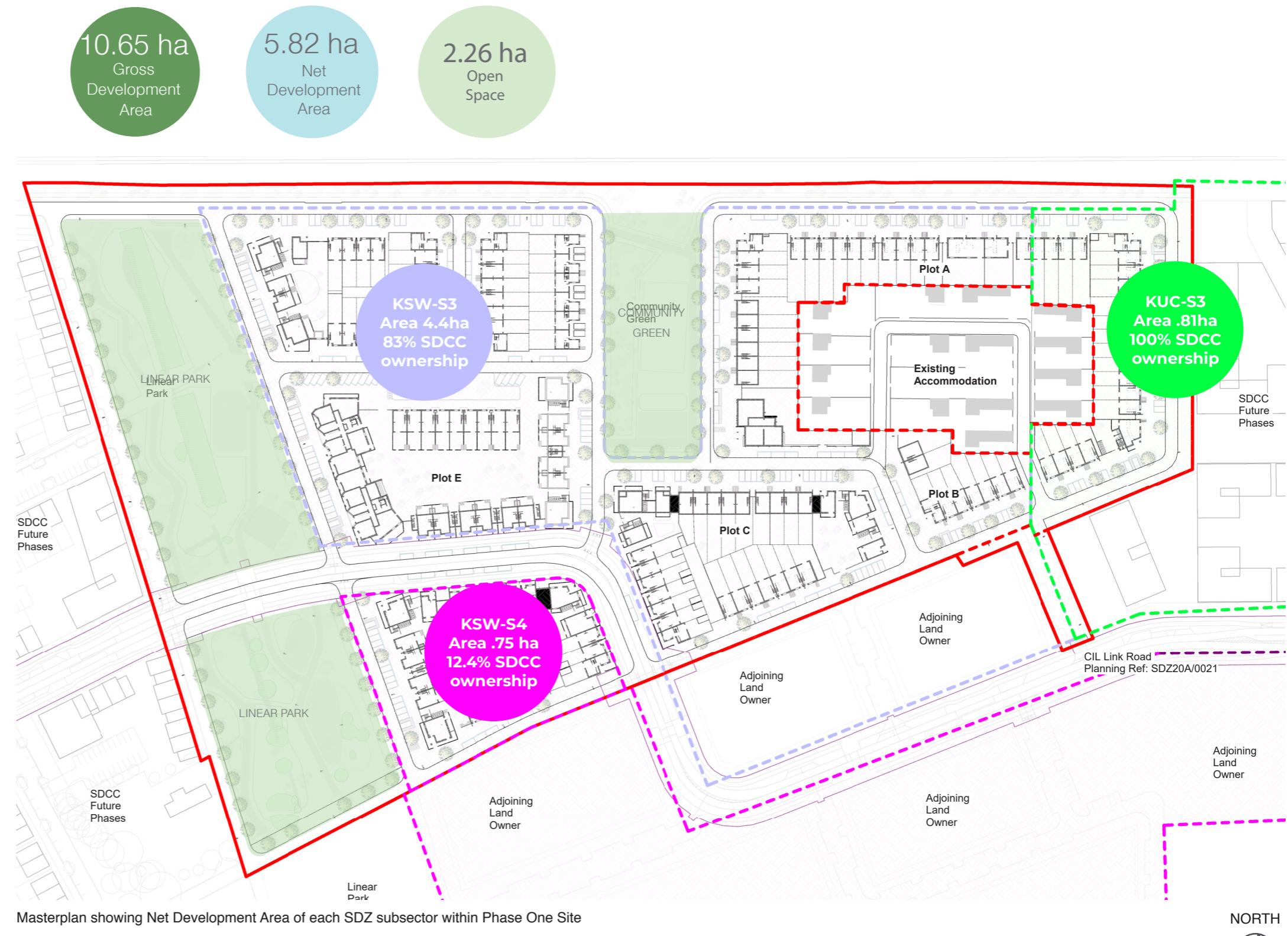
The total Net Development Area of the Phase One site comprises the Net Development Area of each subsector, KSW-S3, KSW-S4 and KUC-S3 according to the proportion of the subsector lands within SDCC ownership. The adjacent diagram illustrates this breakdown. Further details of the SDZ target plot density requirements for each sub-sector are outlined in the following chapter.

As shown on the adjacent diagram, there is 2.26ha of Open Space within the Phase One site comprised of the large open spaces, the Linear Park to the west and The Community Green in the heart of the scheme. The open space provision is approximately 20% of the overall gross development area.

*Please note that as defined by the SDZ PS (p17), the Net Development Area comprises Gross Area excluding strategic parklands, canal corridors, schools and existing residential development.

Table 2.1.4 | Development Areas

Development Area	Net Area (Ha.)
Adamstown Extension	9.19
Kishoge Urban Centre	10.94
Kishoge North West	11.16
Kishoge North East	14.36
Kishoge South West	21.55
Kishoge South East	12.50
Clonburris Urban Centre	17.90
Clonburris North West	14.37
Clonburris North East	7.50
Clonburris South West	25.98
Clonburris South East	3.30
Canal Extension	2.27
Total	151.02



1.9 Existing Site Portrait

The Phase One site of approximately 10 hectares is located on Lynch's Lane to the south-west area of the Clonburris SDZ. The lands are bound on the northern side by the Clondalkin/Fonthill railway line. An ecological corridor approximately 13m in width runs parallel with the railway line to the northern boundary. The eastern boundary of the site is adjacent to the R136 outer ring road. A local road extends west from the outer ring road to serve the existing Kishoge Park travellers accommodation and the parks tree nursery. This road defines the southern boundary of the site.

The site is composed of a series of green fields which are relatively level across the site. A hedgerow of 11m high Common Alder bisects the centre of the site running north-south. There are several linear strips of mixed trees to the western boundary of the site, also running north-south, beside which runs an existing watercourse, Kilmahuddrick Stream.

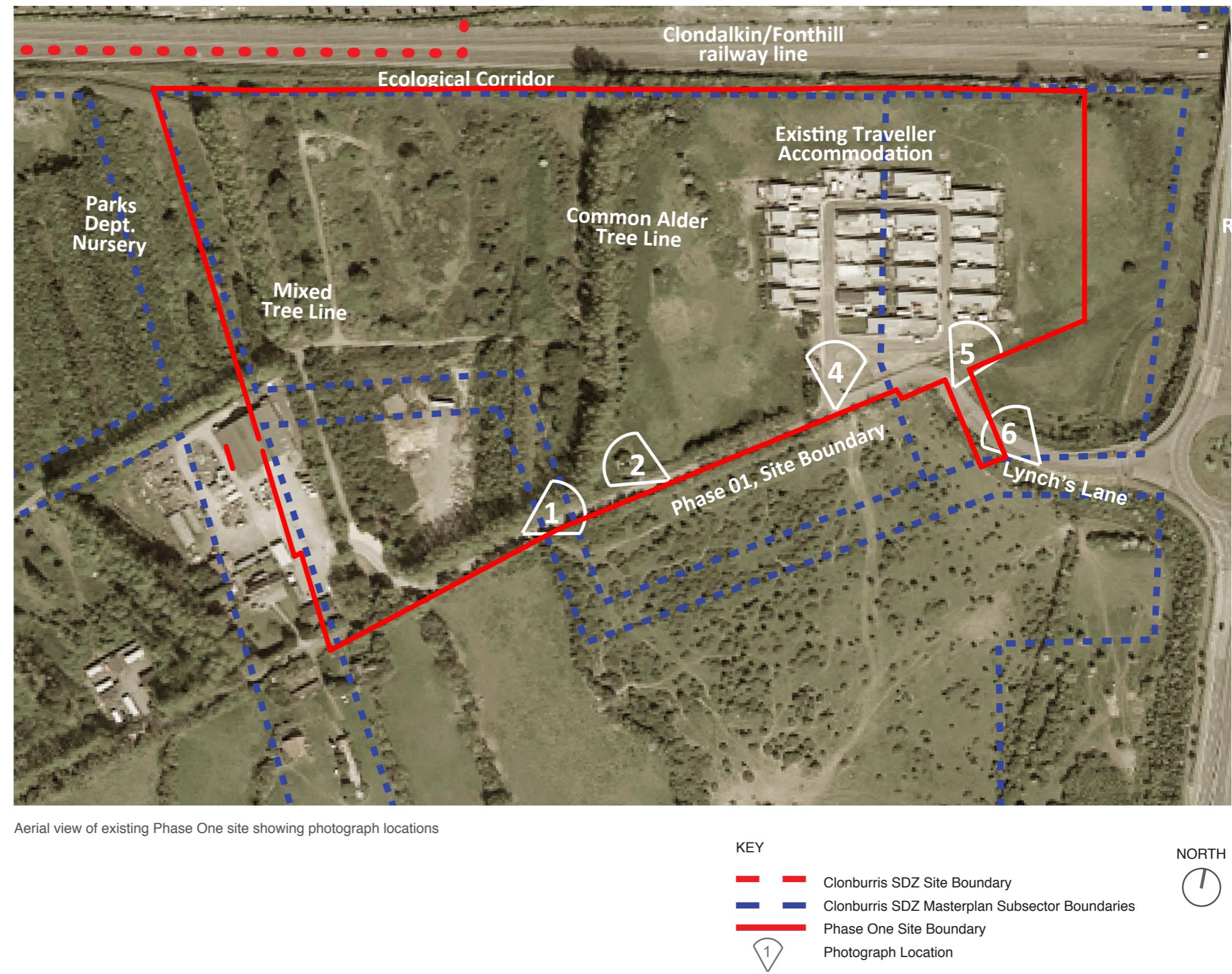
The Ecological Impact Assessment (EIA) prepared by AECOM concluded that the development is located in an area of relatively low ecological value. The proposed development will result in residual impacts associated with the loss of habitats and the resulting effects of that loss on birds specifically. Every effort has been made to design the proposed development in such a way as to facilitate the retention of as much of the original vegetation as possible, especially hedgerows and trees. Where this has not been possible, extensive mitigation in the form of new planting and landscaping has been prescribed.

The Appropriate Assessment (AAS) Screening prepared by AECOM determined that the proposal doesn't present a potential for a significant effect on any European sites, and as such requires no further assessment.

The Environmental Impact Assessment Screening (EIAS) prepared by MDB considered that the proposed development would not be likely to have significant effects on the environment and recommended that an environmental impact assessment report is not required.

The Archaeological Impact Assessment prepared by AECOM predicted moderate to high potential for the presence of archaeological medieval and later periods to survive within the Proposed Development. The desk-based assessment noted the potential that unexpected archaeological remains of all periods may be discovered within the Proposed Development. Further excavations may be required to assess the potential for archaeological remains.

Please refer to relevant reports attached to this application for further details.



1.10 Site Photographs



Existing Building along Lynch's Lane



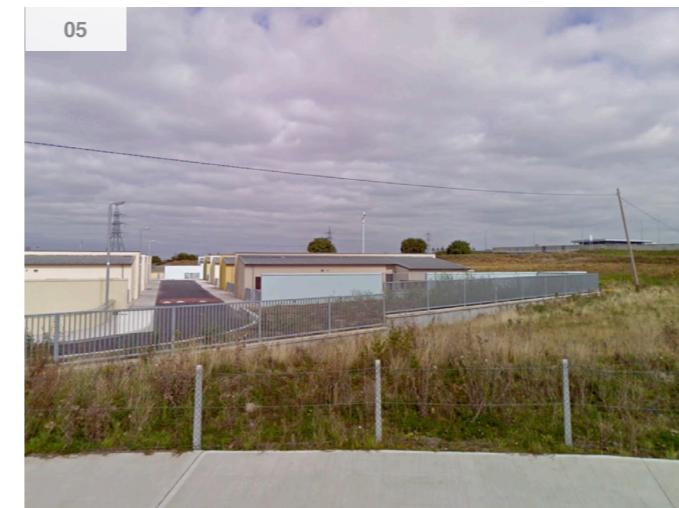
Existing Building along Kishoge Road with Treeline 027



Existing Treeline 027, Arboricultural Report by CMK



Site entrance of the existing traveller accommodation



Boundary condition of the existing traveller accommodation



Approach to the existing traveller accommodation from Lynch's Lane

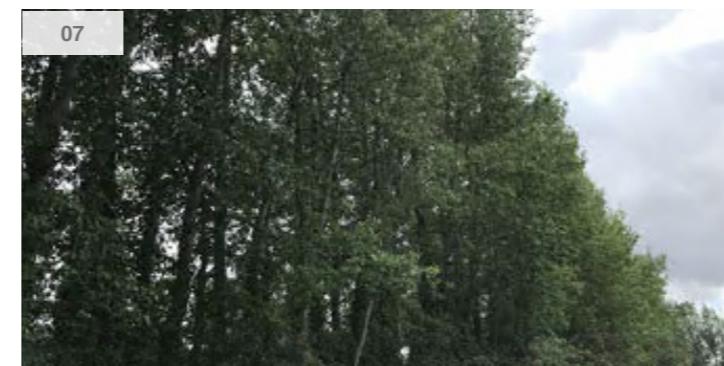


image source : Treeline 010, Arboricultural Survey Report by CMK,
p233 Metropolitan Workshop Draft Masterplan

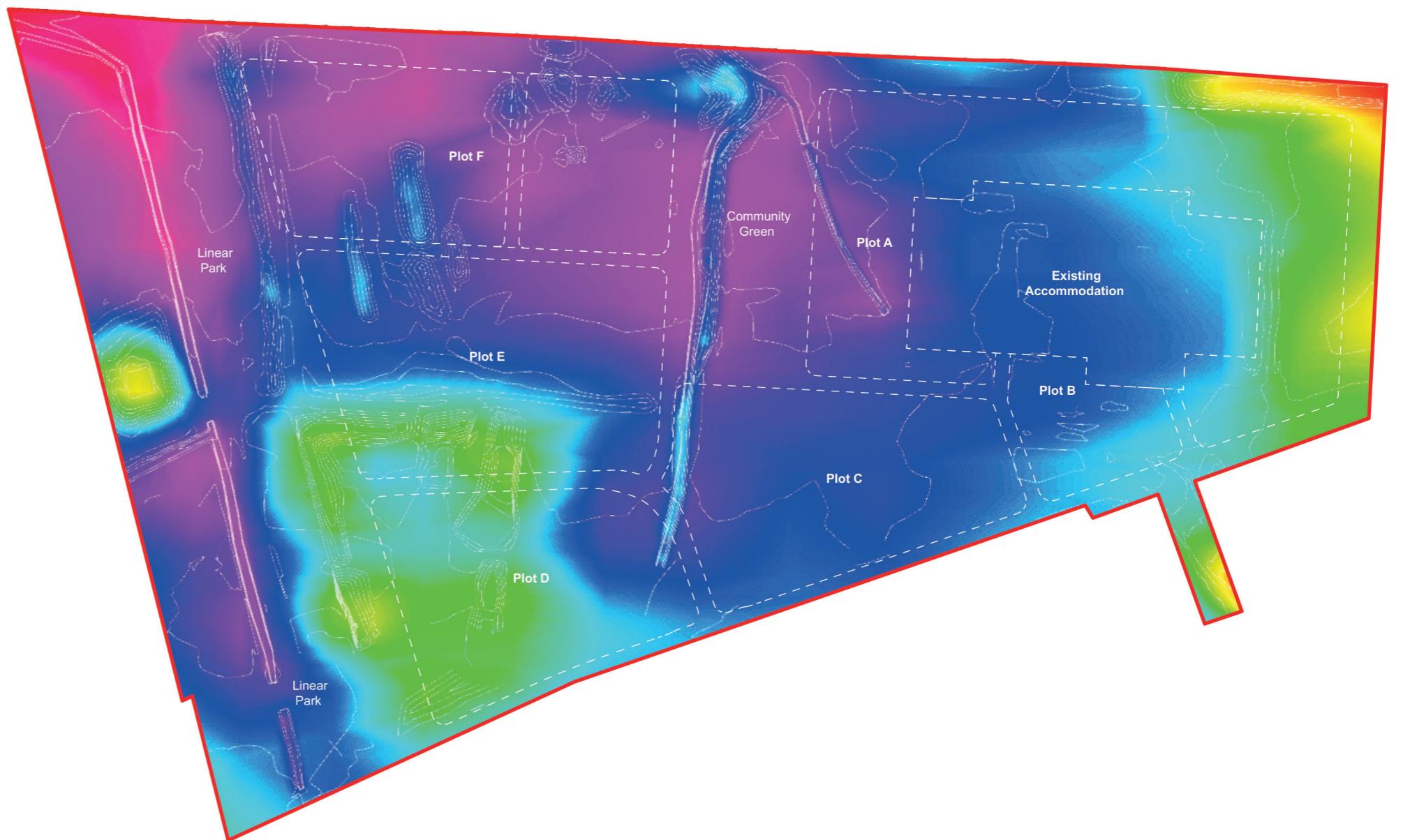
1.11 Existing Topography

The adjacent diagram illustrates the gradient of the existing topography on the Phase One site with outlines of the proposed housing plots A-F for reference.

The existing topography is fairly level across the site with an average level of +58.00 to +59.00 in most areas and localised areas of higher ground to the south-west and north-east.

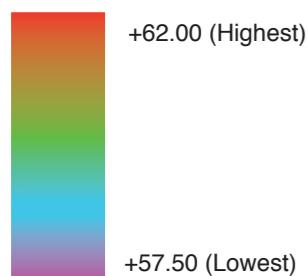
The site varies from +62.00 at the highest point to the north-east of the site adjacent to the regional road and +57.50 at the lowest areas in Plot F and the northern park areas.

The existing site levels have been carefully analysed by the design team in the development of the proposed masterplan to minimise the amount of fill required.



Phase One site showing existing topography

KEY



NORTH



1.12 Opportunities and Constraints

Opportunities

Location The site is well located to the west of Dublin City Centre, nestled between the existing large suburbs of Lucan, Clondalkin and Liffey Valley.

New Community There is a great opportunity on this site to develop a high-quality and sustainable community with a new Clonburris identity.

Green Space A series of three large parks and open spaces within the development are opportunities for both passive and active recreation, with wider links to Griffeen Valley Park to the west.

Access and Connectivity The site is close to the R136 outer ring road to the east of the site and has good access to existing and improved bus networks. Existing cycle routes on the R136 will be improved with the proposed cycle route via the Grand Canal Greenway to the south of the site providing a route into the south of Dublin city. Kishoge railway station on the Kildare-Dublin railway line is 400m to the north-east of the site and is due to open under Phase Two of the Clonburris SDZ development.

Constraints

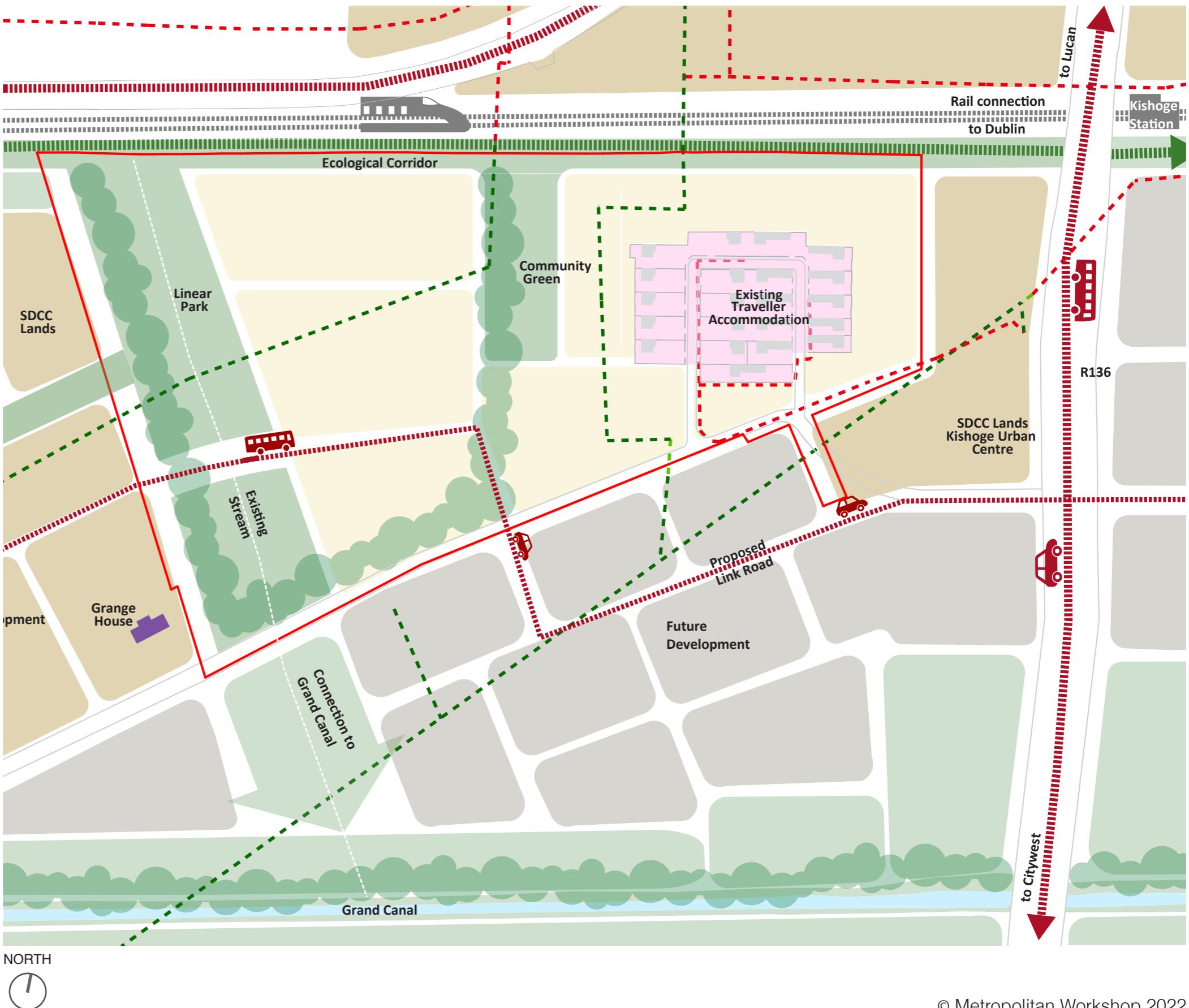
Overhead power lines There are several overhead electricity lines currently on site which are proposed to be diverted underground in accordance with the requirements of the Clonburris SDZ Planning Scheme (page 139) and the EirGrid Strategic Infrastructure Development. This is subject to further agreement with ESB.

Infrastructure and service links Existing and future connections to the wider infrastructure, servicing and utilities need to be carefully considered to determine a comprehensive and integrated proposal within the site.

Existing Accommodation The design of the development will need to sensitively integrate with the existing traveller accommodation currently on site and the existing amenities will require enhancing and upgrading.

KEY

- Underground powerlines
- Overhead powerlines
- R136 Existing Road
- Proposed Link Road
- Existing Railway Line
- Phase One Site Boundary
- Phase One Plots
- SDCC Owned Land
- Adjoining SDZ Development Lands
- Existing Traveller Accommodation



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2

Section 2: Masterplan Strategy

2. Masterplan Strategy

2.1 Site Strategy

The Phase One site is characterised by two north-south oriented landscape spaces designed in accordance with the Green Infrastructure Network noted in section 2.3.2 of the Clonburris SDZ Planning Scheme requirements.

The western green space is part of a network of green spaces linking the ecological corridor along the railway line to the canal to the south. We refer to this as the Linear Park. The smaller green space to the centre of Phase One is for the local residents and we will refer to this as the Community Green.

The Linear Park

The western edge of the Phase One site creates the eastern frontage of the Linear Park. The masterplan calls for higher density buildings along this edge which is appropriate to the scale of the open space.

A series of apartment blocks are proposed to define the park edge and benefit from the generous landscaped aspect. The Parkside is envisaged as undulating to create a softer feeling to the landscape space and to allow southerly views from the apartments down the length of Linear Park. The private amenity spaces of the apartments will overlook this space allowing the private and public amenity spaces to interact.

'Parkside nodes' identify key corners of the apartment blocks where entrances are located. This brings people and activity to these key points on the masterplan.

The Community Green

This other key space in the masterplan is the Community Green. This landscape space is for use by the residents of this first phase of the SDZ. It is smaller and more intimate than the Linear Park. The SDZ calls for 2-3 storey buildings around the edges of the space and we have proposed a mixture of houses and apartments to define and overlook this space.

A special house typology is proposed to the western edge of the Community Green to try and resolve the issue of the space being dominated

by on-street car parking. The proposed typology brings the car on curtilage but importantly pushes the building frontage forward so that the car sits between the houses allowing a more intimate relationship between the houses and the green space.

Local Ecological Corridors

The SDZ planning scheme requires the connection of parks and areas of open space with ecological and recreational corridors to aid the movement of biodiversity and people and to strengthen the overall Green Infrastructure network.

This can be seen through the formation of Local ecological Corridors along the northern boundary of the site, the western flank of the community green and the retained/protected vegetation and stream in the Linear Park.

Along the railway line to the north of the site a 13m wide ecological corridor is proposed. The main challenge is to make this an attractive space that performs its ecological function while providing an interesting amenity space and acts as a visual and acoustic buffer from the railway line. The housing facing the ecological corridor is set back in accordance with the SDZ Planning Scheme in order to minimise any noise issues.

The local streets between Plots E and F and bisecting Plot F will be more intimate in character and be bookended with street trees to form a quieter residential enclosure.

Street Network

In addition to the three key green spaces which define the character of Phase One there is a framework of streets designed in accordance with the Street Hierarchy defined in the Clonburris SDZ Planning Scheme. These range from the Main Link Road to the smaller residential streets (the local street, and the intimate street). This network of streets creates five distinct residential plots. Each one has a different context, edge condition and geometry due to the nuances of

the SDZ masterplan.

Main Link Road

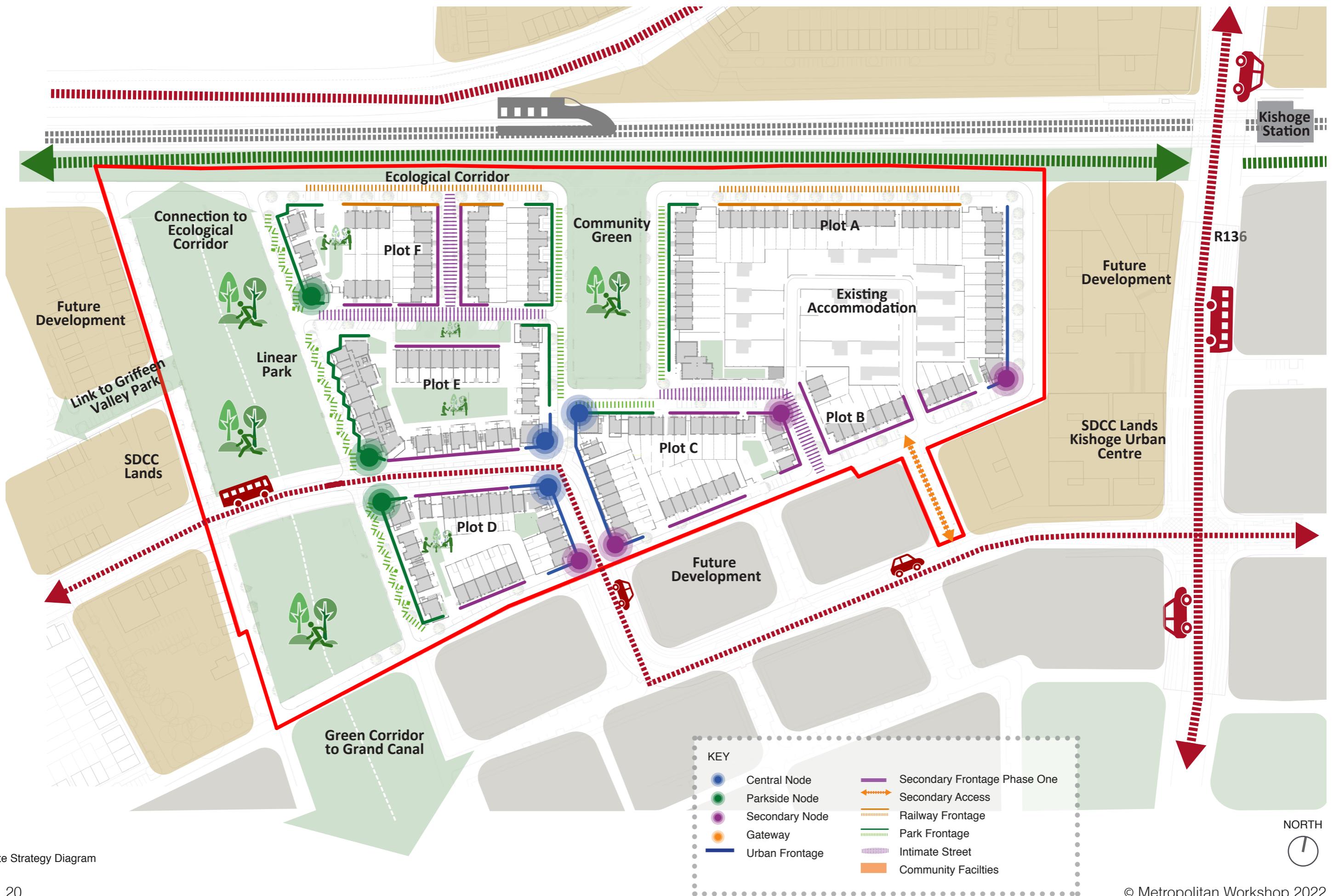
The site is bisected by the Main Link road traversing the SDZ, running east-west, that will connect to the outer ring road to the east of the site. A separate planning application (reference SDZ20A/0021) for the main infrastructural Link Street was granted in August 2021. This is the more urban part of the site with buildings of 3-4 storeys. We have proposed a series of apartment over duplex buildings and three storey terraced housing along this route. The cross roads where the link road converges with the local streets creates a series of 'central nodes' within the urban grain. The corners of the buildings at this point will be designed to address these key frontages.

Residential Plots

The built form and urban grain of the scheme has been designed in accordance with Section 2 of the Clonburris SDZ Planning Scheme requirements in regard to the fixed building lines, scale and block size appropriate to the street network and building type.

Apart from the park and urban edges described above, the streets and plots comprise of predominantly two and three storey terraced housing - there are two bungalows incorporated to the north of Plot A. Secondary nodes or key corners are identified with a series of localised three storey stacked apartment buildings that address the street at the turn of each corner.

The existing one storey travellers accommodation on site will be integrated within the terraced two storey housing to Plot A and a new dedicated community facility and homework room will serve the development.



2.2 Building Height and Massing Strategy

A prescribed massing and building height strategy has been developed for the Clonburris SDZ lands to promote place making, urban legibility and visual diversity. The SDZ Planning Scheme outlines various building heights that are supported across the SDZ lands, appropriate to the streetscape and character of each area.

The Phase One lands sit across three different SDZ sub-sectors: 'KSW-S3', 'KSW-S4' and 'KUC-S3', as illustrated in further detail on the following page. The majority of the site is located in 'KSW-S4' with a prescribed height range of 2-6 storeys. 'KSW-S4' also has a height range of 2-6 storeys. A small portion of the site to the north-east is located in the Kishoge Urban Centre - 'KUC-S3' - and has an increased height range of 2-8 storeys.

The adjacent plan illustrates the building height strategy and the number of storeys of each building within the scheme.

The heights along the Main Link Street have been determined by street width and the relative proximity to the nearby Kishoge Urban Centre. Lower building heights have been designated along Local Streets to provide a more intimate scale and sense of enclosure, with a modest increase in scale to define the park frontages.

Predominantly two-storey building heights are proposed to the dwellings adjacent to the existing one-storey Traveller accommodation to integrate with the existing scale of the low-rise typology. There are also a couple of one-storey bungalows incorporated to the north of Plot A in accordance with the SDZ requirements noted in section 2.8.6.

KEY

■	1 Storey
■	2 Storey
■	3 Storey
■	4 Storey
■	5 Storey
■	1 Storey (Service)



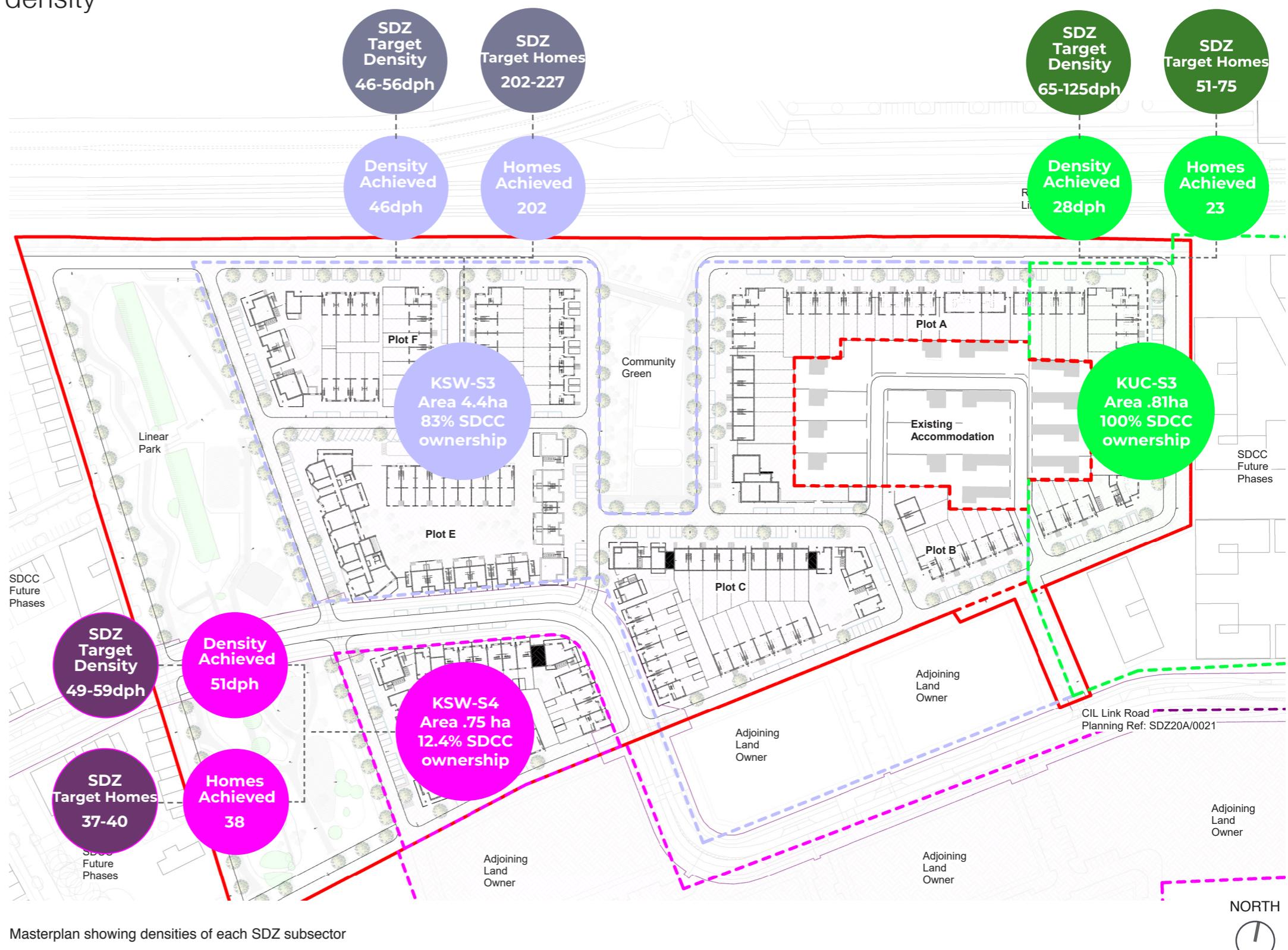
2.3 Required and achieved plot density

The Phase One lands sit across three different SDZ sub-sectors: 'KSW-S3', 'KSW-S4' and 'KUC-S3', as illustrated in the adjacent plan.

The target number of homes and required density ranges are indicated in Table 2.13.1 'Summary of Planning Scheme Tables' within the Clonburris SDZ Planning Scheme.

In accordance with these requirements, the adjacent diagram outlines the SDZ target density and SDZ target number of homes and illustrates the density achieved and number of homes achieved, as follows:

- KSW-S3 (shown in blue) is 83% in SDCC ownership within the phase one site boundary. The subsector achieves a density towards the lower target density and quantum required by the SDZ planning scheme.
- KSW-S4 (shown in purple) is 12.4% in SDCC ownership within the Phase One site boundary. The subsector also achieves a density towards the lower target required by the SDZ planning scheme.
- KUC-S3 (shown in green) is 100% in SDCC ownership. The Phase One site is 29% of the overall subsector. The current area achieves a lower density and quantum for this portion of the subsector. However, the two storey housing in this area is in accordance with the 2-4 building storey heights noted in the SDZ and sits comfortably adjacent to the existing one storey accommodation. It is proposed that when accounting for the higher density units in the adjacent subsector owned by SDCC, the average density across the KUC-S3 subsector will fall within the desired SDZ range.



2.4 Landscape Strategy

The adjacent plan illustrates the landscape strategy. Further details of the landscape proposals can be found in AECOM's Part 8 Landscape Report.

There are two primary green spaces in the Phase One scheme - the Linear Park and the Community Green.

The Linear Park forms a green spine along the west of the development and extends down to the canal to the south of the Phase One site. The Linear Park is bisected by the existing Kilmahuddick stream and hedgerow.

Active play spaces are incorporated to the east of the park in the form of a MUGA, Callisthenic workout area and bespoke feature playground. A quieter ecological connection is maintained to the west of the park with small-scale passive amenities.

The Community Green within the centre of the scheme provides opportunity for passive and active play.

A 'Northern Eco Corridor' of native and adaptive planting is provided to the northern boundary of the site adjacent to the railway line in accordance with the recommendations in the Clonburris SDZ.



2.5 SuDS Strategy

The SuDS strategy for the Phase One site is designed as an exemplar model and follows the recently published guidelines issued by SDCC, 'Sustainable Drainage Explanatory Design and Evaluation Guide, 2022'.

As the adjacent diagram shows, the proposed SuDS elements for Phase One are as follows;

1. Green Roof
2. Rainwater Harvesting
3. Permeable Paving
4. Raingardens/Bio-Retention
5. Swale
6. Existing Stream

The SuDS proposal for the site will utilise the SuDS management train of collection, conveyance and treatment. Further details can be found in the AECOM Part 8 Landscape Report.

The proposed surface water infrastructure for the development will connect into the wider SDZ network, flowing west to the regional ponds in Griffen Park. Please refer to the proposed surface water treatment strategy outlined AECOM Part 8 Civil Engineering report for further information.

KEY

- Green Roofs
- Rainwater Harvesting
- Permeable Paving
- Rain garden
- Swale
- Existing Stream
- Drainage Direction
- Detention Basin



SuDS Strategy diagram

Image Source: AECOM Part 8 Landscape Report

NORTH



2.6 Proposed Streetscape

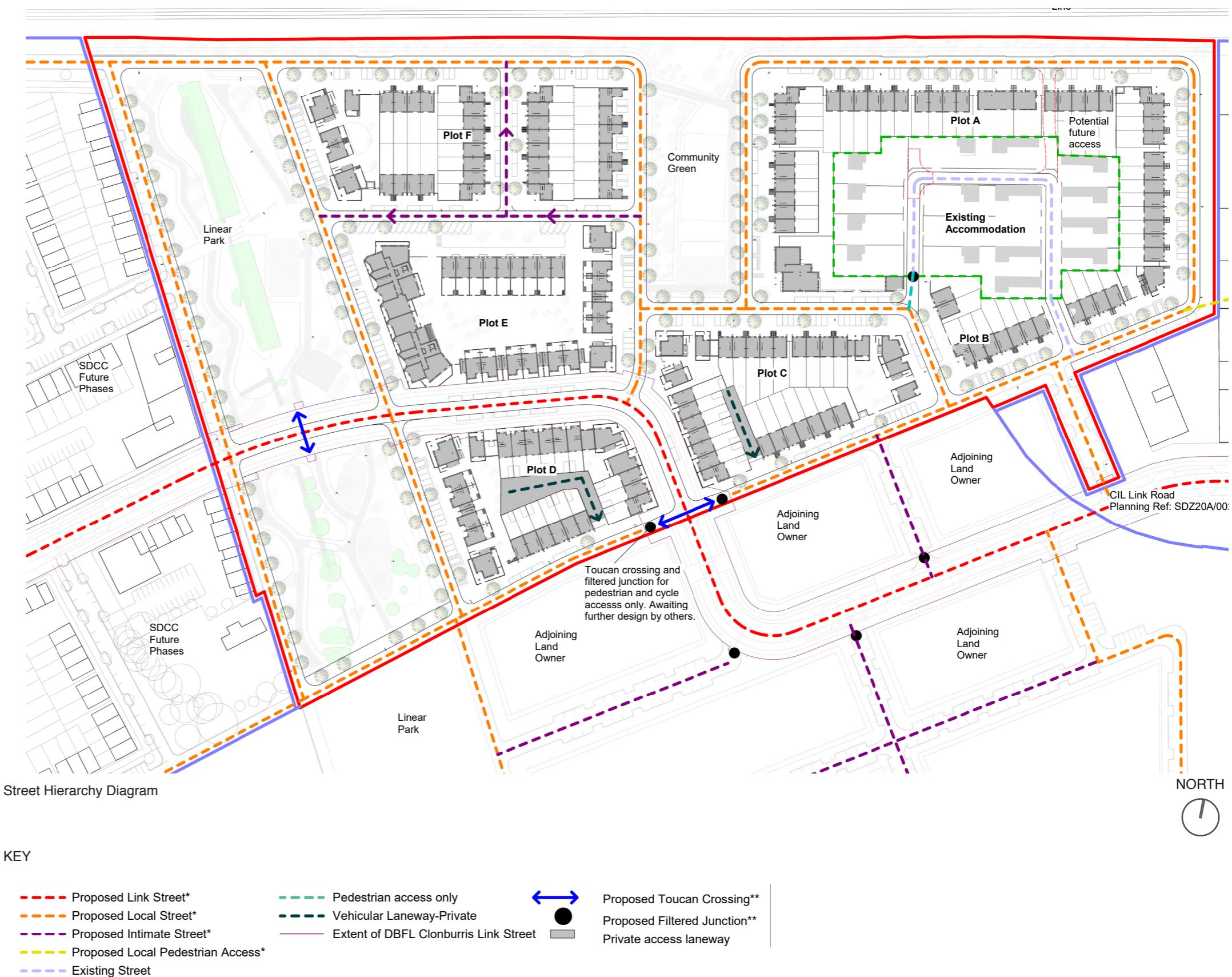
A prescribed street network has been developed for the Clonburris SDZ lands to form an integral part of the Planning Scheme's movement framework as indicated in Figure 2.2.1 on page 26 of the Clonburris SDZ Planning Scheme.

In accordance with this framework, the adjacent diagram illustrates the proposed street network and hierarchy within the site.

The street network includes primary 'Link Roads' at moderate speeds offering users a legible and direct route through the SDZ lands and slower secondary 'Local Streets'.

'Intimate Local Streets', are located to quieter residential streets. These are proposed to be one way in order to prioritise pedestrian and cycle movement.

The houses fronting onto the main link street have limited opportunity of car parking spaces to the front of their properties. Vehicular laneways are proposed to rear of these houses to improve proximity by providing car parking spaces to the rear gardens.



2.7 Proposed Streetscape

Link Street (overall width 22-30m)

As noted in page 29 of the Clonburris SDZ Planning Scheme, the site is bisected by a proposed primary link street running east-west through the site. The planning application for this key infrastructural street was granted in August 2021.

In accordance with the SDZ, the link street will act as a principal corridor for pedestrians, cyclists, public transport (local buses) and vehicles within the site. Traffic speeds will be reduced along Link Streets in order to promote walking and cycling. The buildings fronting the link street will generally be higher density - three-storey buildings providing a defined urban edge.



Castlelands, Metropolitan Workshop



Herberton, Metropolitan Workshop

Indicative Street Sections

Refer to Landscape Architect's information for further details



Indicative Link Street Section

Local Streets (overall width 20-27m)

In accordance with page 30 of the Clonburris SDZ Planning Scheme, Local Streets will serve as quieter traffic calmed thoroughfares through lower density areas. The streetscape will be comprised of closely fronted houses of two and three storey with through access to neighbourhood blocks and local open spaces.

Within the Local Streets a greater emphasis will be placed on pedestrian movement, activity and place making. Traffic calming measures will be implemented to reduce speeds and street trees will be incorporated to provide green links and vistas to the adjacent open spaces.



Oakfield Village, Metropolitan Workshop



Marmalade Housing, Mole Architects



Indicative Local Street Section

Intimate Local Street (overall width 15-20m)

As noted on page 30 of the Clonburris SDZ Planning Scheme, Intimate Local Streets will be quieter in character on a shared surface street for the integrated movement of traffic and priority for pedestrian and cycle through access.

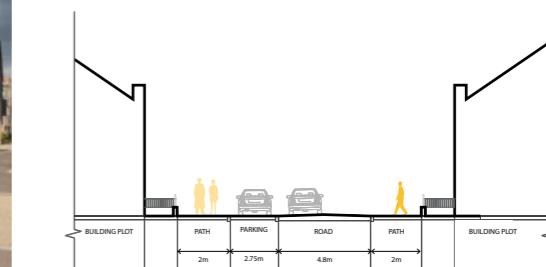
The Intimate Local street will be characterised with closely fronted buildings. Clusters of street trees will bookend either end of the street as it transitions to the wider network.



Goldsmith Street , Mikail Riches Architects



Royal Way, Protctor Mathews



Indicative Intimate Local Street Section

2.8 Traffic Calming Strategy

The adjacent diagram shows several proposed traffic calming measures that have been introduced throughout the scheme in accordance with the recommendations in DMURS.

The key principles outlined below aim to promote lower traffic speeds by reducing the lengths of some of the longer streets and provide a more intimate sense of place in the Local Streets.

Raised Tables (vertical deflection)

These provide both options to slow vehicle speeds and also locations for pedestrian crossing points along desire lines within the scheme. They replicate the raised tables proposed within the CIL link road application and provide locations for low level planting.

Lane restrictions (4.8m on intimate streets)

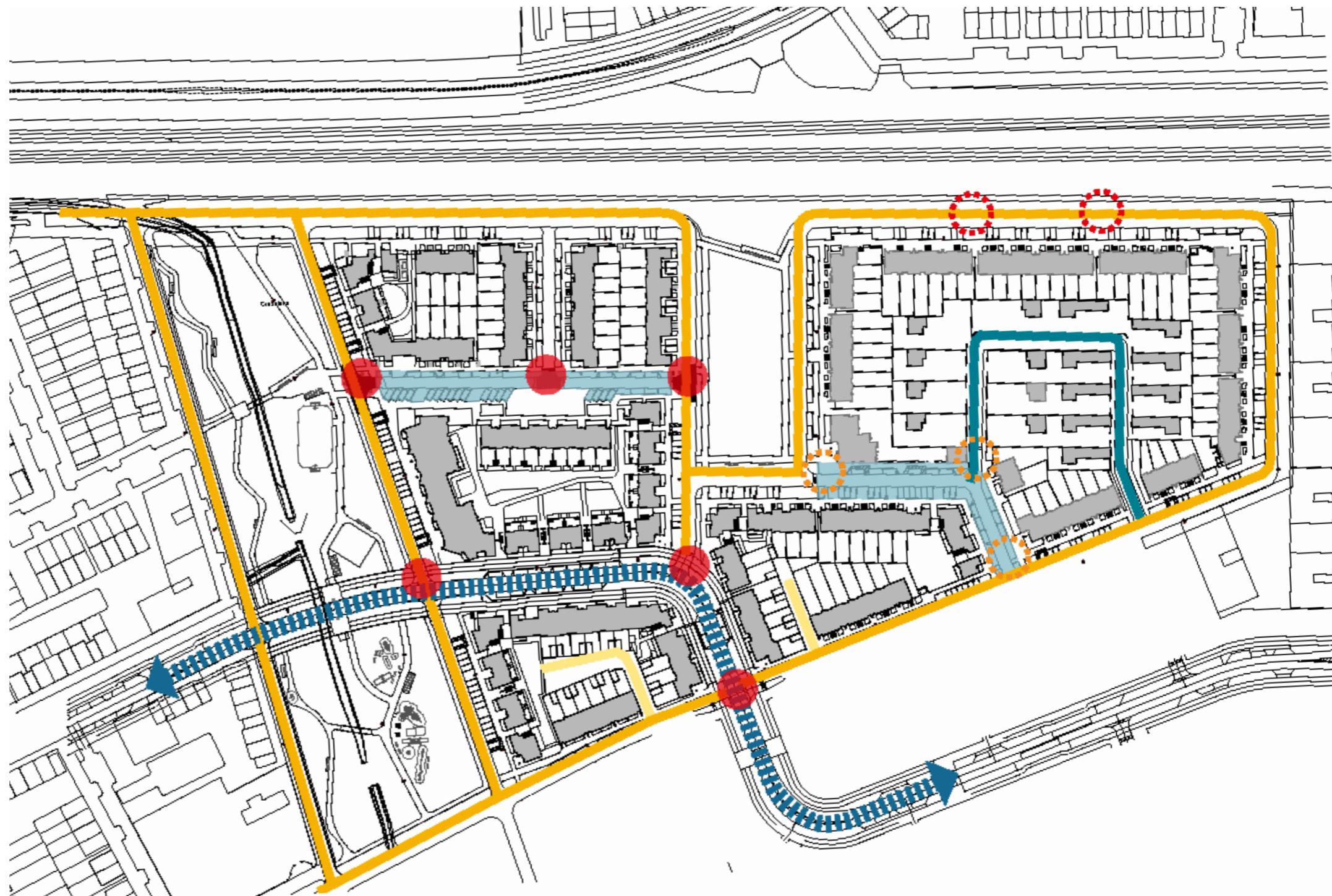
This is proposed at a number of locations to restrict speeds and integrate with the landscaping plans and the proposed ecological corridor. It is intended to reinforce this change in road width with corresponding changes in road material type where necessary.

Street trees/planting

As mentioned in DMURS, street trees are an integral part of street design as they contribute to the sense of enclosure, act as a buffer to traffic noise/pollution and enhance place. Tree species with no larger than a 2-6m canopy will be proposed along the local streets of the scheme. Individual species will be allocated per street giving a sense of identity to the locations. All street trees will be robust, semi-mature rootballed stock with clear stem heights of 2m. The proposed tree planting will provide visual enhancement to the scheme, while also contributing to SuDS measures.

KEY

Streets	Traffic Calming Measures,
Link Road (Outside of Site Proposals)	Pinch Points
Local Road	Raised Table
Intimate Street/Homezone	Ramped Table
Vehicular Lane Access	
Pedestrian Lane Access	



Site Plan showing Proposed Traffic Calming Measures.

Image Source: AECOM Landscape Report

2.9 Parking Strategy

The adjacent diagram illustrates the parking strategy developed in accordance with the Clonburris SDZ Planning Scheme requirements outlined on page 33. The strategy aims to promote sustainable travel patterns by minimising the number of car spaces and maximising the potential of close proximity to the Kishogue Train Station and local cycle and bus routes.

There are a total of 253 car parking spaces provided throughout the scheme for 263 homes. In line with the Clonburris SDZ planning scheme, the majority of car parking spaces are provided on street (198 No.) with a small number of on curtilage spaces (22 No.) to the west of the Community Green and the rear of houses fronting the Main Link Street to Plot C and D.

A breakdown of the number of car parking spaces within each plot has been provided showing the number of spaces currently achieved and the car parking ratio relative to the number of homes within each plot.

There is an overall parking ratio of 1:0.96 throughout the site which represents a reduction to that of the SDCC maximum car parking standards. The maximum provision is 316 spaces derived from the County Development Plan's maximum allowance advised per house type. Through consultations with SDCC, it was confirmed that the number of parking spaces provided for any particular development should not exceed the maximum provision. The maximum provision should not be viewed as a target and a lower rate of parking may be acceptable.

Electric Vehicle Parking is to be provided as 6 No. Electric Vehicle rapid charging points. These are located to the south of Plot C, not directly in front of any residential units and therefore not located in an optimal place for long term vehicle parking, whilst being located centrally enough to encourage usage and awareness of these facilities. EV infrastructure (ducting) will be provided to allow for the incremental progression of EV charging points to a rate of 100% of the car parking provision and 10% of the bike parking provision.

168 No. cycle spaces are proposed to serve the apartment and duplex homes of which 134 No. spaces are secured sheltered spaces for residents and 34 No. spaces provided for visitors.

Further details can be found in AECOM's Traffic and Transport Assessment.



Schedule showing parking provision

2.10 Refuse Strategy

The adjacent diagram illustrates the refuse strategy across the site. The strategy has been developed in accordance with the guidelines for waste storage facilities in the East-Midlands Regional Waste Management Plan and design consideration contained in Section 4.8 and 4.9 of the Sustainable Urban Housing: Design Standards for New Apartments.

The refuse strategy comprises of a mix of private bin stores, either on street or in rear gardens and communal bin enclosures.

The majority of houses have private bin stores located in the front gardens (shown in purple). Space for 3 No. bins will be provided in each bin store for general waste, recycling and composting.

Vehicular laneways to the rear gardens of Plots C and D allow residents access to private bin stores (shown in pink).

The communal bin stores serve the apartment blocks, walkup apartments and duplex units and are all accessed directly off the street, for ease of access for waste management services. Shared bins will be provided for general waste and recycling in each apartment block. The allocation of bins and volume are determined at a ratio of 1 bin to serve 15 occupants. This provision will be assessed further by the local waste provider during the next stage of design development.



KEY

- █ Private Bin Stores to Front
- █ Private Bins Stores to Rear
- █ Communal Bin Stores



2.11 Plant and Servicing

The adjacent diagram illustrates the plant and servicing strategy shown throughout the site.

There are 3 No. ESB Substations shown within the Phase One site.

The Parkside apartment block to the western edge of Plot E, adjacent to the Linear Park, is serviced by 2 No. lift and staircores. There is also a dedicated tank room and switch room on the ground floor.

Further details can be found in AECOM's Mechanical and Electrical Engineering Report.



2.12 Fire Access Strategy

The adjacent diagram illustrates the fire access strategy.

The ground floor area of the combined buildings throughout the site is approximately 3,000m² and therefore the fire engineer has advised that a total of 3 hydrants should be provided on the basis of one per 1,000m². The hydrants are located around the perimeter not less than 6m or more than 46m from the building.

Dry Riser inlets and outlets serving the upper levels of the Parkside apartment buildings have also been provided.

The route of the fire tender access is shown in blue. This has been tracked by the AECOM Civils team, further details can be found on the Civils Swept Path Analysis drawing.



KEY

- ＊ Fire Hydrant
- ＊ Dry Riser
- Fire Tender Access
- - - Access to Core

3

Section 3: Masterplan Proposal

3. Masterplan Proposal

3.1 3D Aerial View of Proposed Scheme



3.2 Masterplan in Context

The Phase One development of 263 homes has been selected to be the first planning application to be developed by SDCC within the Kishoge South West Development Area.

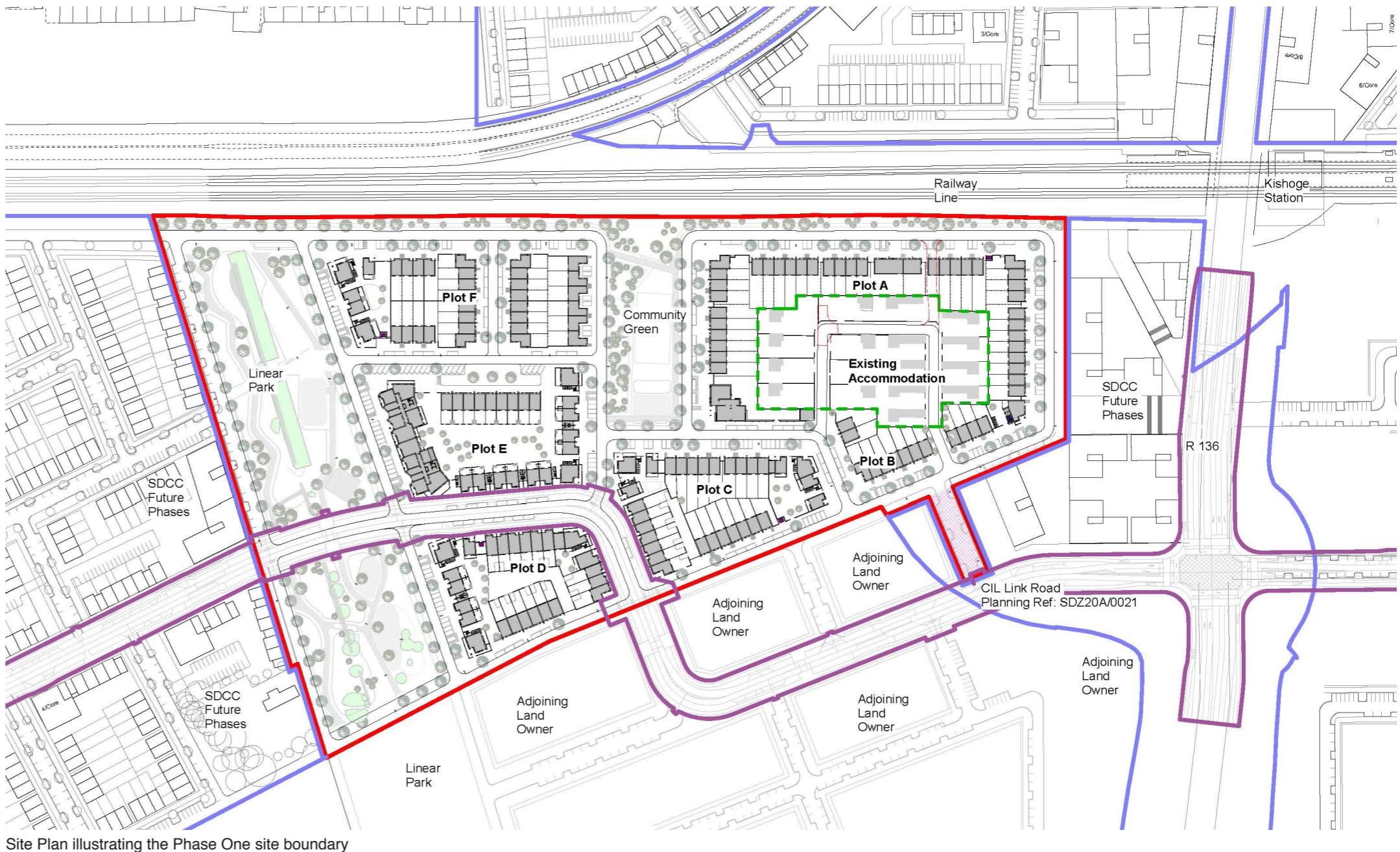
The adjacent Phase One site plan shows the extent of the red line site boundary for the purpose of the Part 8 planning application. The blue boundary shows the adjoining lands in SDCC ownership.

A separate planning application (reference SDZ20A/0021) for the main infrastructural Link Street was granted in August 2021. This link street traverses the SDZ area and bisects the Phase One site, outlined in pink.

Subject to the phased development of the Link Street, a new access road is also proposed to the Phase One lands, indicated with a hatched area.

To date, there are currently two additional live schemes within the Clonburris SDZ adjacent to the development, as follows:

- SD228/0001 – A Part 8 application is currently on display for 118 residential units made up of houses, duplexes, triplexes, an apartment building, landscape works, total site area approx. 2.5 ha (net) at Bawnogue Road/Ashwood Drive, Clonburris, Clondalkin, Dublin 22.
- SDZ21A/022 – Planning permission has been sought for the construction of 569 dwellings, a creche, innovation hub and open space in the Clonburris South West Development Area of the Clonburris SDZ Planning Scheme 2019. At the time of this report the application is still under consideration with a request for further information requested by the planning authority.



KEY

- Site Boundary
- CIL Link Street Planning Application Boundary
- SDCC Lands Plot Boundary
- Existing Accommodation Boundary
- Existing Road Line
- Phase One Plot Boundary
- Upgrade of Junction with Outer Ring and New Access Road

3.3 Illustrative Masterplan

The site plan shows the Phase One scheme of 263 new dwellings in the Clonburris SDZ. The proposed scheme comprises a mix of apartments, duplexes and houses, a new community facility and homework room in a mix of one to five storey buildings. The scheme is set within a series of three large strategic open spaces providing local recreation and amenity spaces with links to existing and surrounding communities.



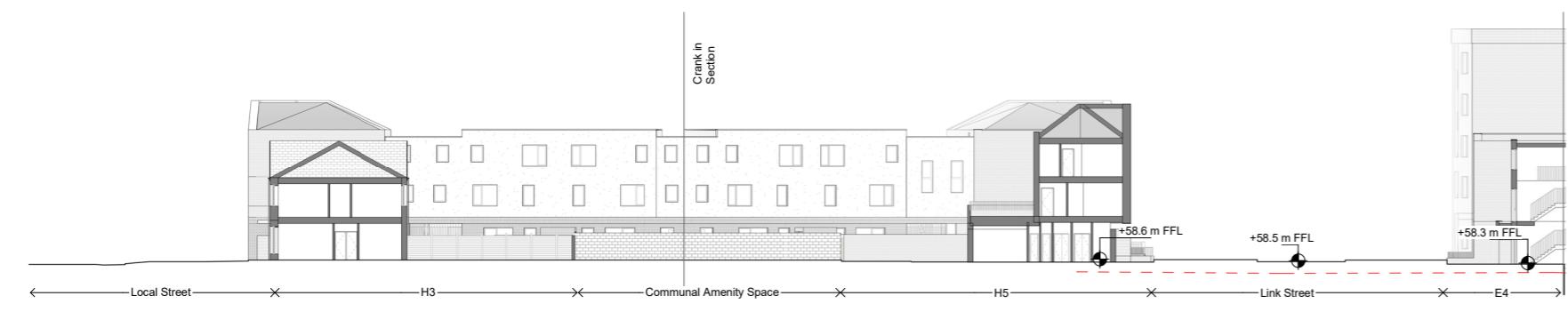
3.4 Site Sections



Section A-A

North-South through Plot A and Existing Traveller Accommodation

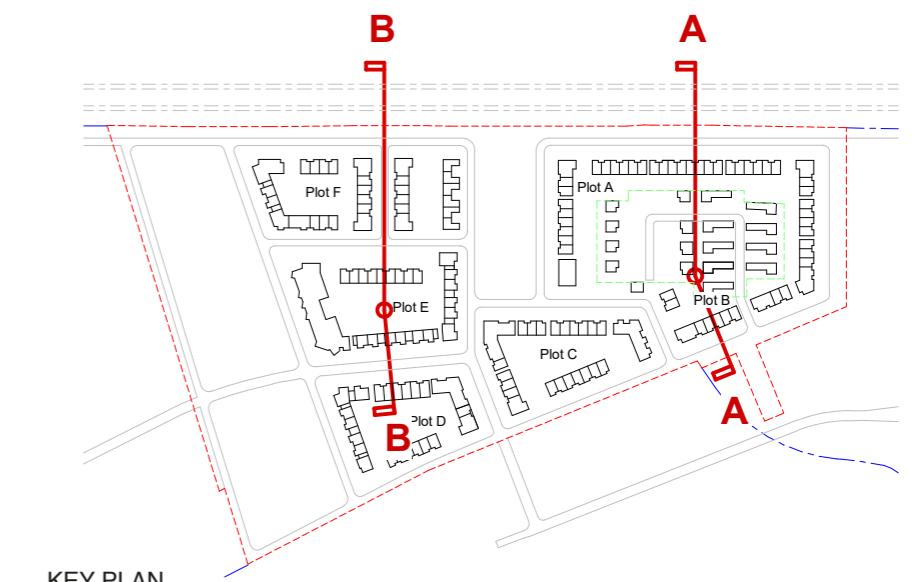
Scale 1:500



Section B-B (continues below)

North-South Section through Plots D and E

Scale 1:500



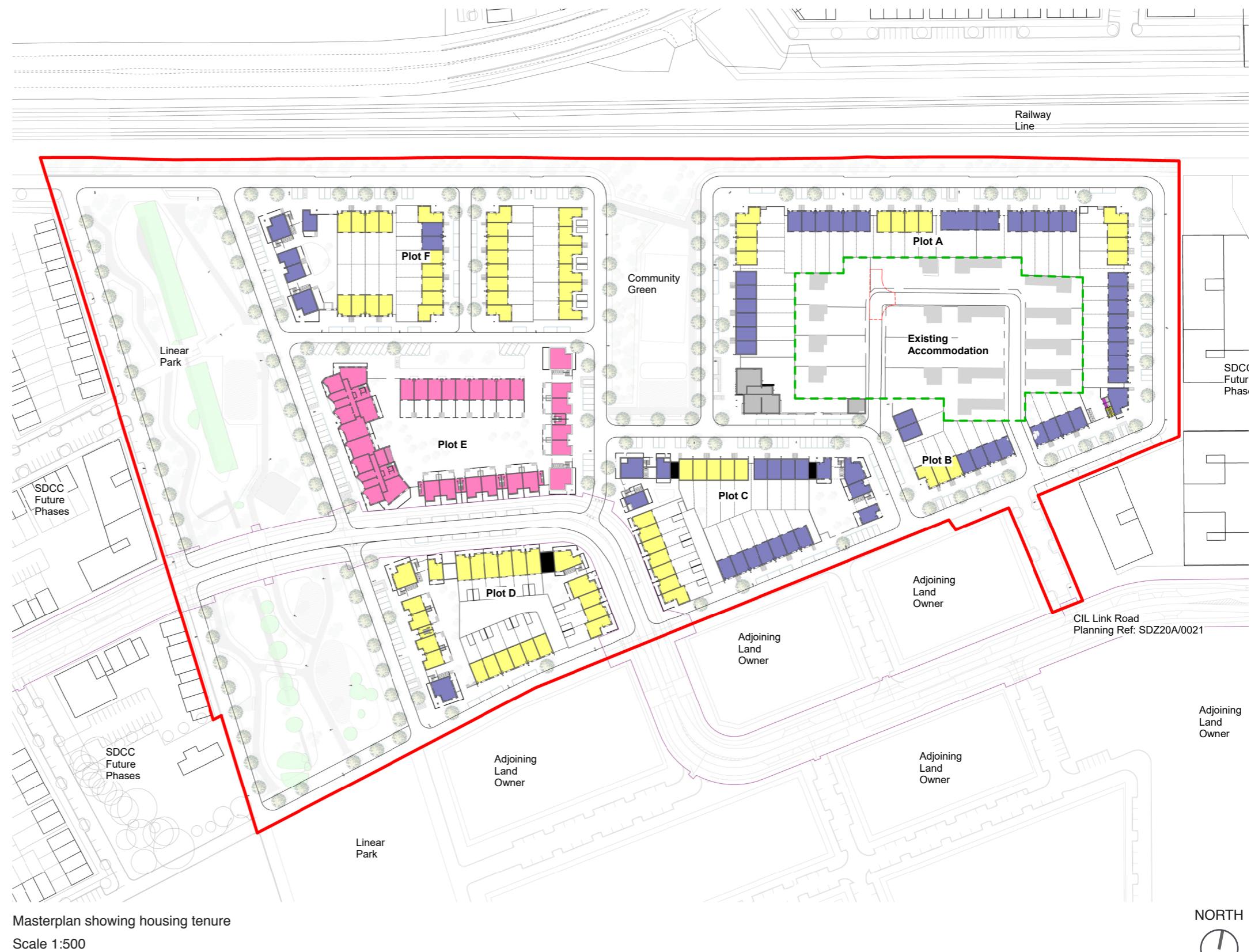
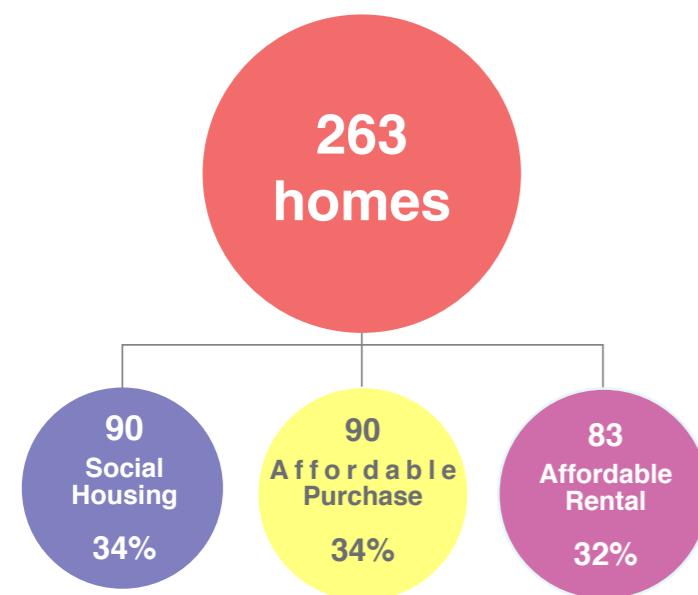
Section B-B (continued)

North-South Section through Plots E and F

Scale 1:500

3.5 Housing Tenure

In line with SDCC's brief, there is a mixed housing tenure throughout the 263 proposed new homes in the scheme with approximately 1/3rd social housing, 1/3rd affordable purchase and 1/3rd affordable rental.



3.6 Housing Types

The adjacent masterplan illustrates the variety of housing types throughout the scheme. There is a mix of one, two and three-storey houses, three storey walk-up apartment over duplex blocks and a three to five storey apartment block addressing the western edge beside the Linear Park. These buildings have been designed to a height range of generally 2-6 storeys in accordance with SDZ building height requirements as noted in the previous chapter.

All houses have been designed in accordance with the targets and standards set out under Quality Housing for Sustainable Communities Guidelines (2007) with regard to minimum room sizes, dimensions and overall floor areas. The houses are also designed in accordance with the minimum floor area and private open space standards set out in Table 2.1.9 of the Clonburris SDZ Planning Scheme.

All apartments are designed to exceed the open space and floor area standards set out in Sustainable Urban Housing: Design Standards for New Apartments, Guidelines for Planning Authorities (2020) including the minimum floor areas set out in Table 2.1.10 of the Planning Scheme.

The scheme takes into consideration a universal design approach so that it can be accessed, understood and used by all people regardless of their age, size, ability or disability. The proposal includes 8 No. accessible homes - 7 No. 2 bedroom apartments accessed from the ground floor and 1 No. 4 bedroom bungalow. All Accessible Homes are designed in accordance with 'UD Homes+' Guidance noted in 'Universal Design Guidelines for Homes in Ireland (2015)'.

A spine of apartment blocks define the western park edge. To the western edges of Plot D and F, there are three-storey walk-up apartment over duplex blocks book-ended with stacked walk-up apartments to each corner. A larger apartment block is proposed to the west of Plot E with five storeys addressing the key south-west corner beside the park and Main Link road.

The site is bisected by the Main Link road running east-west. This is the more urban part of the site with 3 storey buildings. We have proposed a series of apartment over duplex buildings and three storey terraced housing along this route.

The remaining streets and plots comprise of two and three storey terraced housing. Secondary nodes or key corners are identified with a series of localised three storey stacked apartment buildings that address the street at the turn of each corner.

The existing one-storey travellers accommodation is integrated within the primarily two-storey terraced housing to Plot A and a new dedicated one-storey community facility and homework room will serve the development.



KEY

Bungalow (1 storey)
House (2 storeys)
House (3 storeys)
Walk-up apartment block (3 storeys)
Walk-up apartment over duplex (3 storeys)
Parkside apartment block served by 2 No. lifts and staircores (4-6 storeys)
Service and bin stores (1 storey)
Existing traveller accommodation (1 storey)
Community Buildings (1 storey)

3.7 Neighbourhood Plan - Plots A and B

Plots A and B

The adjacent neighbourhood plan illustrates the various building types within Plot A and B. Plots A and B are comprised of predominantly two and three-storey terraced housing on quieter local streets with on street parking. A three storey end of terrace house has been designed to be accessed from the side to enliven the corner.

A localised three storey apartment building is identified at the eastern corner of the plot facing the adjacent Urban Centre to provide a focal point at this key juncture.

The existing one storey travellers accommodation on site will be integrated within the terraced two storey housing to Plot A. A new dedicated one-storey community facility is provided to the western edge of the plot facing the Community Green to serve the existing development. This building will be linked with a shared enclosed garden to a quieter homework room for children.

KEY

- Bungalow (1 storey)
- House (2 storeys)
- House (3 storeys)
- Walk-up apartment block (3 storeys)
- Walk-up apartment over duplex (3 storeys)
- Parkside apartment block served by 2 No. lifts and staircores (4-6 storeys)
- Service and bin stores (1 storey)
- Existing traveller accommodation (1 storey)
- Community Buildings (1 storey)



3.8 Neighbourhood Plan - Plots C and D

Plot C

Plot C, in the centre of the scheme, includes a mix of social and affordable purchase tenure.

A three storey walk-up apartment block (shown in purple) is provided to the eastern edge to address the corner. Similarly, on the north-western corner a three storey apartment block is provided to the Main Link Street to provide a focal point at this key central node.

Terraces of housing front the Community Green to the northern edge and the local street to the south. At the site entrance beside the Main Link Street, a three storey house (shown in dark yellow) is provided at the end of the terrace to act as a gateway signifying the entrance with a similar house across the street.

Plot D

The housing in Plot D is predominantly affordable purchase tenure. Similarly to that on Plot C, a three storey end of terrace house (shown in dark yellow) is provided to the site entrance to form a gateway. A terrace of 6 No. three-storey houses form an urban edge to the north addressing the Main Link Street and a three storey apartment block to the north-east (shown in purple) identifies the key corner at the central urban node

The walk-up duplex over apartment blocks to the west overlook the Linear Park and form part of the spine of apartment blocks that define the park edge. The two-storey houses to the southern edge (shown in pale yellow) will front the local street and address the adjoining future development.



Neighbourhood Plan of Plot C
Scale 1:1000

Neighbourhood Plan of Plot D
Scale 1:1000

KEY

	House (2 storeys)
	House (3 storeys)
	Walk-up apartment block (3 storeys)
	Walk-up apartment over duplex (3 storeys)
	Parkside apartment block served by 2 No. lifts and staircores (4-6 storeys)
	Service and bin stores (1 storey)
	Existing traveller accommodation (1 storey)
	Community Buildings (1 storey)

3.9 Neighbourhood Plan - Plots E and F

Plot E

Plot E is the highest density part of the scheme and is comprised of affordable rental homes around a shared communal open space. The three to five storey apartment block to the western edge forms part of the spine of apartments that define the edge to the Linear Park. The five-storey corner to the south-west addresses the key corner of the park and the Link Street.

The three-storey walk-up apartment over duplex block (shown in pink) to the southern edge fronts the Main Link Road to form an urban edge. Similarly, the three-storey apartment over duplex blocks to the eastern edge define the edge of the Community Green.

The two-storey houses (shown in pale yellow) to the northern edge of the plot front a shared local green on the Intimate Street between Plots E and F. The street will feel more intimate in character and be bookended with street trees to form a quieter residential enclosure.

Plot F

Plot F is comprised of predominantly two-storey terraced housing with three-storey housing book-ending either end of the north-south intimate street to enliven the corners.

A three-storey walk-up apartment over duplex block (shown in pink and purple) to the west forms part of the spine of apartments that define the edge to the larger Linear Park.

A unique housing typology is proposed to the 6 No. 'L-shaped' terraced houses to eastern edge of Plot F overlooking the Community Green. These houses aim to resolve the issue of the space being dominated by on-street car parking. The proposed typology brings the car on curtilage but importantly pushes the building frontage forward so that the car sits between the houses allowing a more intimate and direct relationship between the houses and the green space.

KEY

- House (2 storeys)
- House (3 storeys)
- Walk-up apartment block (3 storeys)
- Walk-up apartment over duplex (3 storeys)
- Parkside apartment block served by 2 No. lifts and staircores (4-6 storeys)
- Service and bin stores (1 storey)
- Existing traveller accommodation (1 storey)
- Community Buildings (1 storey)



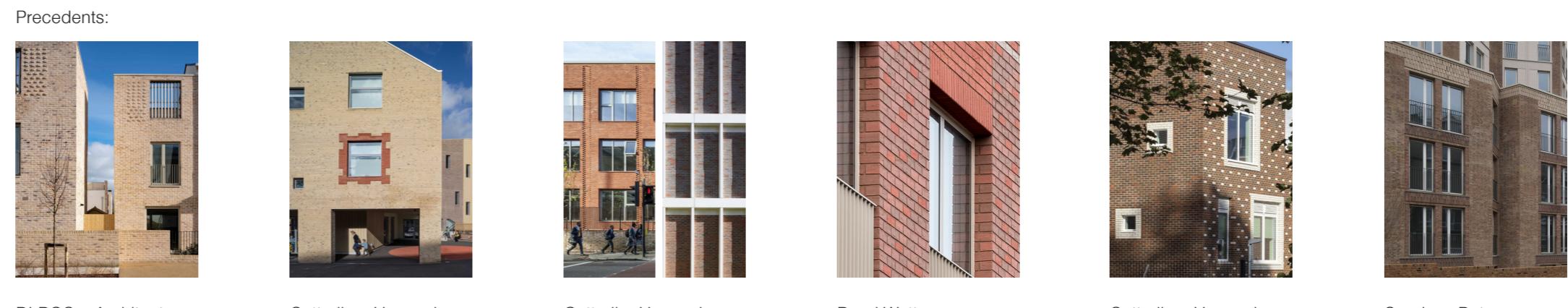
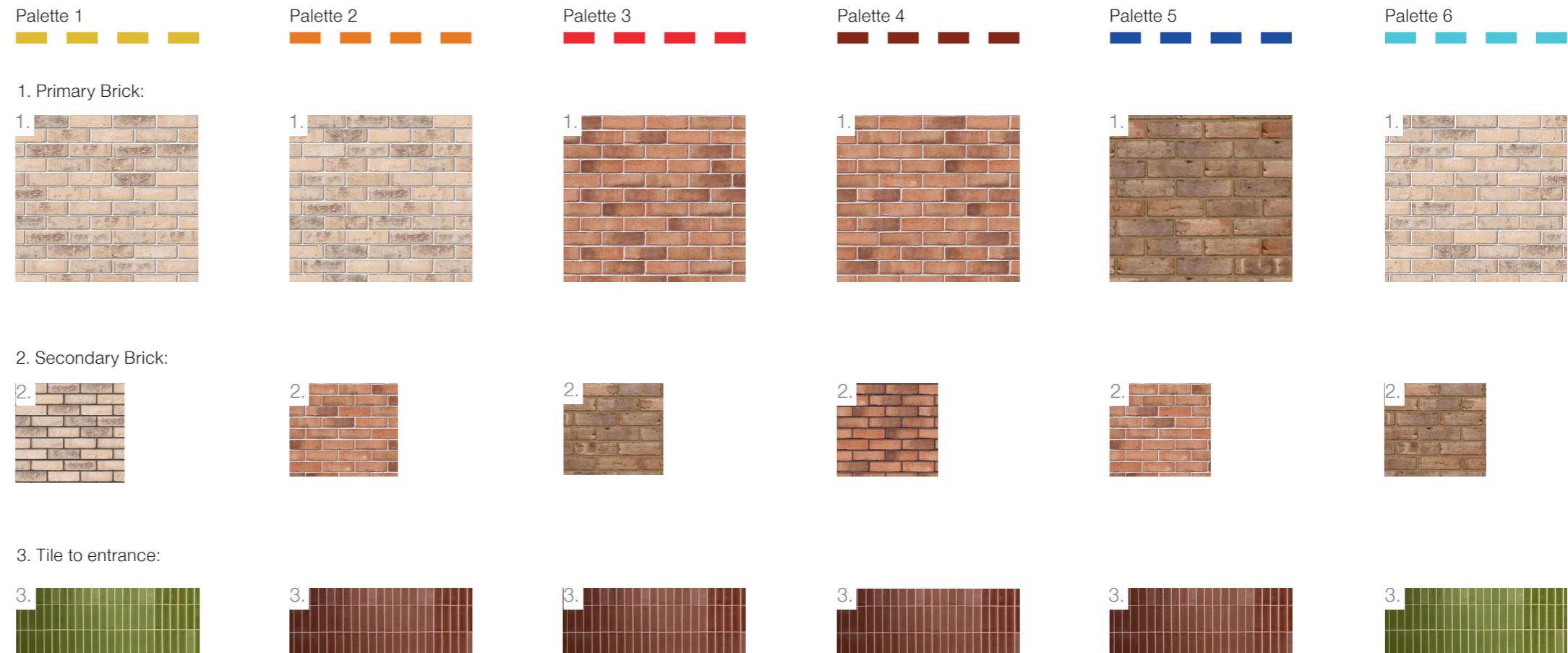
3.10 Material Palette

There are three different brick types used throughout the Phase One scheme - buff brick, red brick and brown brick and two different coloured tiles to be used in small areas beside the housing entrance.

The adjacent diagram shows how these materials can be arranged in six different palettes to provide distinctiveness to different character areas across the scheme.

Each area has one predominant brick colour with some having a secondary brick colour to accentuate particular moments of interest with details such as window reveals at upper levels. The secondary brick colour picks up the brick colour visible at the end of a street where another character area might begin.

Others have a secondary brick colour to the base of a block to tie different typologies together within character areas.



KEY

- Buff Brick (2 storey houses)
- Buff Brick with Red brick details (2 storey houses)
- Brown Brick base with Red brick above (Parkside Apartments)
- Red Brick (2 storey houses and 3 storey Apartments)
- Brown Brick with Red Brick details (corner apartments)
- Buff Brick with Brown Base

3.11 Roofscape Strategy

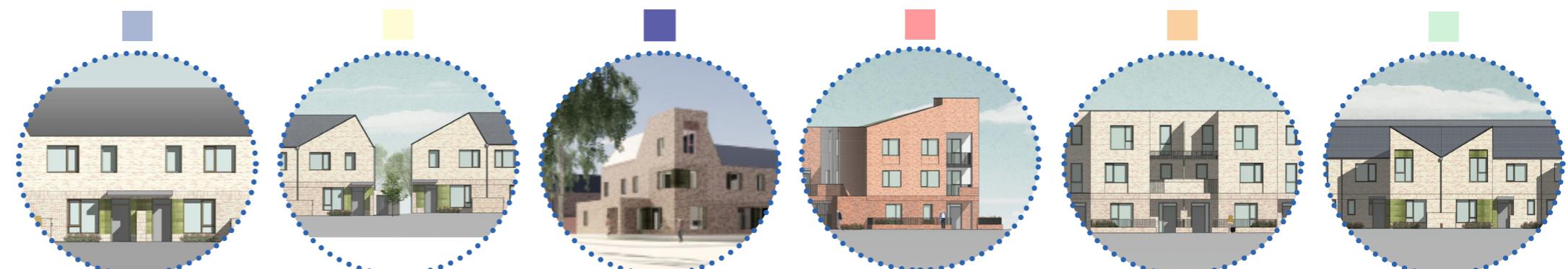
There are six roof types within the scheme. A hierarchy has been established which has driven a design for quieter elevations along the mid-terraces, allowing the units that turn the corners to attract more visual interest as they turn the corner.

The examples below illustrate the six different variations of roofscape throughout the scheme.



KEY

- Mid-terrace pitched roof (2 or 3 storey houses)
- Asymmetrical Gable Front (2 storey houses)
- End-of-terrace tower (3 storeys)
- High Corner (3 storey corner apartments)
- Flat Roofs (Duplexes, 3 storey apartments, 3-5 storey Parkside Apartments)
- Butterfly roofs (I-shaped , 3 storey houses)



Examples of the various roofscape throughout the scheme.

3.12 Entrance Strategy

There are two entrance strategies within the scheme - access through a recess within the building envelope or access below a canopy cantilevered or clipped to the buildings facade.

Recessed entrances take residents off the busier streets such as the link street, facilitating a safer and more pleasant experience at their front door.

Canopy entrances encourage more on street interaction with neighbours whilst still providing protection from the elements.



Planometric diagram of scheme showing entrances strategy and different iterations within the two categories

KEY

- Entrance with canopy
- Recessed entrance



3.13 Access Strategy

There are three types of entrance access strategies within the scheme - own door access at ground floor level, shared external stairs at ground floor level to facilitate own door access at first floor and a shared ground floor entrance with shared stair and lift cores to upper floors.

The houses all have own door access at ground floor entrance level.

The design intention is to maximise the amount of apartment units with own door access. All duplexes have own door access at ground floor. All apartments above duplexes have own door access at ground floor with private internal stairs.

Ground floor corner apartments have own door access at ground floor. Upper floor corner apartments share an external stair to first floor which enables own door access to apartments at first and second floors.

The apartments within the 3-5 Storey Parkside Apartment block have a shared ground floor entrance and shared stair and lift cores to upper floors. There is a maximum of 6 no. of apartments sharing a core.



Planometric diagram of scheme showing access strategy

KEY

- Own Door Access
- Shared stairs to own door access
- Shared Stair and Lift Core

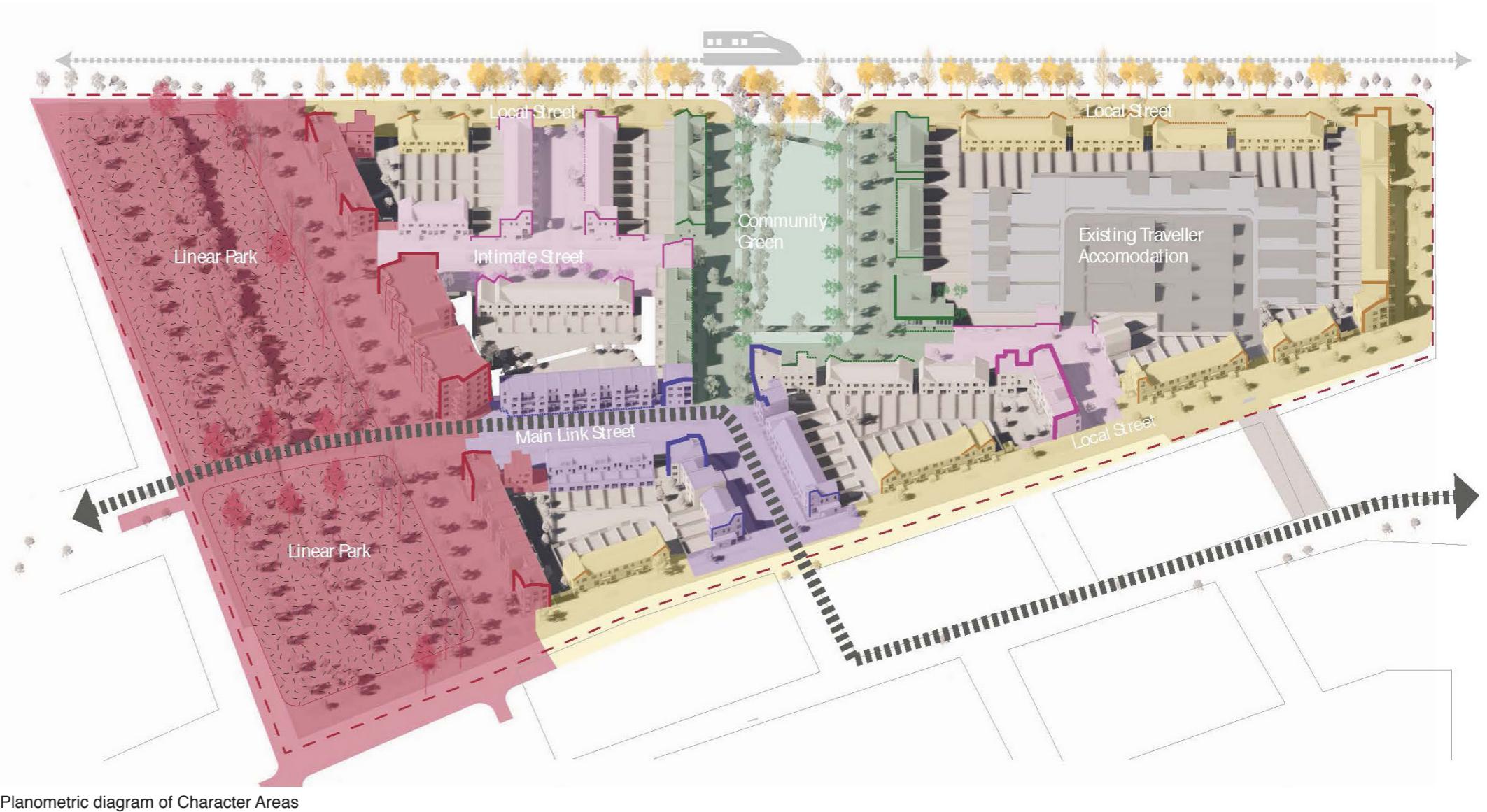


3.14 Character Areas

There are five distinct character areas in the Clonburris Phase One site:

- Linear Park
- Urban Link
- Community Green
- Local Streets
- Intimate Streets

The unique character of each area is distinguished by various factors including the massing and scale of the street, treatment of corner conditions, roofscape and relationship to the public realm and landscaping. The following pages outline each character area in further detail.



Planometric diagram of Character Areas

KEY

■ Linear Park	■ Community Green
■ Local Street	■ Existing Traveller Accommodation
■ Intimate Streets	
■ Urban Link	

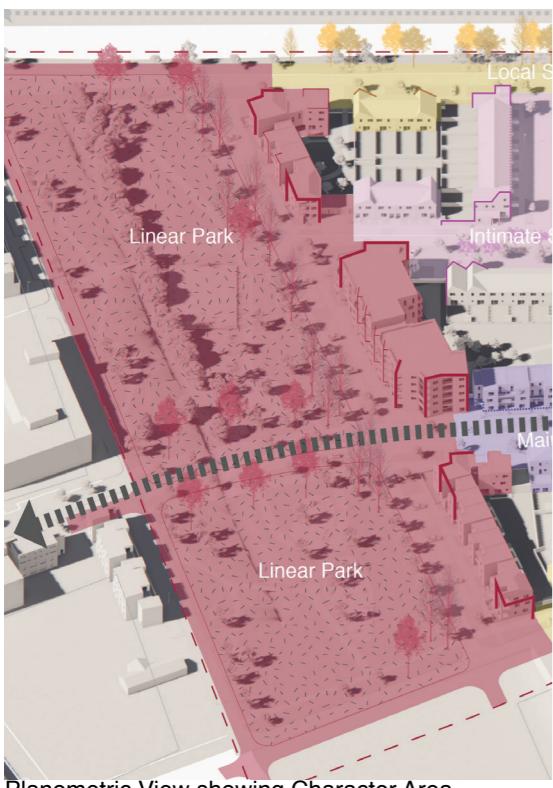
3.15 Linear Park



Linear Park - West Elevation to Plots E and F (continued below)
Scale 1:500

Character

- Massing - splayed frontage to maximise southern aspect
- Corners - strong corners with balconies overlooking the park
- Roofscape -varied roofscape with defined corners
- Landscaping - primary living spaces benefit from overlooking to large Linear Park to West
- Parking - on-street parking grouped in bays to one side of the street to maximise landscaping



Planometric View showing Character Area



Linear Park - West Elevation to Plot D
Scale 1:500

Precedent Examples



1. Steinweis Apartments, EMI



2. Silchester Estate, Haworth Tompkins

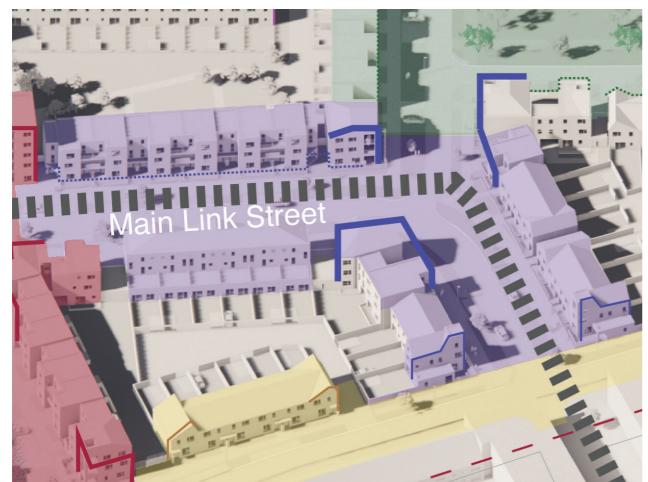


3. Antwerp Harbour, Sergison Bates

3.16 Urban Link

Character

- Massing - robust, coherent urban form
- Corners - strong corners with punctured openings
- Roofscape - articulated roofscape with defined corners
- Landscaping - hard urban edge to Main Link Street with softer landscaping to building threshold
- Parking - limited opportunity for on-street parking as buildings front the Main Link Street. Houses to have allocated parking in rear gardens.



Planometric View showing Character Area



Urban Link Street - South Elevation to Plot E

Scale 1:500



Urban Link Street - North Elevation to Plot D

Scale 1:500

Precedent Examples



1. Caudale Court, Mae Architects



2. Knights Park, Pollard Thomas Edwards



3. Regent's Park Estate, Mae Architects

3.17 Community Green

Character

- Massing - two storey terraced housing with expressed entrances
- Corners - side entrances to address corners
- Roofscape - pitched roofscape to terraces
- Landscaping - strong landscape connection onto Community Green with enhanced planting and street trees to minimise impact of parking
- Parking - on curtilage parking to housing along western edge of park with on street parking separated by trees to East



Planometric View showing Character Area



Community Green - West Elevation to Plot A
Scale 1:500



Community Green - North Elevation to Plot C
Scale 1:500



Community Green - East Elevation to Plots E and F
Scale 1:500

Precedent Examples



1. Horsted Park, Proctor and Matthews



2. Lovedon Fields, John Pardey Architects



3. The Gables, DK Architects

3.18 Local Street



Local Street - North Elevation to Plot A
Scale 1:500

Character

- Massing - two storey terraced housing with expressed entrances
- Corners - gable-fronted house type to address and enliven key corners
- Roofscape - pitched roofscape with defined corners
- Landscaping - local streets to accommodate street trees, front gardens to have soft landscaping at entrance threshold
- Parking - on-street parking grouped in two or threes in front of each house



Local Street - East Elevation to Plot A
Scale 1:500



Planometric View showing Character Area

Precedent Examples



1. Oakfield, Metropolitan Workshop



2. Marmalade Lane, Mole Architects



3. Abode, Proctor and Matthews Architects

3.19 Intimate Street

Character

- Massing - two storey terraced housing with expressed entrances on closely-spaced, intimate streets
- Corners - gable-fronted house type to address and enliven key corners
- Roofscape - pitched roofscape with defined corners
- Landscaping - soft communal landscaping with street trees
- Parking - pedestrian and cycle friendly with on-street parking grouped beside soft landscaping



Intimate Street - South Elevation to Plot F
Scale 1:500



Intimate Street - North Elevation to Plot E
Scale 1:500



Planometric View showing Character Area

Precedent Examples



1. Goldsmiths Street, Mikhail Riches Architects



2. St. Chads, Bell Phillips Architects



3. Castlecomer Housing, McGarry Ni Eanaigh Architects

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A

Appendices

Housing Mix

Name	1 Bed	2 Bed	3 Bed	4 Bed	Total
2 Storey House			106	6	112
3 Storey House				15	15
Apartment	65	53			118
Bungalow		1		1	2
Duplex			16		16
					263

Schedule of Accommodation

Please note that further accommodation schedules and a Housing Quality Assessment can be found in the associated Part 8 architectural drawing set.

Tenure	Individual House Type - Tenure breakdown				Apartment and Houses - Tenure breakdown			Total Homes - Tenure Breakdown		Total Number of Homes			
	Type	No. of homes	% of homes in each tenure	Type	No. of homes	% of homes in each tenure	No. of homes	% of total homes					
SOCIAL	Apartment	1 bed apt	20	22%	Apartment and Duplex	40	44%	90	34%	263			
		2 bed apt	18	20%									
	Duplex	3 bed duplex	2	2%	Houses	50	56%						
	House	2 bed bungalow	1	1%									
		3 bed house	48	53%									
		4 bed bungalow	1	1%									
AFF. RENTAL	Apartment	1 bed apt	38	46%	Apartment and Duplex	74	89%	83	32%	263			
		2 bed apt	26	31%									
	Duplex	3 bed duplex	10	12%	Houses	9	11%						
	House	3 bed house	9	11%									
		4 bed house	-	0%									
AFF. PURCHASE	Apartment	1 bed apt	7	8%	Apartment and Duplex	20	22%	90	34%	263			
		2 bed apt	9	10%									
	Duplex	3 bed duplex	4	4%	Houses	70	78%						
	House	3 bed house	49	54%									
		4 bed house	21	23%									



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