

# RESIDENTIAL DEVELOPMENTAL, CLANE PLANNING | DESIGN STATEMENT

DECEMBER 2020

C+W O'BRIEN  
ARCHITECTS







# CONTENTS



## 1.0 Introduction

- 1.1 About us
- 1.2 Practice Credentials & Awards

## 2.0 Site Introduction

- 2.1 Site Location
- 2.2 Site Context
- 2.3 Zoning and Planning Requirements
- 2.4 Site Analysis
- 2.5 Surrounding Uses
- 2.6 Surrounding Heights
- 2.7 Transport Link
- 2.8 Catchment Area

## 3.0 Proposed Scheme

- 3.1 Proposed Site Masterplan
- 3.2 Proposed Site Masterplan
- 3.3 Design Development
- 3.4 Schedule of Accommodation

## 4.0 The 12 Criteria Urban Design

- 4.1 Context
- 4.2 Connections
- 4.3 Inclusivity
- 4.4 Variety
- 4.5 Efficiency
- 4.6 Distinctiveness
- 4.6 Layout
- 4.7 Distinctiveness
- 4.8 Public Realm
- 4.9 Adaptability
- 4.10 Privacy & Amenity
- 4.11 Parking
- 4.12 Detailed Design

## 5.0 Dual aspect ratios

- 5.1 Block A
- 5.2 Block C
- 5.3 Block D

## 6.0 Universal Design Statement

## 7.0 3D Images



# 1.0

## Introduction | 1.1 About Us



## We make exceptional places + spaces

C+W O'Brien is a leading, award winning architects practice and part of the Corstorphine + Wright Architects Group with 10 offices across Ireland and the UK, including Dublin, London, Warwick, Manchester, Liverpool, Newcastle and Glasgow and two offices within the Birmingham area.

Marrying 35 years of professional experience with cutting edge technologies, we produce design solutions that enhance the built environment, transform cities and communities and achieve outstanding commercial success for our clients.

Across our network of offices, our 140+ strong team of people includes some of the most talented and dedicated professionals in the industry, working on projects across all sectors and regions of the country.

Our exciting portfolio of innovative clients includes Ireland's largest property PLCs, along with the leading

developers and property and pension funds. Whilst our specialisms cover a wide range of sectors, the bulk of our revenue arises from complex and large scale, mixed use developments featuring residential, student accommodation, commercial, hotel and leisure.

Recently, our achievements have included becoming part of the Architects Journal top 100 practices in 2015 and 2016, and receiving a number of prestigious awards such as the Irish Public Sector Magazine's Excellence in Business Award for Architecture and Project Management two years in a row. We have also received awards from a number of UK bodies including the British Council for Offices, the British Council of Shopping Centres and the International Council for Shopping Centres.

The Dublin branch is led by Arthur O'Brien, who joined Corstorphine + Wright's London office having previously run OBK Architects in Dublin, a thriving architects practice in Ireland with a team of 70+ staff. After initially working

as a director at Corstorphine + Wright's London office, Arthur made the move to re-establish the Dublin office.

The opening of the Dublin office was part of a programme of expansion, which has since continued with the opening of new offices in Galway, Glasgow, Leeds and Birmingham City Centre. We are now in talks to form additional offices to further increase our geographical coverage.

As a practice, we stand out as one of the few architects with the range of skills to take projects through from concept to completion, offering both the vision to design world-class schemes and the technical skills and commercial awareness required to deliver them on time and within budget. We understand that great architectural designs need to be aspirational, but they also need to be deliverable and to work in the real world and so we take a holistic approach to our projects, making sure that we consider them from every angle.

We ensure that our developments don't just look good; they also deliver incredible and long-term value, meeting our clients' objectives and the needs and desires of the end users for whom they were built.

In addition to our architectural talent, we employ an in house team of graphic designers and 3D animators who add value for clients throughout a project. By helping us to accurately convey the vision for the project and forming the basis for developed virtual environments that can be tested and altered, these sketch models and animations help to speed up the design process. Always at the forefront of industry developments, we invest in the latest technology and skills to help us to continually innovate and go the extra mile for our clients.





# 1.0

## Introduction | 1.2 Practice Credentials & Awards

### Practice Credentials

#### Accreditations

C+W O'Brien Architects are a registered architectural practice with the RIAI and RIBA, and an ISO 9001 certified company. As a part of the Corstorphine + Wright Architects Group with 10 offices across Ireland and the UK, we are currently an Architects' Journal Top 100 practice, and have been for a number of years.

In 2018, C+W O'Brien was awarded the The Public Sector Magazine award for Excellence in Architecture & Project Management for the fourth consecutive year. We were also shortlisted finalists at both the Irish Construction Industry Awards and the Building & Architect of the Year Awards for the BIM Initiative of the Year and Excellence in Education & Training awards respectively.

In the last 6 months we have been shortlisted for three awards at this year's Building & Architect Awards: 'Best Development', 'Sustainability Award for a Single Building or Development' and 'Architectural Practice of the Year'.

Other notable achievements of ours include awards from a number of UK bodies including the British Council for Offices, the British Council of Shopping Centres and the International Council for Shopping Centres.

#### BIM Level 2 Accreditation

Thankfully the opportunity to work on a large number of BIM projects, both in Ireland and the UK, has given us the foundation needed for our Level 2 BIM accreditation with Lloyd's Register. After a positive gap analysis we hope to receive our accreditation within the coming months.



**BCSC Gold Awards**  
Winner of the 'Refurbishment and/or Extension (under £5m)'.

**BCO National Award 2014**  
Best Refurbished / Recycled Workplace category for Derby City Council

**Civic Trust Award 2012**  
Derby City Council

**Regional Excellence Award 2013**  
The best large commercial building for Derby Council

**Gold Award 2012**  
Derby Council House

**ICSC European Shopping Centre Awards 2014**  
Winner – 'Best New Development' in the medium retail projects category

**BCSC Gold Award**  
Shortlisted for the 'New Centre' 2013 award



# 2.0

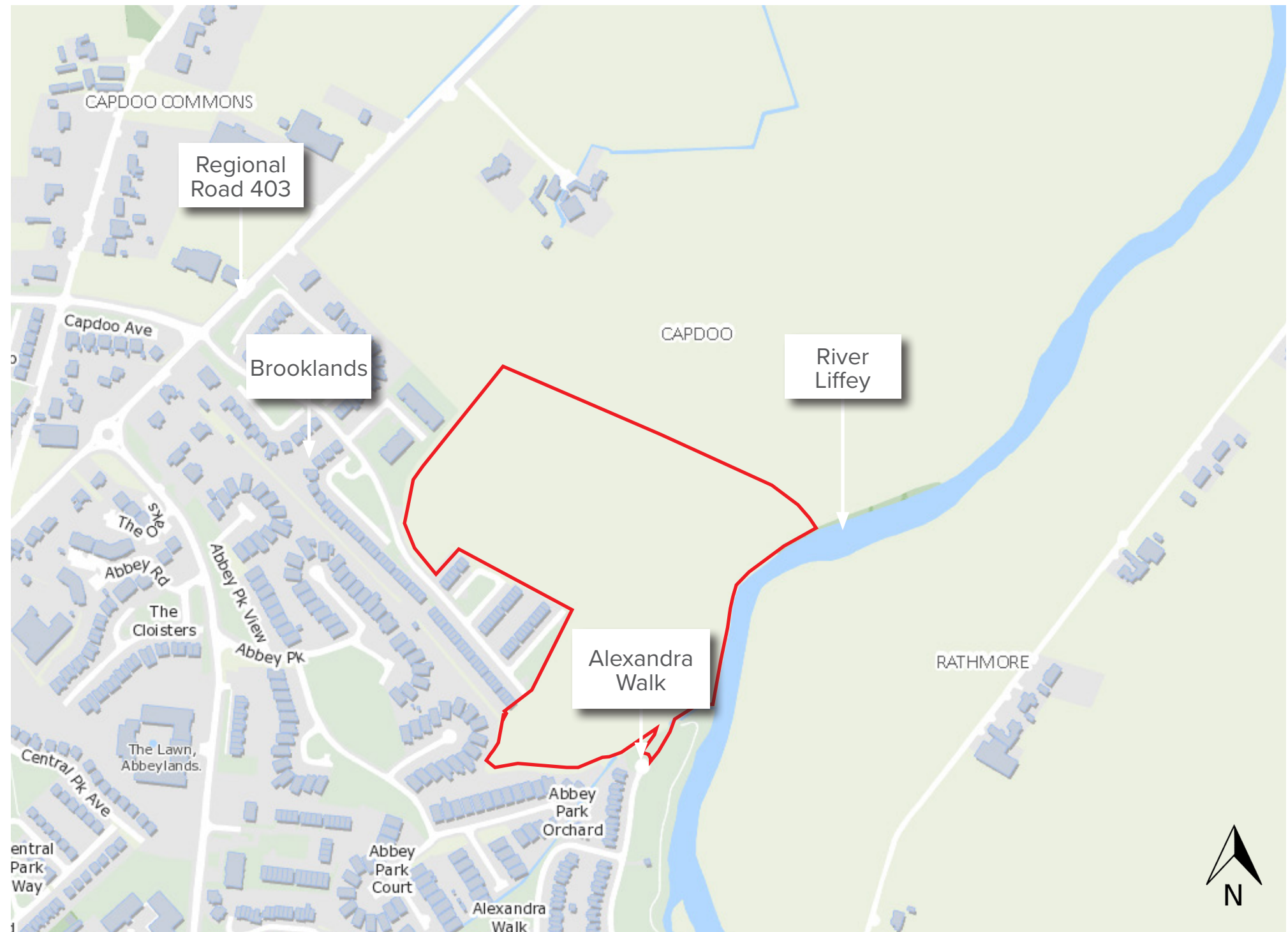
## Site Introduction | 2.1 Site Location

### Site Location

The subject site consists of a large irregularly-shaped parcel of land, 10.36Ha in size, and is comprised of four undeveloped agricultural fields situated on the eastern side of Regional Road R403 in the eastern environs of Clane Town, c. 650m from the Town Centre. Vehicular access is provided to the site via the Brooklands Housing Estate and the existing Alexandra Walk/The Avenue roundabout.

The site abuts agricultural landholdings on its northern, eastern (partially) and western (partially) site boundaries, whilst existing residential developments, in the form of The Brooklands, Abbey Park and Alexander Walk Housing Estates, are located to the immediate south and partially about the subject sites eastern and western boundaries. The site has a significant frontage, extending to c. 225 metre, to the River Liffey on its eastern boundary.

The site is situated within close proximity to a number of existing residential developments including: 'The Brooklands', 'Abbey Park' and 'Alexander Walk' Housing Estates. These developments provide a mix of semi-detached and terraced dwellings. The subject site is located c. 400m from existing supermarket facilities provided by a Tesco Metro and Lidl on Regional Road R403, with this road also providing access to Bus Éireann Route Nos. 120, 121, 126 and 126 which provide direct access to Dublin City Centre and University College Dublin. In addition, Kenneally's Bus Service provides direct transport to Naas via bus stops situated c. 650m from the site within the centre of Clane town.



Site Location



# 2.0 Site Introduction | 2.2 Site Context



Figure 1 - View from the Brooklands



Figure 1 - Key Map to Existing Image Views



Figure 2 - View of Pedestrian/cycle via entrance

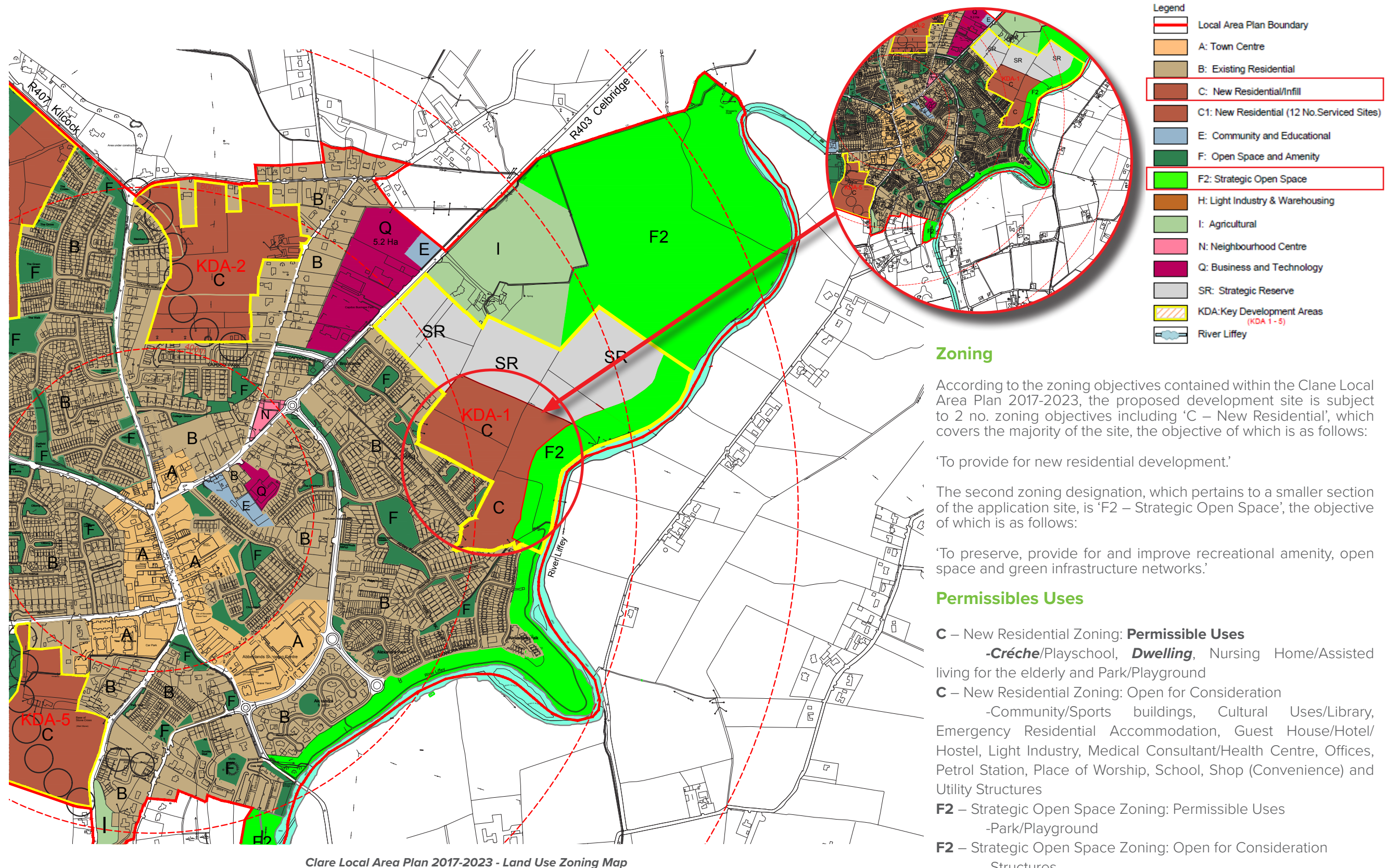


Figure 3 - View 3 from Alexandra Walks



## 2.0

## Site location | 2.3 Zoning and Planning Requirements





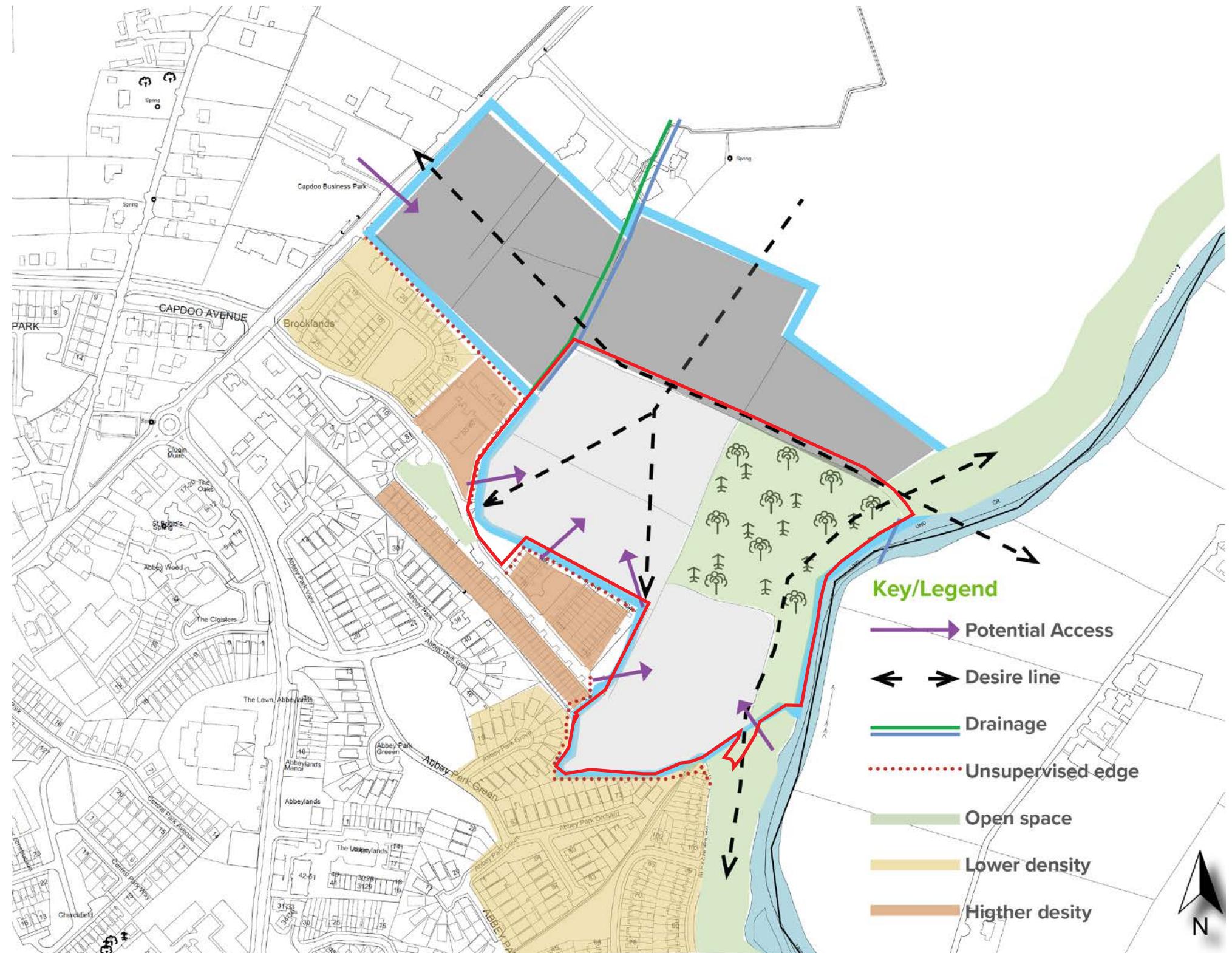
# 2.0

## Site Introduction | 2.3 Zoning and Planning Requirements

### Key Development Area 1 - Dublin Road

"This development area extends to the east of the town between the Celbridge Road and River Liffey. There are a number of drainage courses in the area along with an area of woodland and hedgerows of high value. The development area includes lands identified as a Strategic Reserve under the LAP, and an area of Open Space/Amenity, adjacent residential areas and sitting alongside the River Liffey. Further to the north-east lands which are at risk of flooding are identified for Strategic Open Space in the form of a town park. Development in KDA1 will be subject to a Site Specific Flood Risk Assessment to determine the extent of risk.

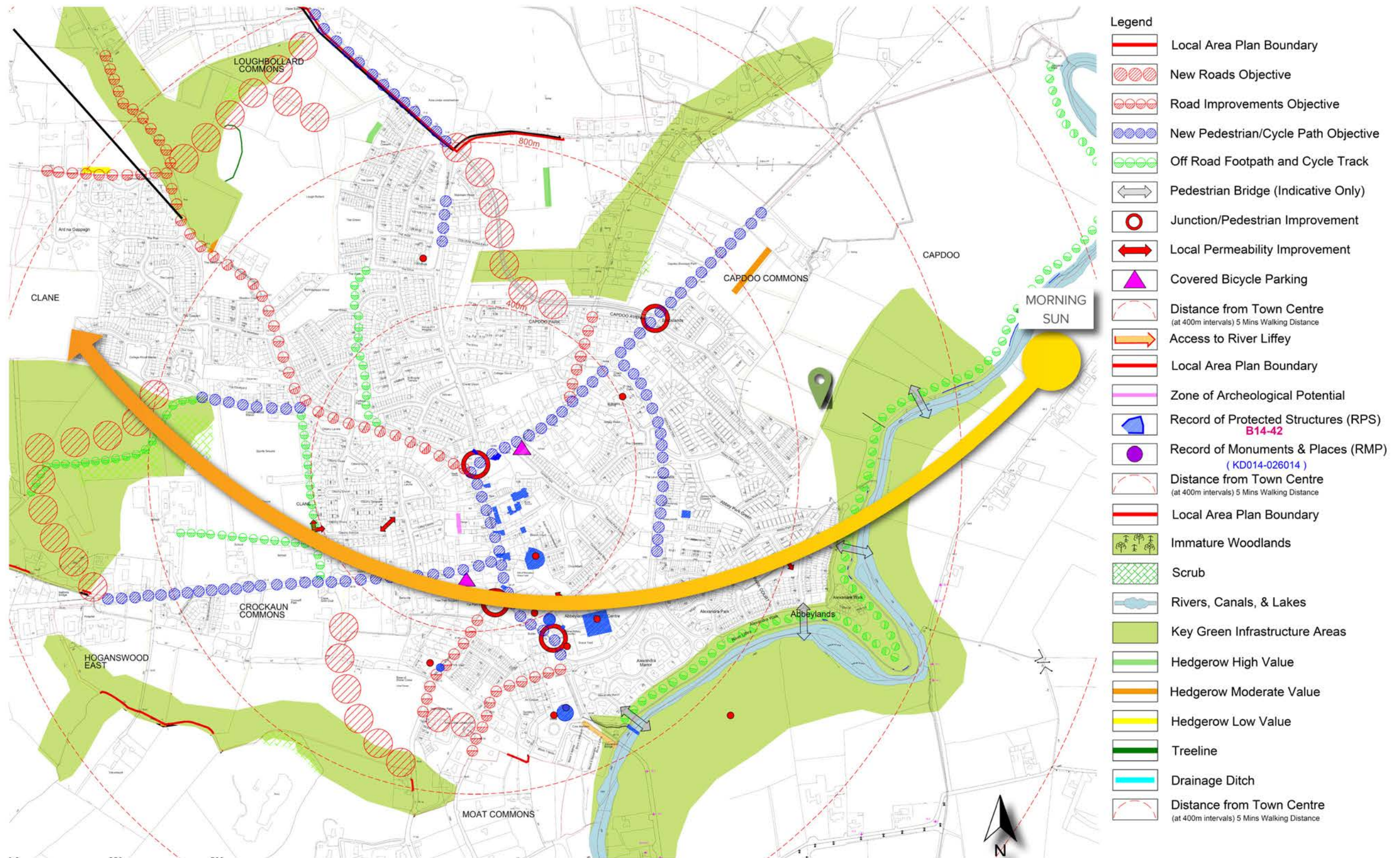
**Vision:** The extension of the urban area of Clane through new residential development and open space and amenity, with a high quality permeable urban form, which protects natural heritage and delivers important connectivity to the River Liffey and to the future town park.



Extract of Clare Local Area Plan 2017-2023 - KDA 1 Analysis Map



# 2.0 Site Introduction | 2.4 Site Analysis








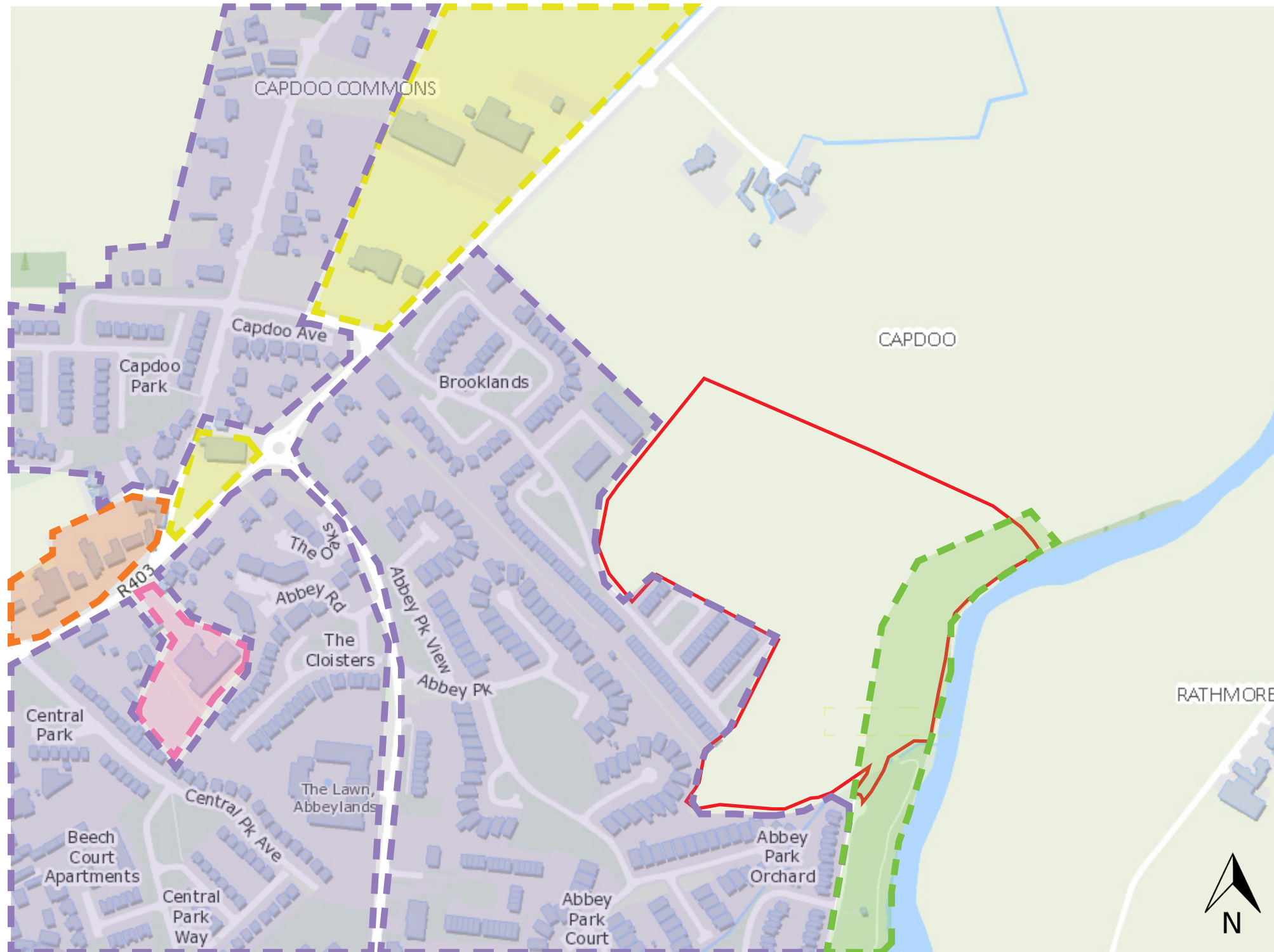


# 2.0

## Site Introduction | 2.5 Surrounding Uses

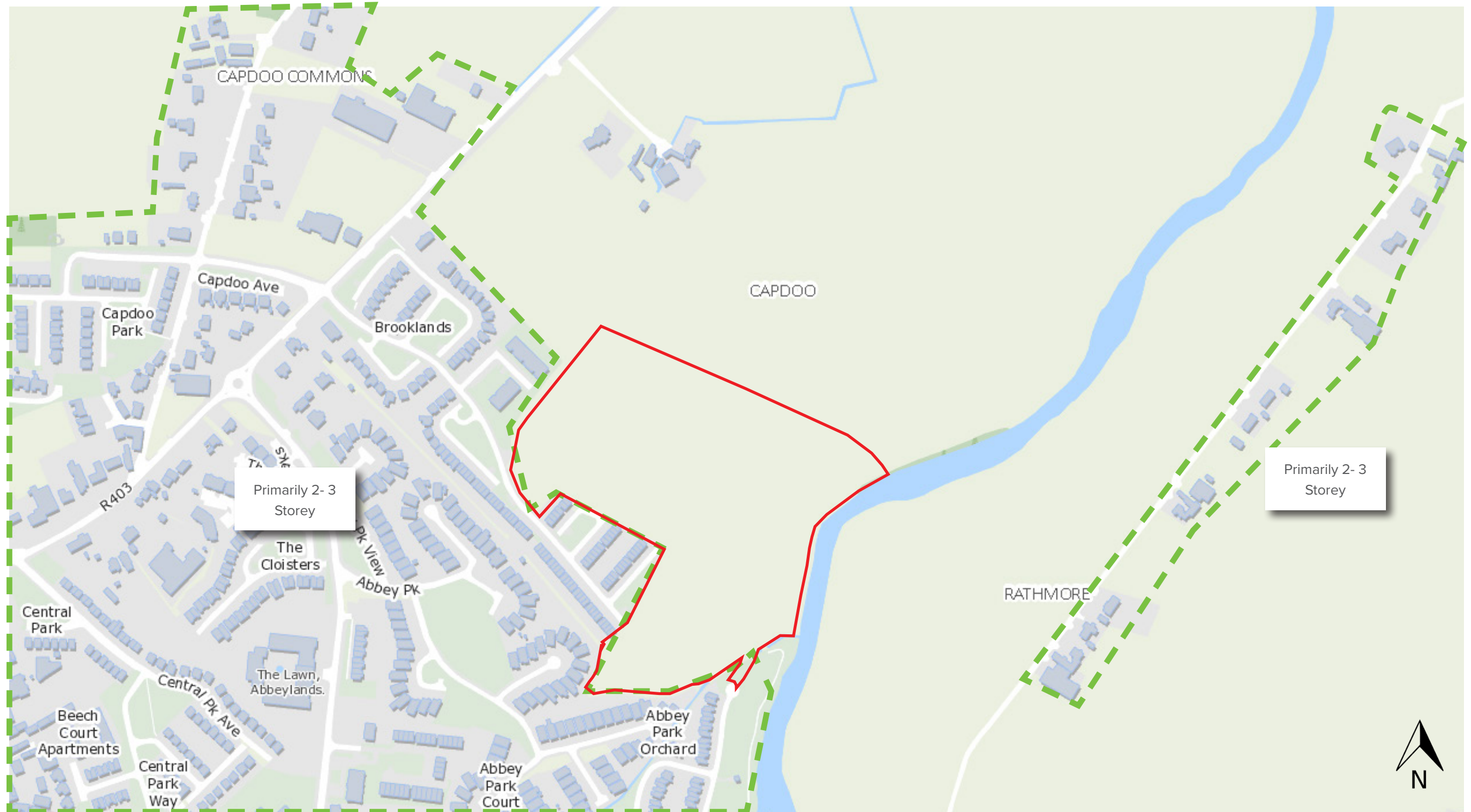
### Key/Legend

-  *Green Amenity*
-  *Commercial*
-  *Recreational*
-  *Residential*
-  *Mixed use*





## 2.0 Site Introduction | 2.6 Surrounding Heights





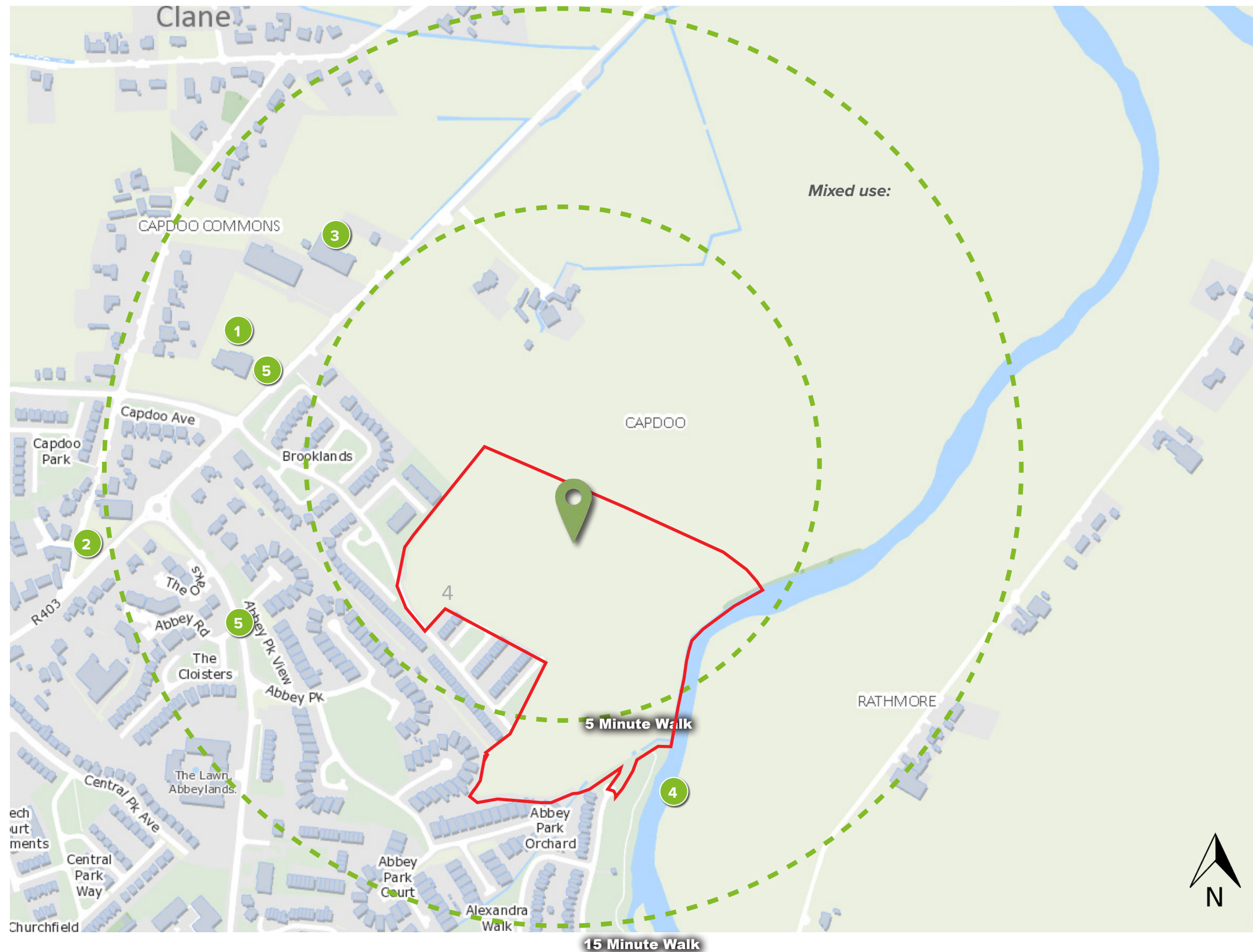
## 2.0 Site Introduction | 2.7 Transport Links




**Bus Routes:**    To Dublin  To Naas



## 2.0 Site location | 2.8 Catchment Area



### Key/Legend

- 1 Maxol Behan's
- 2 Tesco Metro
- 3 Lidl
- 4 Alexandra Walk
- 5 Bus Stop
-  Site Location





# 3.0

## Proposed Scheme | 3.1 MasterPlan Strategy



### Proposed Development

The overall master plan strategy is to deliver a high quality residential scheme and associated amenities (including a crèche facility), laid out in character areas with a good mix of housing and apartment types.

The proposal is for a residential development of 333 no. Residential units and a crèche of 385.53 sq m and includes vehicular access from The Brooklands.

Full details of the unit type and breakdown can be found in the accompanying Unit Breakdown Schedule.



# 3.0

## Proposed Scheme | 3.2 Proposed Site MasterPlan



Proposed Site Masterplan



# 3.0

## Proposed Scheme | 3.3 Design Development

### Proposed Development

The proposed development, as designed by C+W O'Brien Architects, involves the construction of a residential housing scheme comprising 121 no. dwellings, 20no. maisonette units, 48no. duplexes and 144no. apartments (providing a total of 333 no. residential dwellings), a 485.53 sqm crèche, 300s.q.m communal/community building and a public park on the 10.36Ha site.

### Site Layout Plan of proposed Development



### Residential Standards

It is noted that the Clane Local Area Plan 2017-2023 does not provide prescriptive guidance with regards to management standards for residential developments. In this regard, we will now provide an assessment of the proposed development against the standards relating to residential developments as outlined by the Planning Authority in Chapter 17 'Development Management Standards' of the Kildare County Development Plan 2017-2023.

#### Site Coverage

The Development Plan provides the following commentary with regards to site coverage:

'The maximum site coverage shall be 50% for residential development, 75% for industrial and 66% for retail and commercial development. Within town centre zones, the maximum site coverage shall be 80% for all development.'

The proposed development provides a site coverage percentage of 14% (calculated based on 8.0 Ha of residentially zoned land) and is therefore compliant with the guidance outlined by the Planning Authority with regards to appropriate site coverage levels for residential development.

#### Plot Ratio

The Development Plan provides, as per Table 17.1 'Plot Ratio Standards', a list of appropriate plot ratios for a variety of development locations as follows:

Town Centre / Brownfield	1.0-2.0
Inner Suburban	0.5 -1.0
Outer Suburban (Proximate to public transport)	0.35 - 0.5
Outer Suburban (Remote from public transport)	0.25 - 0.35

The proposed development provides a net plot ratio of 0.52 within a location that is considered representative of an 'Outer Suburban' area and is therefore compliant with the guidance outlined by the Planning Authority with regards to appropriate plot ratio levels for residential development.

#### Residential Density

The Development Plan provides, as per Table 4.2 'Indicative Density Levels', a list of appropriate density levels for large towns (population >5,000) as follows:

Town Centre & Brownfield Sites	Site Specific
Public Transport Corridors	50 units per ha
Inner suburban/infill	Site Specific
Institutional Lands	35-50units per ha
Outer Suburban /'Greenfield'	30-50 units per ha

The proposed development provides a residential density of 41 units per hectare within a location that is considered representative of an outer suburban/greenfield area and is therefore compliant with the guidance outlined by the Planning Authority with regards to appropriate densities for residential development.

#### Building Height

Section 17.2.1 'Building Heights' states the following with regards to the appropriate height of new residential developments: The appropriate maximum or minimum height of any building will be determined by

the prevailing building height in the surrounding area; the proximity of existing housing and the formation of a cohesive streetscape pattern, including height and scale of proposed development relative to width of street or area of open space.'

The proposed development has duly considered the height of adjoining built form and adjoining land uses within the immediate area to provide what is considered to be an appropriate maximum height of four no. storeys within the application site. It is further noted that the majority of the site is to be constructed to two-storey height thus providing a strong degree of integration with existing residential developments in the wider area.

#### Public Open Space

Section 17.4.7 'Public Open Space for Residential Development' states the following with regards to the provision of public open space for residential developments:

In Greenfield sites, the minimum area of open space required is 15% of the total site area. SuDS are not generally acceptable as a form of public open space provision, except where they contribute in a significant and positive way to the design and quality of open space. Where the Council considers that this is the case, in general a maximum of 10% of the open space provision shall be taken up by SuDS.'

The proposed development provides 34% of the entire red line area (including main roads and the River Liffey green way) for the purposes of open space provision and, as such, exceeds the above requirements in this regard,

#### Technical Context - Residential Design Standards

The proposed scheme has been developed in a manner which employs best practice in urban design and having regard to the following policy documents:

- 'Best Practice Guidelines for Delivering Homes Sustaining Communities'
- 'Sustainable Residential Development in Urban Areas'
- 'Quality Housing for Sustainable Communities' 2007
- 'Design Manual for Urban Roads and Streets'
- 'Urban Design Manual – A Best Practice Guide May 2009'
- 'Kildare Council Development Plan 2017-2023'
- 'Clane Local Area Plan (2017-2023)'
- 'Sustainable Urban Housing: Design Standards for New Apartments 2018'
- 'Homes= zones - A planning and design Handbook'
- 'Car parking - What works where'.



3.0

Proposed Scheme | 3.4 Schedule of Accommodation

HOUSING TYPES KEY

- 4 Bed Semi-detached (3 Storey)
- 4 Bed Semi-detached (2 Storey)
- 3 Bed Semi-detached Type A (2 Storey)  
3 Bed detached (2 Storey)
- 3 Bed Semi-detached Type B (2 Storey)
- 3 Bed Semi-detached Type B (2 Storey)
- 2 Bed Terrace (2 Storey)
- 3 Bed Terrace (3 Storey)
- 2 Bed Terrace (2 Storey)
- 3 Bed Terrace (2 Storey)
- 2 Bed Maisonette (2 Storey)
- 2 Bed Maisonette (2 Storey)
- 1 Bed Maisonette (2 Storey)
- 1 Bed Maisonette (2 Storey)
- Apartment Block A&B (4 Storey)
- Block C - Duplexes/Apartments Type B (4 Storey)
- Apartment Block D (4 Storey)
- Apartment Block F & Creche (4 Storey)
- Duplexes/Apartments Type A (3 Storey)

\* For More Information refer to housing  
Quality Assesment\*



Proposed Site plan - Housing types

Units Type	1 Bed (No. Units)	2 Beds (No. Units)	3 Beds (No. Units)	4 Beds (No. Units)	TOTAL (units)
GRAND TOTAL	37	166	110	20	333
UNIT MIX	11%	51 %	32%	6%	100%

Table1 . Total Schedule of Accommodation

Unit Type	TOTAL (units)
Proposed 4 Bed Semi-Detached (Houses Type 1.1-1.2-1.3-1.4)	12
Proposed 3 Bed Semi-Detached (House Type 2.1-2.2)	18
Proposed 3 Bed Detached (House Type 2.4)	1
Proposed 4 Bed Semi-Detached (House Type 3.1-3.2-3.3-3.4)	8
Proposed 3 Bed Semi-Detached (House Type 4.1-4.2-4.3-4.4)	20
Proposed 2 Bed Terrace (House Type 5.2)	7
Proposed 3 Bed Terrace (House Type 5.1-5.3-5.4-5.5)	14
Proposed 2 Bed Terrace (House Type 6.2-6.6-6.7-6.8-6.9-6.10)	16
Proposed 3 Bed Terrace (House Type 6.1-6.3-6.4-6.5)	25
Proposed 2 Bed Maisonette (Apt. 7.1 to 7.10)	12
Proposed 1 Bed Maisonette (Apt. 8.5-8.6-8.7-8.8)	8
Proposed 2 Bed Apartment Type A - (Apt. Type 9.1-9.4)	8
Proposed 3 Bed Duplexes Type A- (Apt. Type 9.4-9.8)	8
Proposed Block C - Duplexes Type B - 2 Bed	28
Proposed Block C - Duplex Type B - 3 Bed	12
Proposed Apartment Block A-B-C-D-F / 1 BED	29
Proposed Apartment Block A-B-C-D-F / 2 BED	95
Proposed Apartment Block A-B-C-D-F / 3 BED	12
GRAND TOTAL	333





# 4.0

## The 12 Criteria Urban Design | 4.1 Context

The design rationale outlined below outlines the key criteria considered in the design process for the proposed residential scheme on the site under the 12 criteria set out in the *Urban Design Manual – A Best Practice Guide 2009*.

### 1. Context

#### How does the development respond to its surroundings?

The context of the site has been carefully considered with its unique constraints and opportunities informing the design:

The River Liffey – The river amenity was a primary element in the overall design concept. We have provided a number of circulation spines connecting the different parts of the proposed developments as well as the existing adjoining schemes to potential future development lands such as the strategic reserve.

It was important to the scheme that we create an appropriate urban edge and transition to the setting of the proposed Riverside parkland.

Existing hedgerows along the boundary with Brooklands as well as within the site itself are retained where possible to reflect the agricultural history of the land as well as providing a refuge for biodiversity and assist with integrating and establishing the scheme as part of the local environment as gently as possible.

Where an existing hedgerow is removed, it is our intention to mitigate the removal by the reinstatement of planted “Green Areas”. It should be noted that we are retaining over 80% of the existing hedges while adding enough planting for there to be an overall net gain to the site. We are also in part reinstating a new planted corridor to acknowledge the hedge that use to exist there. We have in all scenarios faced all residential development where feasible onto them availing of and reinforcing a more enjoyable aspect of view for the intended residential community.



Proposed Contextual Elevation



3D Image - Aerial View of Site



# 4.0

## The 12 Criteria Urban Design | 4.2 Connections

### 2. Connections

#### How well connected is the new neighbourhood?

The proposed evolving residential development is addressing the principles and guidance outlined within the Design Manual for Urban Roads and Streets (DMURS) 2013.

The main access point to the site is along the existing route through the Brooklands development and onto the Celbridge Road. This entrance into the proposed development is marked by gateway buildings that give definition to the transition into the new development.

A secondary access has been added from Alexandra Walk. The proposal also allows for the eventual future development of the Strategic Reserve lands.

The scheme proposals to date are the outcome of an integrated design approach that seeks to implement a sustainable community connected by well-designed streets which deliver safe, convenient, and attractive networks in addition to promoting a real and viable alternative to car based journeys. The street hierarchy within the site with reference to context, linkages, vehicle and pedestrian movement is shown in Proposed Site Masterplan

The straight primary access route through the site is to minimise the impact of the volume of traffic servicing the apartments in the deep North-Eastern corner of the site from impacting the opportunity of creating uninterrupted residential Home zones and family friendly environments for the remaining housing street scape of the development, Also allowing a clear green spine open space amenity to run centrally through the site allowing ease of travelling by foot or bike up and down through the development.





# 4.0

## The 12 Criteria Urban Design | 4.2 Connections

Cul-de-sacs have been implemented to create 'Homezones' or residential streets in which the living environment clearly predominates over any provision for traffic. It is an environment where the design of the spaces between homes provides space for motor vehicles, but where the wider needs of residents are also fully accommodated. Having the following objectives:

- It should improve feelings of safety in residential areas because traffic will have to go slowly and because there should be more people out on the street.
- It should promote greater use of the public spaces in residential areas and, through design, promote a greater diversity of activity within the street.
- It should make the street visually more attractive by introducing new types of paving or encouraging more planting.
- Because the threat of fast traffic is removed it should encourage people to walk and cycle within and through their local area.
- Ideally, it should also contribute to improving the quality of the urban environment and help to increase the attractiveness of urban living.



*'Homezone' - Example Image*



*3D Image - Housing 'Homezone'*



# 4.0

## The 12 Criteria Urban Design | 4.3 Inclusivity

### 3. Inclusivity

#### How easily can people use and access the development?

The proposed development has been designed with due regard to the principles of universal design. All homes have level access and inaccessible areas have been eliminated as far as possible. The public realm is designed ensure accessibility on equal terms for people of a range of ages and physical mobility notwithstanding the sloping nature of the site.

A wide number of house types have been proposed in terms of both size and design meeting the aspirations of a variety of people and households.

The variety in proposed housing types would be a positive aspect to passers-by, avoiding unnecessary physical and visual barriers. It also facilitates regular visual breaks in the building line. Future connections to adjacent lands both developed and subject to future development have been proposed. The network of roads, paths and cycle routes ensure full permeability throughout the scheme.



*Apartment Block D- Elevation*



*4 Bed Semidetached House - Elevation*



*4 Bed Semidetached House - Gable Elevation*





# 4.0

## The 12 Criteria Urban Design | 4.4 Variety

### 4. Variety

#### How does the development promote a good mix of activities?

Across the scheme there are 19 no. principle dwelling types proposed. These vary in form and are terraced, semi-detached and detached. The crèche facility also provides additional variety in the typology proposed.

The mix of housing type and tenure will complement the adjacent existing housing developments in the area. The variety of the housing stock will add to the home choice within the immediate area and also within the site itself, allowing for family upgrading whilst maintaining their established roots. The provision of a child care facility will contribute to mix of uses and activity within the purposed development. The extensive landscaped areas and pedestrian cycle routes will provide a range of activities which promote health and wellbeing for all age groups. .

Both Part V and private tenure will be in the same building type and will be indistinguishable from each other.

Refer to Table 1 - Page 18 to see total of Mix Housing



*Apartment Block F & Crèche Elevation*



*2 Storey Terrace House - Elevation*



*3 Bed Semidetached House Elevation*



# 4.0

## The 12 Criteria Urban Design | 4.5 Efficiency

### 5. Efficiency

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

The proposed scheme provides a total of 333 dwelling units in this location. The houses are generally designed in a deep plan format which allow for an efficient and sustainable use of land while also providing for an efficient thermal envelope.

In broader terms, the proposed development is a very efficient use of the development land, zoned for residential use, within the area, it makes the most of its proximity to amenities, both existing and planned. The proposed development is appropriate to the zoning and the settlement strategy of the County Development Plan, which in turn is guided by regional and national development strategy as well as National Guidelines.

The nett density of the site is 41 units per ha. This is in excess of the recommendations contained in "Sustainable Residential Development in Urban Areas 2009" and therefore makes full and efficient use of the lands.



3D Image - 2 Bed & 3 Bed Terrace (House Type 6.1-6.2-6.3)



Duplex - Front & Gable Elevations





## 4.0

## The 12 Criteria Urban Design | 4.6 Distinctiveness

## 6. Distinctiveness

## How do the proposals create a sense of place?

Whilst the scheme takes its format from the existing surrounding estates, it will be a distinct and separate entity by the use of the external finishes and house styling. A sense of place is developed within pockets of the scheme, which clusters housing and differing activities around the open space areas

Two “character zones” are proposed across the scheme to create a series of distinctive neighbourhoods which will sit appropriately into the context of the surrounding area. Each of these are focussed on its own cluster of streets giving a sense of identity and place and are linked by the main spine routes.

## 1 Character Zone 1

This is the zone of development that defines the main access & egress to the overall site development. We have established a gateway typology by setting up 2 No. large buildings, the first on the Left as you enter the development being a four-storey residential apartment block with its adjacent 4 storey Creche facilities on the right with residential apartments over ground floor level. This allow for a clear understanding that you are transitioning from one neighbourhood of existing to another neighbourhood (new development). There is also a clear intended mix of overall unit types in this Character zone which presents a rhythm of development type that is reflected throughout the overall development proposal. The use of long view approach gables embellished with a 2-storey bay window to give some architectural interest, and the use of a mix of brick colour from the typical unit façade finish to its bay window features. Offering Gable ended front elevations to the ends of the terraced housing blocks allows for more rhythm to the street scape and added interest. The creation of home zones in each of the Character zones, by the use of the Cul de Sac for a family friendly environment where the car does not take precedence by the change of road treatments as they enter the Cul De Sac's, defining a space that is prominently governed by pedestrian and bicycle use for children to also move freely around.



Proposed Site Masterplan - Character areas



# 4.0

## The 12 Criteria Urban Design | 4.6 Distinctiveness

### 2 Character Zone 2

This is the zone of development that is the furthest into the north easterly portion of the Development site, and in the most defines an urban edge along the Green public Amenity along the River liffey. This Zone has its own Character as it is comprised of 5 No. 4 storey residential apartment/duplex blocks, that allow the communal green space of the development permeate between the said apartment/duplex blocks allowing a strong link from the Western end of the site down through to the Eastern end of the site linking through to the public green amenity along the river liffey.



3D View - Character Area 1



3D Image - Character Area 2





# 4.0

## The 12 Criteria Urban Design | 4.7 Layout

### 7. Layout

#### How does the proposal create people friendly streets and spaces?

The layout is primarily informed by - The parameters set out in relation to Key Development Area 1 by the requirements of the Clane Local Area Plan (2017-2023), such as the creation of stronger pedestrian and cyclist links and routes through the proposed site and with adjoining sites.

The overall layout has been designed to generate a distinctive sense of place through the following devices:

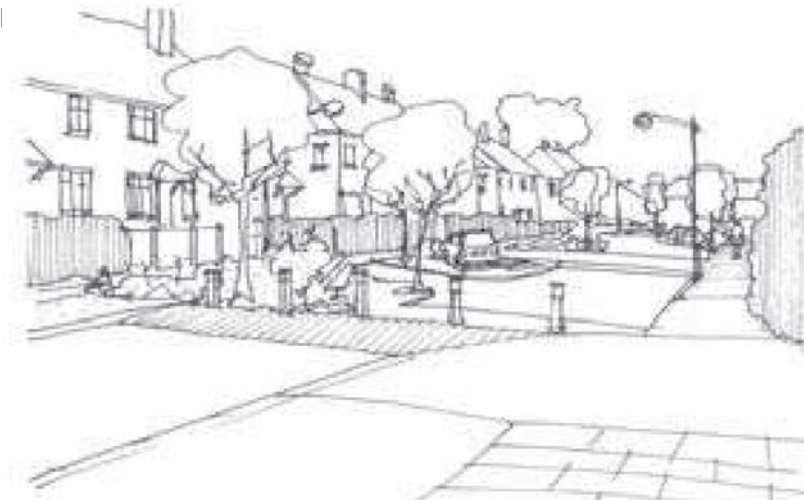
- The creation of distinct character zones to create a sense of place, orientation and progression.
- The characters of the main spine routes are defined by generous widths, tree lines of native species, and continuously built frontages as well as a new pedestrian routes through the open spaces that tie in with existing and established routes into the parkland and established existing residential schemes.
- Dwellings adjoining the zoned amenity space all have primary elevations fronting onto the proposed park to acknowledge its primary amenity purpose.
- We are cognizant of End of Terraced units and corner of street units that they are not offering up blank gables, but added interest designed features to avail of long views and approaches, to formulate a living developed environment of added interest and design value.
- The apartment block footprints are running in a North-south direction increasing the number of dual aspect apartments, also reducing the number of North facing apartments. We have aligned, the majority of the apartment blocks creating a uniform building edge running the length of the Green amenity running the length of the River Liffey.
- Street Hierarchies, smaller clusters and transitional zones feeding from the main spine routes serving the more intimate housing areas and clusters. These streets are smaller in scale and incorporate tree species and landscaping different from the primary routes and have transitional home zones.

- The crèche has been positioned in an accessible pocket of open space visible from the main site with vehicular access from the existing Brooklands development.

- Quality public open space in the form of pocket & linear parks are distributed throughout the scheme, all overlooked by housing.

- The rear gardens of the Alexandra Walk are screened by a mature tree lined hedgerow, that we intend to retain at the boundary in its entirety, to also provide again a pleasing aspect view to face onto. The planting on this boundary will also be reinforced with further indigenous screening planting where required.

- We are creating 'Homezone' street environment throughout the housing street scape of the development by introducing the use of on-street parking to calm the traffic, and cluster same to strengthen the relationship between the houses and the adjacent home zone S/



"Homezone" street environment



3D View- Dwellings fronting proposed linear Green Park



3D View- Corner of Street Units



# 4.0

## The 12 Criteria Urban Design | 4.8 Public Realm

### 8. Public Realm

#### How safe, secure and enjoyable are the public areas?

Landmarking and progression through the development through the public realm is defined by hard and soft landscaping. In addition to the primary routes, movement through the scheme is marked by distinctive pocket & linear parks of varying size and configuration each serving the 2 residential character areas.

All public realm areas will be landscaped to a high standard in a combined hard/soft landscaped plan.

Car parking has been provided within the landscaped curtilage of the majority of houses in configuration so as to avoid a car dominated streetscape. When larger carparking areas are required there are concealed of grade under first floor level garden courtyard deck and screened. They are also fragmented by planting and spaced apart in order to reduce the scale of their impact.

All public areas proposed are clearly defined by facades, providing clarity between public and private realm, ensuring full passive surveillance and a safe environment for residents.



Site Layout - Open Space





# 4.0

## The 12 Criteria Urban Design | 4.9 Adaptability

### 9. Adaptability

#### How will the buildings cope with change?

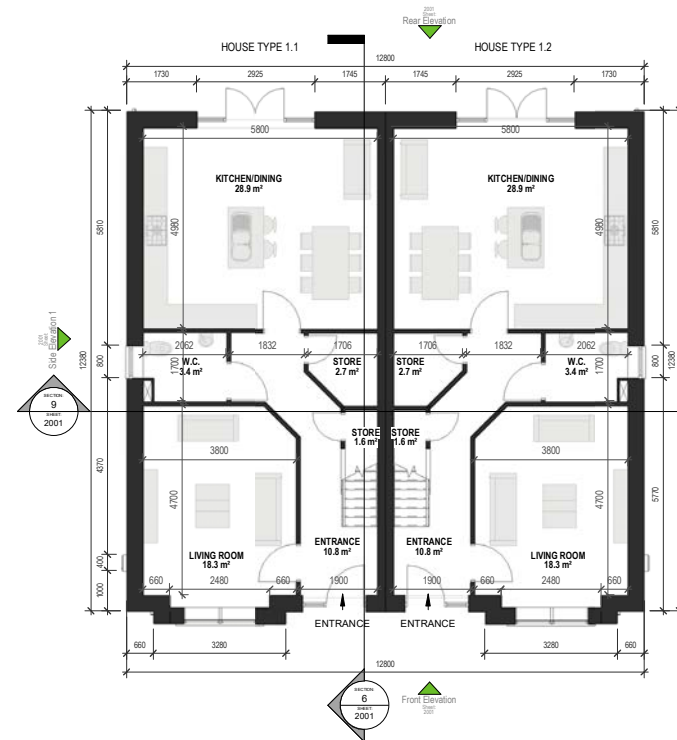
All house and apartment types are designed to meet the requirements 'Quality Housing for Sustainable Communities' (2007) as well as "Sustainable Urban Housing: Design Standards for New Apartments 2018" and in many instances more generous internal spaces are proposed to increase the quality of the unit types.

The buildings will be constructed of traditional construction, heavily insulated with internal layouts that can be easily adapted in the future.

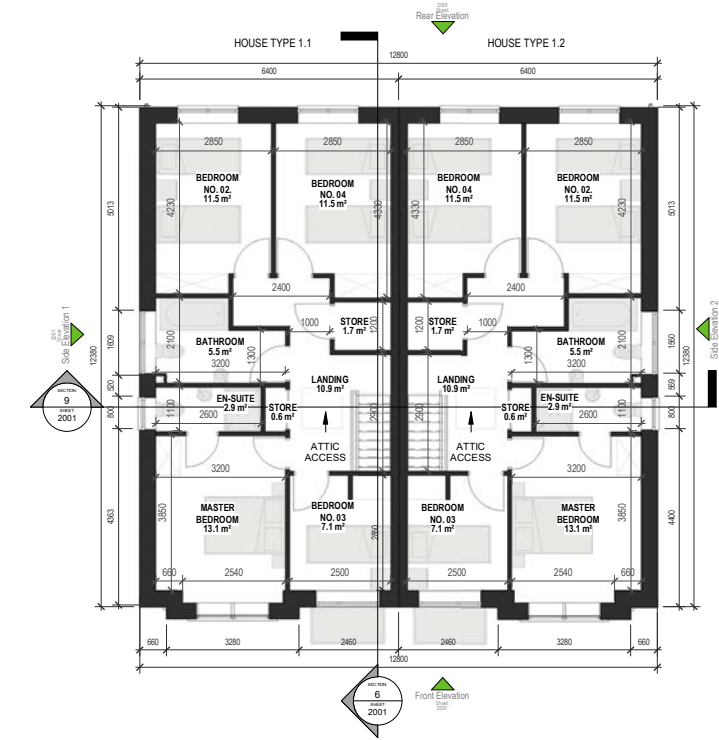
There is also potential for future expansion into the roof spaces of certain dwellings or into the rear gardens which have been generously sized in some cases.

The houses will be constructed to current building regulation standards delivering a minimum A2 energy rating.

A number of units are designed specifically to allow for future alterations so people can adapt then relative to their changing needs.



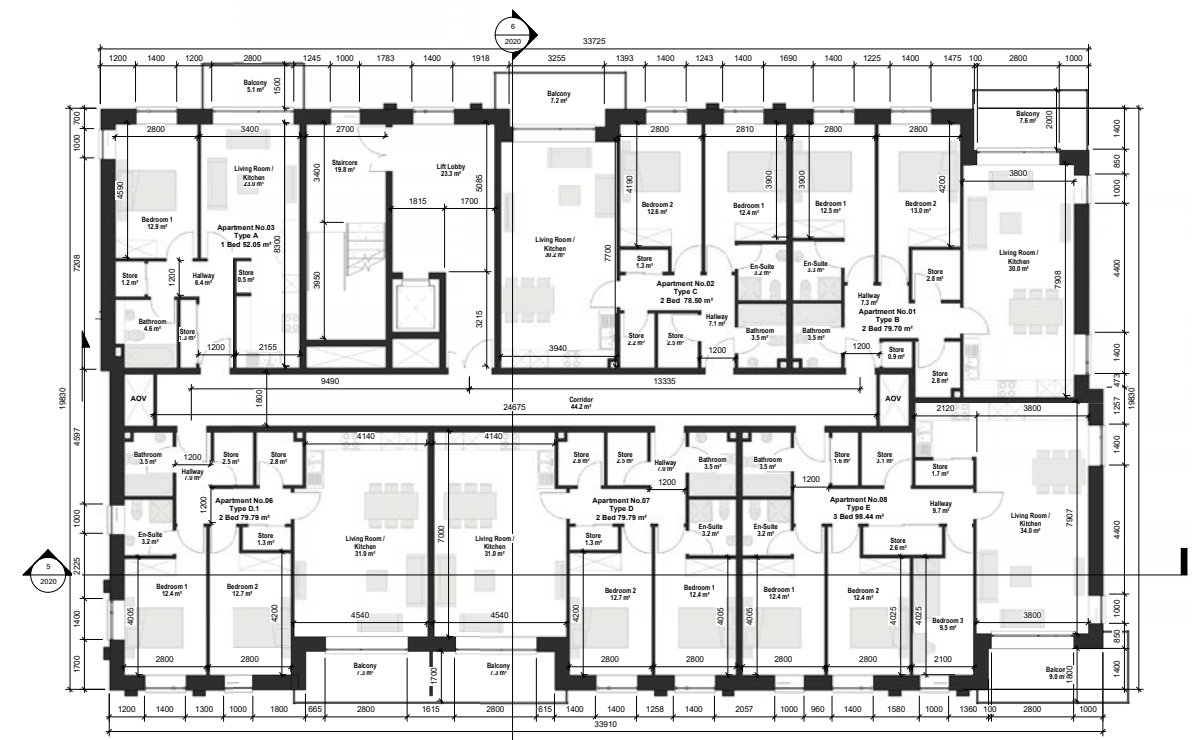
Ground Floor Plan - 4 Bed - Semidetached House



First Floor Plan - 4 Bed - Semidetached House



3D View - Apartment Block A & B - Communal Space



Typical Floor Plan - Apartment Block D



# 4.0

## The 12 Criteria Urban Design | 4.10 Privacy & Amenity

### 10. Privacy and Amenity

#### How does the scheme provide a decent standard of amenity?

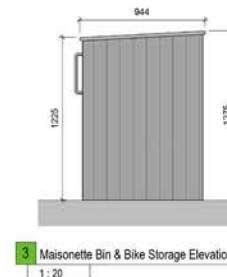
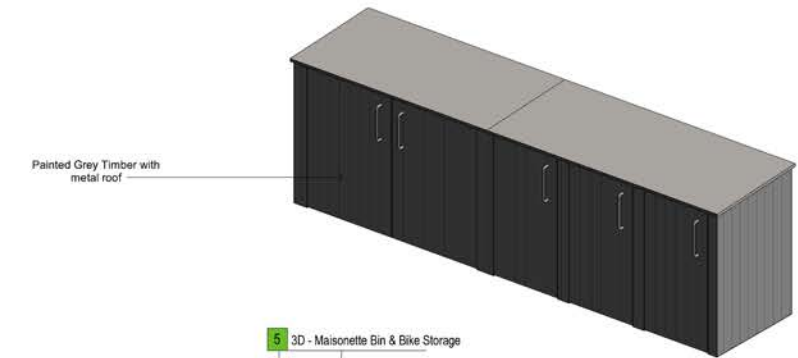
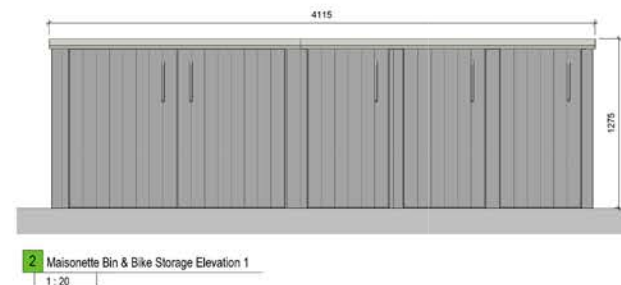
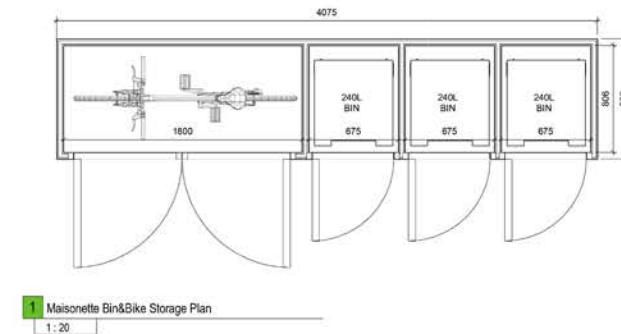
Each residential unit proposed in this scheme is served by an exclusive area of private open space in accordance with Table 17.5 Private Open Space (POS) Requirements for Dwelling Houses of the County Development Plan and Appendix 1 of the Sustainable Urban Housing: Design Standards for New Apartments 2018 guidelines.

UNIT TYPE HOUSE	PRIVATE OPEN SPACE MIN. REQUIRED (S.Q.M)
One Bedroom	48 m <sup>2</sup>
Two Bedroom	55 m <sup>2</sup>
Three Bedroom	60 m <sup>2</sup>
Four Bedroom or more	75 m <sup>2</sup>

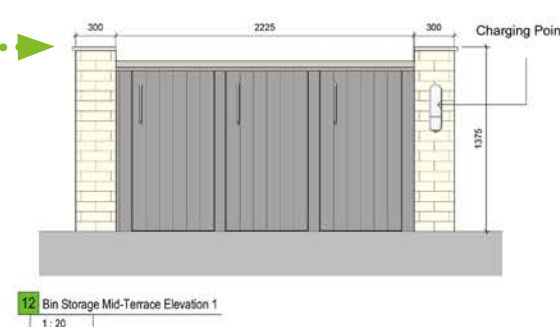
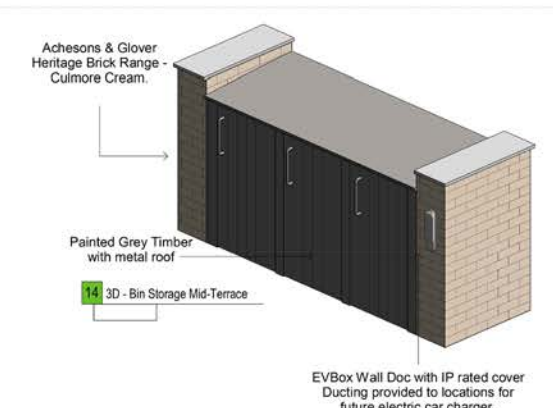
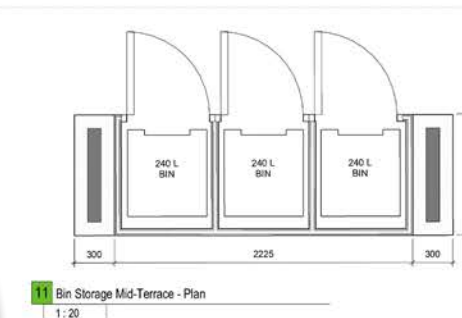
UNIT TYPE APARTMENT	PRIVATE OPEN SPACE MIN. REQUIRED (S.Q.M)
One Bedroom (2 person)	5 m <sup>2</sup>
Two Bedroom (3 person)	6 m <sup>2</sup>
Two Bedroom (4 person)	7 m <sup>2</sup>
Three Bedroom (5 person)	9 m <sup>2</sup>

All dwellings have access to usable private outdoor space including play areas.

All houses have access to private rear gardens, which could also be used for discreet bin storage. Windows are sized and located as to avoid views from other units and from the street. The proposal ensures that the amenity standards of adjoining residence is secure. Orientation of proposed Apartment buildings to ensure daylight/ sunlight levels and minimise overlooking. Each unit has been designed to create positive aspects.



Maisonettes - Bin Storage & Bike Storage



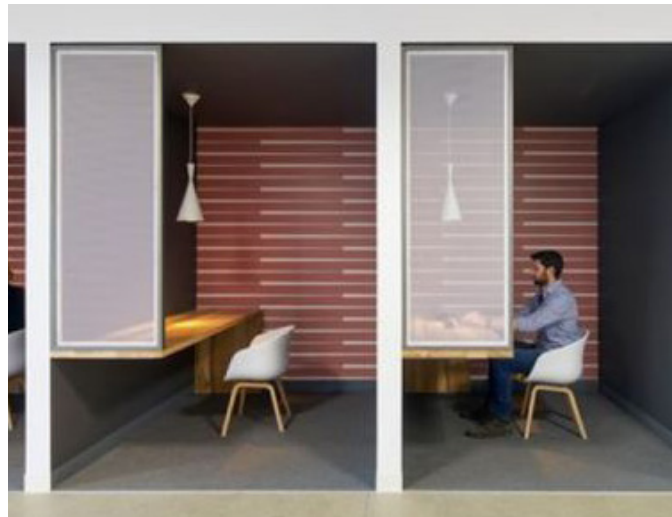
Mid-Terrace House - Bin Storage



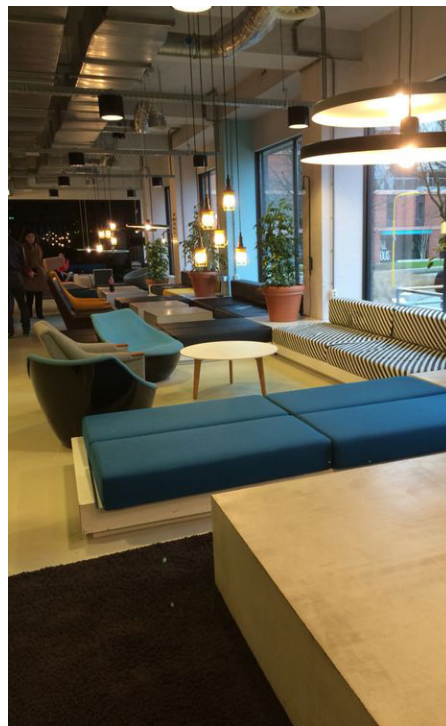


# 4.0

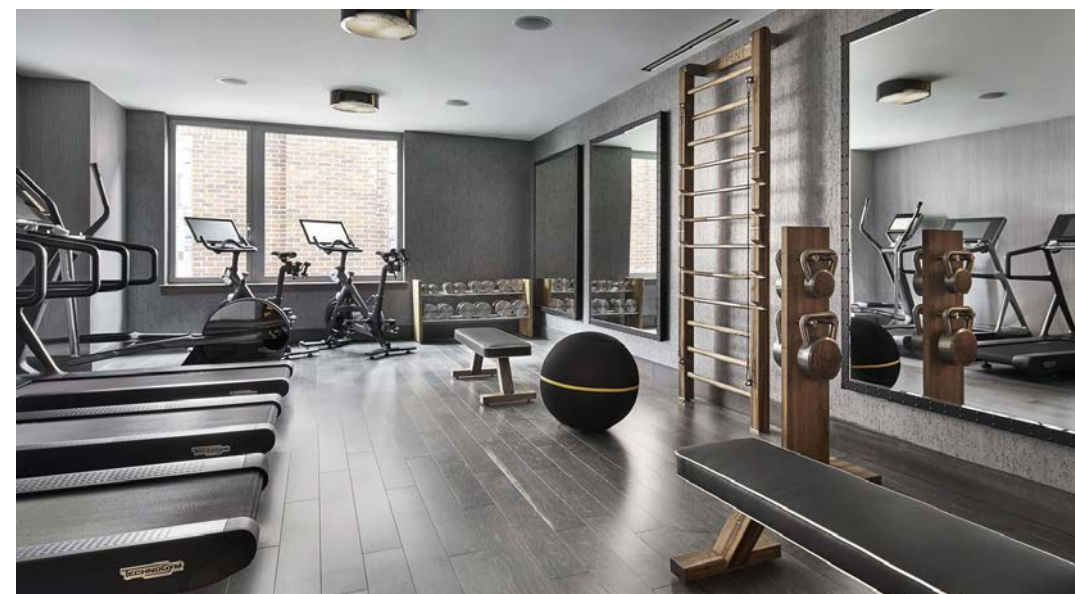
## The 12 Criteria Urban Design | 4.10 Privacy & Amenity



Office space



Meeting Space



Gym

Multipurpose Space



Indicative Image Proposed Communal Space



# 4.0

## The 12 Criteria Urban Design | 4.11 Parking

### 11. Parking

#### How will the parking be secure and attractive?

All 121 houses are provided with 2 no. on site car parking spaces. The apartments and duplexes are provided with on street parking in close proximity to the blocks (on the basis of 1.2 spaces per unit plus 1 visitor space for every 4 units)

The proposed development includes a total of 575 no. car parking spaces, inclusive of 256 no. spaces to serve the proposed apartments/duplex and maisonettes units, 242 no. spaces to serve the houses, 59 no. visitor parking spaces and 18 no. parking spaces to serve the crèche facility & 311 cycle parking spaces around the site.

We have located and concealed the majority of car parking for apartments block A&B (60 spaces) of grade undercroft of first floor garden deck. We have located and concealed the majority of car parking for apartment/duplex Block C (60 Spaces) of grade undercroft of first floor garden deck courtyard.

Site development parking areas will be broken up with soft landscaped green bays to avoid long stretches of visible parking.

We have created 'Homezone' street environment throughout the housing street scape of the development by introducing the use of on-street parking to calm the traffic, and cluster same to strengthen the relationship between the houses and the adjacent home zone space.

#### CRECHE

Car Parking Schedule			
Unit Description	No. Staff / Children	Quantity	
		Proposed space x staff/child	Required No. of Car Parking
Per staff member	15	0.2	3
Per Children	75	0.2	15
<b>Grand Total</b>			<b>18</b>

#### Cycle Parking Schedule

Unit Description	No. Staff / Children	Quantity	
		Required x staff/child	Proposed
Per staff member	15	0.2	3
Per Children	75	0.1	7.5
<b>Grand Total</b>			<b>11</b>

#### Apartment Blocks CarParking Schedule

Unit Description	No of Units	Quantity	
		Proposed Spaces x Unit	Proposed No. Spaces
Apartment Block A	47	1.2	56
Apartment Block B	47	1.2	56
Apartment Block C	9	1.2	12
Apartment Block D	23	1.2	28
Apartment block F (Creche)	10	1.2	12
Duplexes - Type A	16	1.2	19
Duplexes - Type B	40	1.2	48
Proposed 2 Bed Maisonette	12	1.2	14
Proposed 1 Bed Maisonette	8	1.2	11
<b>Grand Total</b>	<b>212</b>		<b>256</b>

\*Note: We are proposing 59 visitors car parking spaces around site

#### Car Parking Schedule - Houses

Unit Description	No of Units	Quantity	
		Proposed Spaces x Unit	Proposed No. Spaces
Proposed 4 Bed Semi-Detached (Houses Type 1.1-1.2-1.3-1.4)	12	2	24
Proposed 3 Bed Semi-Detached (House Type 2.1-2.2)	18	2	36
Proposed 3 Bed Detached (House Type 2.4)	1	2	2
Proposed 4 Bed Semi-Detached (House Type 3.1-3.2-3.3-3.4)	8	2	16
Proposed 3 Bed Semi-Detached (House Type 4.1-4.2-4.3-4.4)	20	2	40
Proposed 2 Bed Terrace (House Type 5.2)	7	2	14
Proposed 3 Bed Terrace (House Type 5.1-5.3-5.4-5.5)	14	2	28
Proposed 2 Bed Terrace (House Type 6.2-6.6-6.7-6.8-6.9-6.10)	16	2	32
Proposed 3 Bed Terrace (House Type 6.1-6.3-6.4-6.5)	25	2	50
<b>Grand Total</b>	<b>121</b>		<b>242</b>

#### Cycle Parking Schedule

Unit Description	No of Units	Quantity			
		Proposed Spaces x Unit	Proposed No. Spaces	Required Visitor Spaces	Total
Apartment Block A	47	1	47	24	71
Apartment Block B	47	1	47	24	71
Apartment Block C	9	1	9	5	14
Apartment Block D	23	1	23	12	35
Apartment block F (Creche)	10	1	10	5	15
Duplexes - Type A	16	1	16	8	24
Duplexes - Type B	40	1	40	20	60
Proposed 2 Bed Maisonette*	12	1	0	6	6
Proposed 1 Bed Maisonette*	8	1	0	4	4
<b>Grand Total</b>	<b>212</b>		<b>192</b>	<b>108</b>	<b>300</b>

\*Note: All the Maisonettes have a sheltered bike store in the open private space



Visitors Cycle Parking - Example



Car Parking - Example





# 4.0

## The 12 Criteria Urban Design | 4.12 Detailed Design

### 12. Detailed Design

#### How well thought through is the building and landscape design?

The proposed houses are predominately two and three storeys, and the apartment/ duplex blocks which are three and four storeys, are all built using traditional construction methods. There is a mix of elevational treatments to tie in with the distinct character zones and to create visual interest within the development.

The housing layout proposed ensures that dwellings relate appropriately to each other in terms of scale, access and detailed design as well as the wider context. The wide variety of unit types also allow for flexibility in tenure and future proofing in terms of adaptability.

In relation to the public and semi-public transition spaces; the proposed houses will be finished to a high standard in materials suitable for the context/ location of the scheme. Certain units also been designed in such a way to have dual aspects where required in order to take ownership of open spaces in proximity and give an inherent sense of passive oversight and passive surveillance protecting and securing open spaces from anti-social behaviour and lending to a cohesive family friendly living environment building on community, sense of place and place making .

Boundaries will be finished to a high standard in materials suitable for the context/location of the scheme.

Walls will be finished in selected brickwork to public areas, powder coated railings where applicable to allow transparency while still demarking public/ private transitions. A mix of different coloured bricks, standing seam metal cladding and coloured render with traditional tiled pitched roofs form the main elements of the material palette.

The two-character zones offer variations on the

brickwork and render combinations. The colour palette chosen will be sympathetic to the existing residential properties adjacent the development.

Car parking forms an integral part of the public realm and will be understated so as not to dominate as previously mentioned. We have endeavoured to fragment the carparking so it doesn't read as large areas of blanket carparking.

Bin stores in public areas will be minimised where possible. These will be built from matching finishes and the openings & lid will be clad from hardwearing treated timber or standing seam cladding. Where possible we have also retained direct access to rear gardens of terraced units to allow secure and private storage of bins and bicycles within the occupants own rear gardens.

Overall the purposed scheme provides:

- High quality landscaping proposals and pallets of materials
- Mix of unit types
- Range of boundary treatments
- Connections to adjoins lands (including amenity area)



Achesons & Glover Lanyon Brick - Range - Bedford.



3D Image - Key Materials



Achesons & Glover Heritage Brick Range - Culmore Cream.



Achesons & Glover Brick / Woodward range

Powder coated (Grey zinc colour) standing seam pressed metal panel finish to box dormer roof detailing.



# 5.0

## Dual aspect ratios | 5.1 Block A

### BLOCK A

#### Second Floor Plan



 Dual Aspect



UNIT	ASPECT
1	DUAL
2	DUAL
3	SINGLE
4	DUAL
5	DUAL
6	SINGLE
7	SINGLE
8	DUAL
9	DUAL
10	SINGLE
11	SINGLE
12	SINGLE

### BLOCK A

Percentage of Dual aspect per floor= 50%





# 5.0

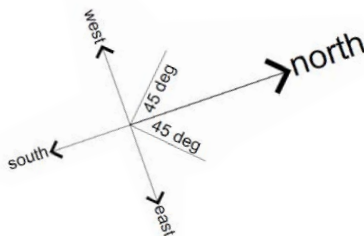
## Dual aspect ratios | 5.1 Block C

### BLOCK C

#### Third Floor Plan



 Dual Aspect



UNIT	ASPECT
1	DUAL
2	DUAL
3	DUAL
4	DUAL
5	DUAL
6	DUAL
7	DUAL
8	DUAL
9	DUAL
10	DUAL

### BLOCK C

Percentage of Dual aspect per floor= 100%





# 5.0

## Dual aspect ratios | 5.1 Block D

### BLOCK D

#### Typical Floor Plan



UNIT	ASPECT
1	DUAL
2	SINGLE
3	DUAL
4	DUAL
5	SINGLE
6	DUAL

### BLOCK D

Percentage of Dual aspect per floor= 67%



# 6.0

## Universal Design Statement

The proposed Strategic Housing Development has endeavoured to comply with the principles of Universal Design throughout the scheme. This is to provide access and use of the development regardless of age, size, ability, or disability. "Building for Everyone: A Universal Design Approach", "Universal Design Guidelines for Homes in Ireland" and Technical Guidance Document M have been utilized throughout the design process and has influenced the design of the scheme. The neighbourhood planning has been influenced by the principles of Universal Design through the following features:

- To provide amenities that meet design requirements to allow people of all ages, sizes, abilities and disabilities to work, shop and enjoy recreation locally or to travel with ease.
- To facilitate a mix of house types, sizes and tenures that allow all sections of society to remain part of the community and use its facilities throughout the life cycles.
- To provide alternatives to the private car through the provision of infrastructure to include potential transport interchange, dedicated bus routes, a network of pedestrian and cycle links and the provision of seating for people to rest at appropriate intervals.
- Being close to public transport and local services.
- To incorporate permeable pedestrian and cycling environment.
- To provide accessible open space for all kinds of activity.
- Each unit has been influenced by the principles of Universal Design through the following features where possible
- The distance from the car parking space to the home has been kept to a minimum and is level or gently sloping
- The approach to all entrances is level or gently sloping when applicable, or where stepped access is provided, full compliance to Part M will be achieved.
- All entrances are illuminated, have level access over the threshold as well as a covered main entrance.
- Communal stairs provide easy access and when homes are reached by a lift, the lift is fully accessible.
- The width of internal doorways and hallways conform to Part M.
- There is space for turning a wheelchair in dining areas and living rooms and adequate circulation space for wheelchairs elsewhere.
- All living rooms are at entrance level.
- Walls in the bathroom and WC should be capable of taking adaptations such as handrails.
- All houses have entry level WC facilities in compliance with Part M.
- The design and specification should provide a reasonable route for a potential hoist from a main bedroom to the bathroom.
- The bathroom should be designed for ease of access to the bath, WC and wash basin.
- Living room window glazing begins no higher than 800mm from the floor level and windows are easy to open/operate.
- Switches, sockets, ventilation and service controls should be at a height usable by all.



# 7.0 3D Images



3D Image - Aerial





## 7.0 3D Images



3D Image - Aerial



# 7.0 3D Images



3D Image - 2 & 3 Bed Semidetached (House Type 6.36.2-6.5)



3D Image - 4 Bed Semidetached (House Type 1.1 - 1.4)



3D Image - Duplex Block - Type A



3D Image - 3 Bed Semidetached (House Type 4.1-4.2)





# 7.0 3D Images



3D Image - 2 Bed & 3 Bed (House Type 6.5-6.6)



3D Image - 2 Bed & 3 Bed Terrace (House Type 5.1-5.2-5.3)



3D Image - 3 Bed Detached House (2.4) and 1 Bed Maisonette (8.5-8.8)



3D Image - 2 Bed Maisonette (Apt Type 7.1-7.6)



# 7.0 3D Images



3D Image - Apartment Block A & B



3D Image - Apartment Block F & Creche



3D Image - Apartment Block C - Duplexes type B





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