



ARCHITECTURAL / URBAN DESIGN STATEMENT

Block 14, Clongriffin, Dublin 13

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On behalf of

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for Block 14, Clongriffin, Dublin 13

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This document is being submitted to An Bord Pleanála to outline Downey Planning & Architecture's approach to the delivery of the design of this proposed development for Block 14, Clongriffin, Dublin 13. This forms part of a wider masterplan for the town of Clongriffin.

The design team for Block 14 comprises of Downey Planning and Architecture, Waterman Moylan Engineers, Ronan McDiarmada Landscape Architects, DK Partnership and Digital Dimensions.

Purpose of Urban Design Statement

The purpose of the urban design statement is to support planning applications, demonstrating how a proposal contributes to the creation of place, responds to its context, contributes towards the development of a legible and permeable urban form which is focused on public and sustainable transport and strengthens existing communities and neighbourhoods. An urban design-led approach to the development management process ensures that higher standards of design and layouts are fully integrated into proposed developments.

This urban design statement considers the twelve themes which have informed the design process and which have influenced the final proposed layout of the development.

The 12 criteria established in the *Urban Design Manual: A Best Practice Guide* (see table 1) will be considered throughout this document, where applicable and relevant. This approach will demonstrate how the proposal has been considered at a range of different levels, where an urban design-led approach has formed an integral part of the design process.

Proposed Development

The development at Block 14 will consist of the construction of a mixed-use development of 288 no. apartments (49 no. studios, 106 no. 1 beds, 121 no. 2 beds, and 12 no. 3 beds) to be provided as follows:

- Block 14 A containing a total of 97 no. apartments comprising of 4 no. studios, 43 no. 1 beds, 44 no. 2 beds, and 6 no. 3 beds, in a building 6 storeys over basement and all apartments provided with private balconies/terraces;
- Block 14 B containing a total of 191 no. apartments comprising of 45 no. studios, 63 no. 1 beds, 77 no. 2 beds, and 6 no. 3 beds, in a building ranging from 6-8 storeys over basement and all apartments provided with private balconies/terraces;
- Block 14 B also provides 2 no. commercial / retail units, 2 no. café /restaurant units, residential amenity facilities including a gym, a concierge office, laundry facilities, cinema room, multimedia room, residents lounge/function room, meeting room and residents business room at ground floor level to serve the residents of the block exclusively.
- The development also includes the construction of a basement providing 162 no. car parking spaces, 553 no. bicycle spaces, and two plant rooms and bin stores. The proposal also incorporates 49 no. car parking spaces and 88 no. bicycle spaces at Ground Floor Level and 10 allocated at surface Level. The total no. of bicycle spaces provided at Block 14 is 651.



TABLE 1: URBAN DESIGN MANUAL: A BEST PRACTICE GUIDE (2009)

THE 12 CRITERIA

1. CONTEXT
2. CONNECTIONS
3. INCLUSIVITY
4. VARIETY
5. EFFICIENCY
6. DISTINCTIVENESS
7. LAYOUT
8. PUBLIC REALM
9. ADAPTABILITY
10. PRIVACY AND AMENITY
11. PARKING
12. DETAILED DESIGN

Introduction and General Description

Block 14 is a 0.9729 hectare site located at the heart of Clongriffin enclosed by Main Street, Market Street, Market Lane and Lake Street.

The Proposal is divided into Block A and Block B. Block A provides 97 Residential Units over 6 floors and Block B Provides 191 Residential Units over 8 floors with Commercial/Retail and residential amenity facilities including a Gym, Cinema Room, Multimedia Room, Residents Lounge/Function Room, Meeting Room, Laundry, Residents Business Room and Concierge at Ground Floor Level.

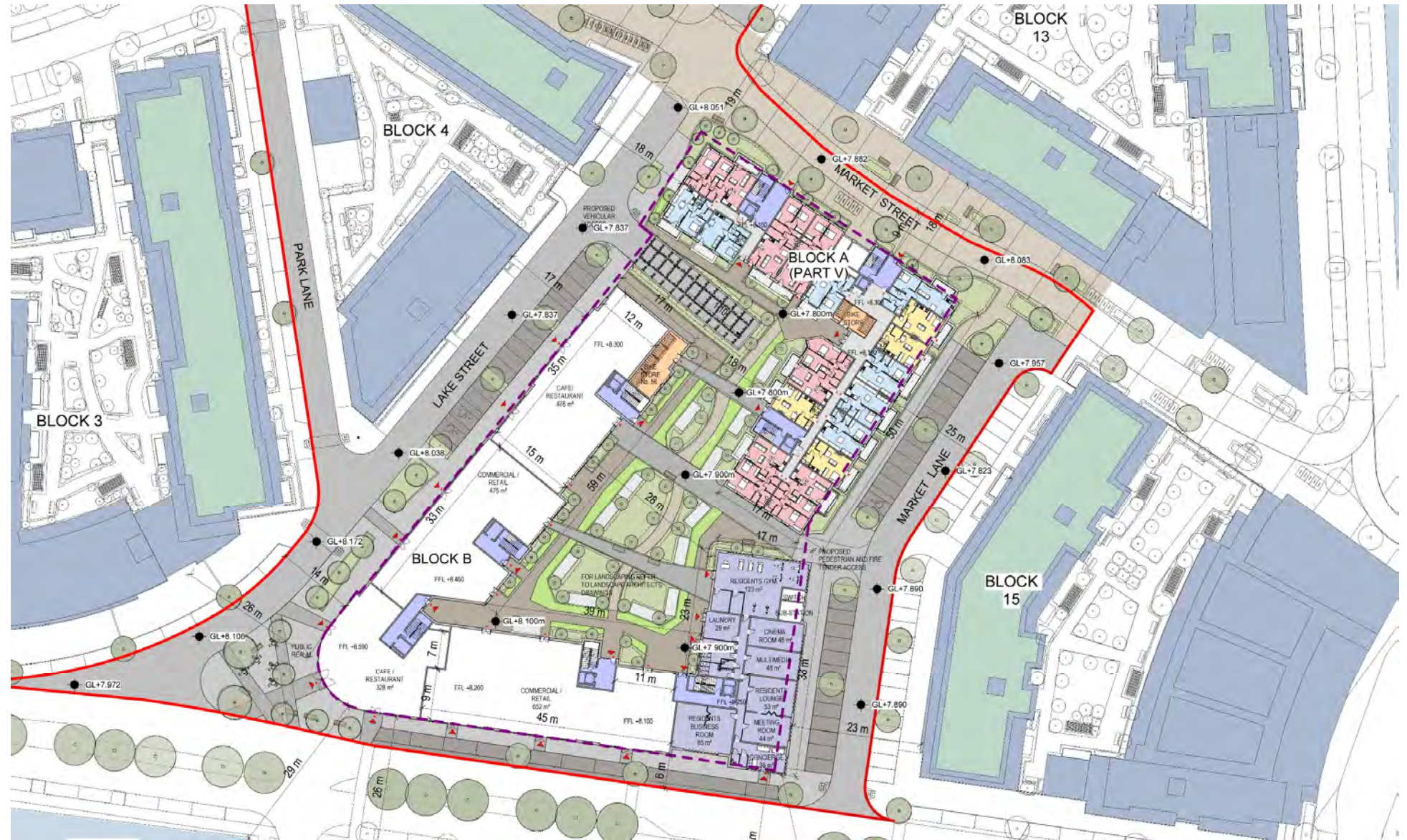
Block B of the proposal faces onto Lake Street, Market Lane, Market Street and Main Street. The commercial/retail area of Block B addresses the Main Street in Clongriffin and provides a lively street frontage. Main Street leads directly to the Train Station.

Block A faces onto Market Lane and Market Street. Market Street is defined as a linear greenway connecting Fr. Collins Park to Station Square and to the Train Station.

The proposed residential mix, over both blocks A and B comprises of 49 studio apartments, 106 one bed apartments, 121 two bed units and 12 three bed apartments, totalling 288 units.



Key Plan



Ground Floor Site Layout Plan

Block 14	
No. of Units	288 (97 Part V)
Building Height	6-8 Storeys
Total Commercial Area (m ²)	1933
Total BTR Facilities (m ²)	745
Total Development GFA (m ²)	26,460
Total Site Area (ha) for Block 14	0.9729
Total Public Open Space (ha)	0.1977
Plot Ratio	2.7
Density (Units per ha)	296
Development Site Coverage	47%
Total Parking	211
Cycle Parking	651

Design Evolution

The initial form of Block 14 was largely driven by the permitted Masterplan for the area.

The proposals for Block 14 progressed through the stages of the Strategic Housing Development Process and through consultation with internal and external consultants resulting in a scheme of 288 units.



Stage 1 Site Layout Plan - 286 units proposed.

At Stage 1, Block 14 is separated into two blocks. Block A to the North is designated for Part V. Block B to the south addresses Main street and has the complete Ground floor dedicated for commercial use.

The two blocks which make up Block 14 are arranged to enclose an area of public open space. The open space is envisaged as a flexible amenity space for residents to gather and socialise



Stage 2 Site Layout Plan - 290 units proposed.

At Stage 2, Block 14 proposed 290 units in total with a mix of dwelling types. The proposal ranged in height from 6-8 storeys.

The BTR residents facilities are added to Block B, accessible from Market Lane and the communal courtyard. The commercial space of Block B is divided into 2No. café / restaurant and 2No. commercial / retail units.

A feature corner was proposed at the junction of Main street and Market Lane. This 8 storey element is clad in stone with projecting glazed balconies. Other materials proposed for the scheme are fibre cement cladding, metal cladding and brick and render finishes.

A basement along with surface parking spaces provides parking for the proposed development. Cycle stands are located at ground floor and basement level.

Design Evolution



Stage 3 Site Layout Plan - 288 units proposed.

“Notwithstanding that the proposal constitutes a reasonable basis for an application, the prospective applicant should satisfy themselves that the proposed design of Block 14 provides the optimal architectural solution for this focal junction along Main Street and in this regard, the proposed development shall be accompanied by an architectural report and accompanying drawings which outlines the design rationale for the proposed design strategy having regard to inter alia, National and Local planning policy, the sites context and locational attributes.”

The building form at the feature corner of the Main Street / Lake Street junction has been reimagined as an elegant contemporary curved stone façade. This stone façade is punctuated with varied asymmetrical glazed openings of contemporary style and detailing.

The architectural language and the scale of the corner building differs from the immediately adjoining buildings to denote the corner and give variety to the streetscape, as appropriate for its prominent location on Main Street.

This curved architectural feature and dynamic eight storey form punctuates the skyline forming a landmark in the area.

At street level the curved form softens the sharp angular junction at Main Street / Lake Street and creates a gentle sweeping path at the public realm concourse.

The glazed frontage of the commercial / retail and café / restaurant of Block 14B creates an active dialogue between the ground floor uses and the external public space. This enlivens the streetscape and provides for a people orientated development.

The public realm at the junction is a carefully considered mix of hard and soft landscaping to serve as an informal concourse for the community and a setting in the built environment for social interaction.

For further information on the design evolution and overall rationale for the proposed design of Block 14 and articulation of the focal junction along Main Street please refer to the drawings proposed by Downey Planning and Architecture and as furthermore justified within this Architectural Design Statement.

Policy Context

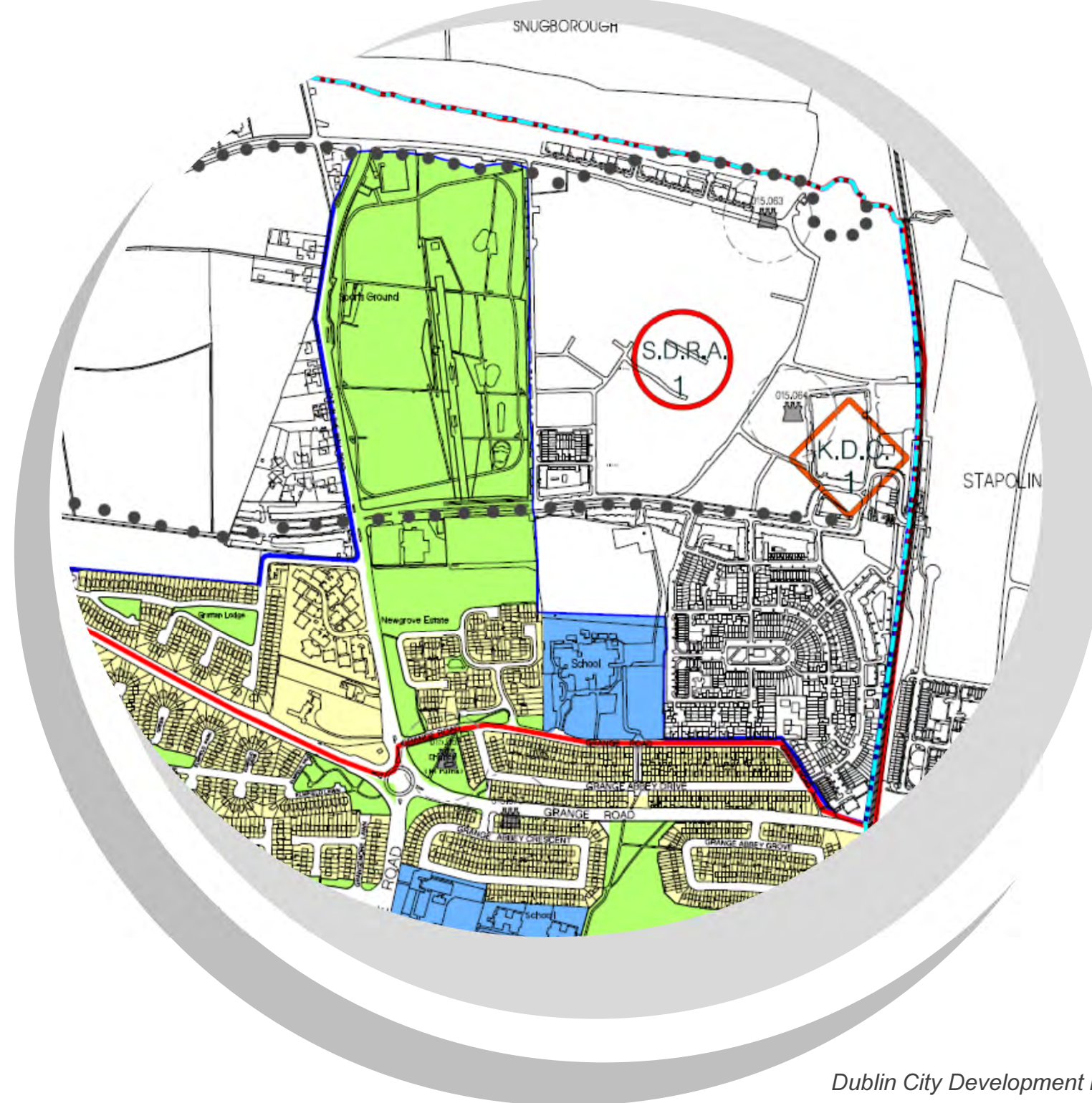
Dublin City Development Plan

The proposed development is located in an area designated SDRA1 North Fringe (Clongriffin-Belmayne). The Development Plan states that “the north fringe action area plan was first produced for the North Fringe lands in 2000, setting out the objective to extend the metropolitan core and create a new dynamic mixed-use urban quarter. With a strong urban design framework in place, much has already been achieved including the development of over 3,400 new homes and 41,000 sq. m of commercial floor space. In addition, key water and drainage infrastructure, a new railway station and public square, sections of the new main boulevard and the much-acclaimed Father Collins Park are all in place”.

Regarding the Local Area Plan produced for the area following the slowdown in construction post 2008, the plan states the following: “A statutory local area plan was subsequently produced for the area and adopted by the City Council in December 2012. It sets out a detailed framework and phasing mechanism for the development of the remaining key sites, with the aim of providing approximately 8,000 new homes upon completion”.

“The local area plan is based on the following key objectives/guiding principles:

1. To create a highly sustainable, mixed use urban district, based around high quality public transport nodes, with a strong sense of place.
2. To achieve a sufficient density of development to sustain efficient public transport networks and a viable mix of uses and community facilities.
3. To establish a coherent urban structure, based on urban design principles, as a focus for a new community and its integration with the established community”.



Dublin City Development Plan Zoning Map

Historical Context

The lands of Baldoyle, on which Clongriffin is situated, formed part of a large tract of high mediaeval monastic grange farmland, sometimes called the "Grange of Baldoyle." A reminder of this is the small church now called "Grange Abbey" to the south of Clongriffin.

Until 2003, most of the lands on which Clongriffin is being built were farmland. In July of the same year Dublin City Council granted planning permission for a mixed-use development, under Reg. Ref. 0132/02 (ABP Ref: PL29N. 131058).

Ordnance Survey Map 1888-1913



Ordnance Survey Map 1837-1842





— Main Vehicular Movement ↔ Desire Lines



Masterplan

Adjacent to Block 14 are sites 3,4,5,13 and 15. Sites 4 and 5 form part of the applications for planning permission. Conroy Crowe Kelly Architects and Urban Designers are appointed architects for the development of the masterplan.

Block 2 to the west has been granted permission and is currently under construction and is due to be completed at the end of 2019. Beltree Park to the north west of Block 14 is also under construction and will provide an important amenity space for residents.

The subject site was cleared in 2002 and has remained an unused site since then. The topography of Clongriffin is quite flat. There are no natural features or constraints on the site.

The majority of the primary infrastructure for the site has been constructed and is fully operational. The primary foul and surface water drainage network was granted permission and constructed under the Clongriffin masterplan grant Reg. Ref. 0132/02 (ABP Ref: PL29N. 131058). The surface water sewers installed along Lake Street discharge to the Clongriffin regional attenuation pond to the north east of the Clongriffin development prior to discharging to the River Mayne to the north.

The current ESB network is sufficient for the proposed development and the site itself is free from overhead cables and power lines. Two ESB substations have been proposed, one sited in Block A, the other in Block B. All other utilities such as natural gas, telephone and broadband have been provided onsite.



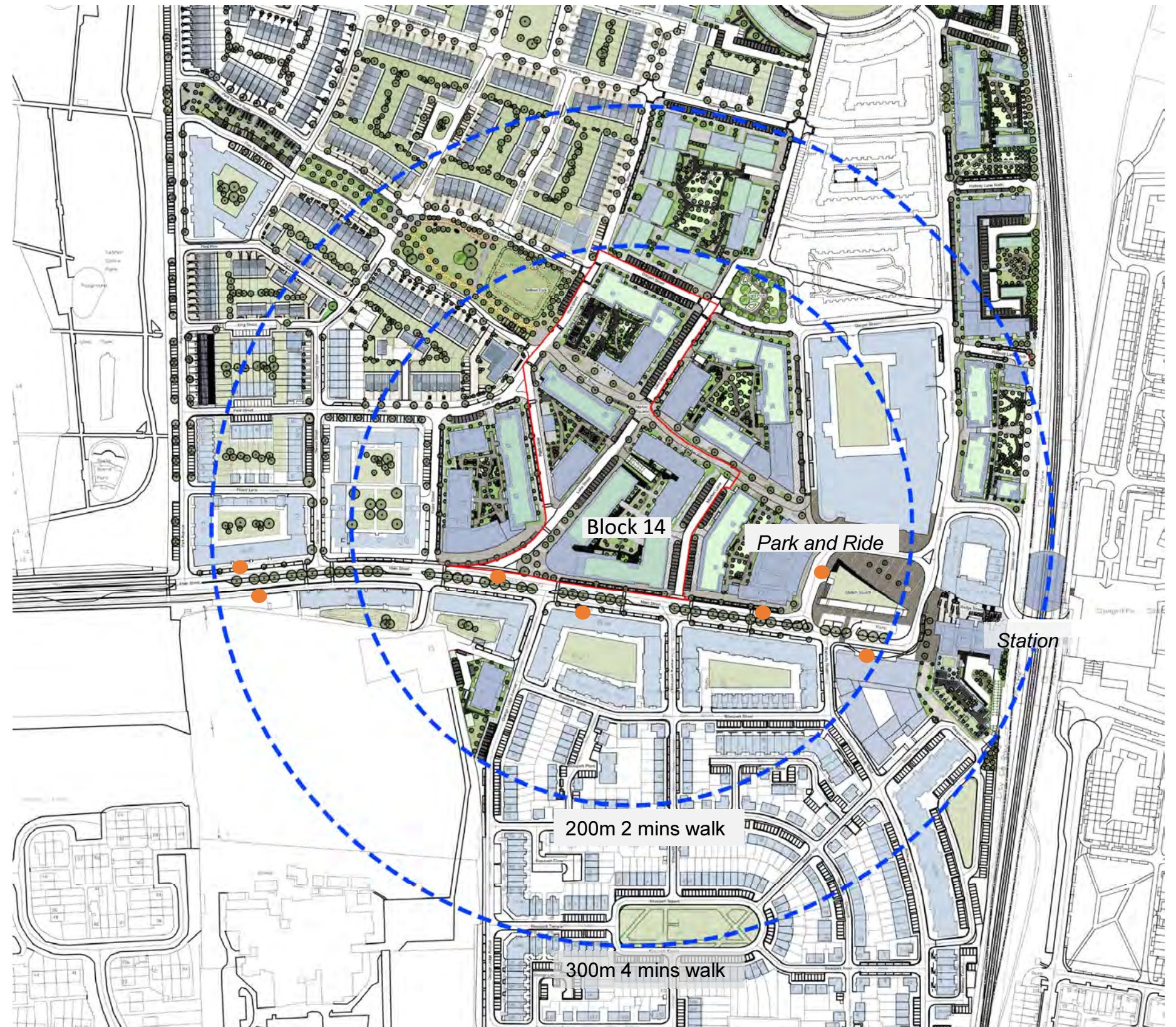
Site Masterplan

Connecting the Site

The aim of good urban design is to ensure that a proposed development is fully integrated into the existing fabric of a space and is connected to the wider contextual area. Walking, cycling and public transport are fundamental for sustainable development and as such demonstrating how a site can link into these existing movement networks is an essential indicator for measuring the likely success of the scheme.

Clongriffin rail station is complete and operational. A Park and Ride facility has also been developed adjacent to the train station. The station is within 300m, a 4 min walk from Block 14.

The Malahide QBC has been completed. The No. 15 bus service that connects the rail station with the Malahide Quality Bus Corridor is in place. The No. 15 Bus also connects Clongriffin to Dublin City Centre.



03 INCLUSIVITY

The proposal provides BTR facilities for the community at all ages in life. The Cinema Room and Multimedia Room provide rooms for recreation and relaxation. The proposed Resident's Lounge / Function room, Meeting Room and Business Room will cater to both young and old. On each level a Bulk Store has been provided for residents.

The new apartments meet the aspirations of a range of people and households. Apartments are a mix of studio apartments, 1, 2 and 3 bed apartments to provide a mix of dwelling types.

Areas of public open space within the development are accessible and are open to all.

	No. of Apartments	%
Studio Apartment	49	17
1 Bed Apartment	106	37
2 Bed Apartment	121	42
3 Bed Apartment	12	4
Total	288	100

Table 1-Dwelling Mix



Block B Ground Floor showing the facilities available for the residents.

04 VARIETY

Block B of the proposed development includes Ground Floor communal facilities of a Gym, Cinema Room, Multimedia Room Lounge/ Function Room, Meeting Room, Business Room, Concierge and Laundry.

The resident facilities are accessed via Market Lane and also via the communal central courtyard. The gym is directly accessed from the central courtyard. The resident accommodation is glazed to the street to encourage public participation. A Bulk Store is also located on each floor of Block B. All the facilities are for use by the residents of the scheme.

Section 12.5.3 of the Dublin City Development Plan states that “A range of community facilities and infrastructure will be essential to support the emergence of sustainable neighbourhoods and communities throughout the city, especially in newly emerging or developing areas.”



Ground Floor Block B (Part)

05 EFFICIENCY

The layout provides the most efficient use of land. The density, 296 units/ha of Block 14 is appropriate, taking into account the central location in Clongriffin and the proximity to public transport links.

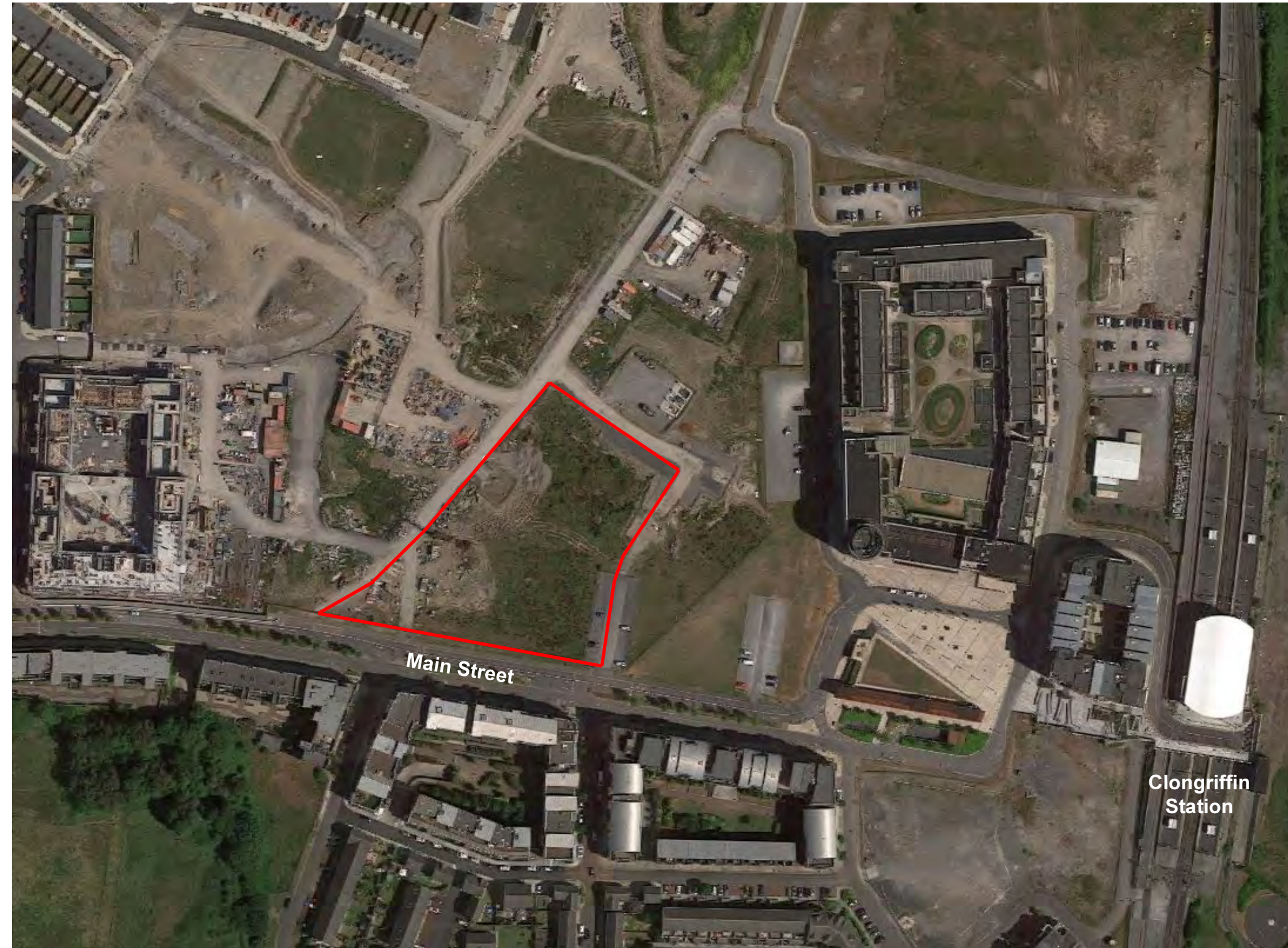
The scheme makes appropriate use of resources by utilising a large plot of land close to the centre.

Buildings, gardens and public spaces are laid out to exploit the best solar orientation.

The form of the blocks create areas of open space / landscaped areas designed to provide amenity and biodiversity, protecting buildings and spaces from the elements.

Orientation-Light

The proposed blocks are orientated to form a central courtyard. Habitable rooms receive east, west and south sunlight. 50% on the units are dual aspect. No unit within the proposal is North facing only.



06 DISTINCTIVENESS

The building blocks are of six storeys in height. Block B is eight storeys at the junction of Main Street and Lake Street. The blocks are finished in Fibre Cement cladding and metal cladding with the stair cores finished in red brick for definition.

An eight storey feature curve addresses the junction of Main Street and Lake Street. This landmark element is clad in facets of stone with varying window openings. This creates a feature corner to the development.



07 LAYOUT

The design of the scheme has been kept simple efficient and legible. 288 residential units will be provided over two blocks. Block A of six storeys accommodates 97 units and is dedicated to Part V, Block B of eight storeys accommodates 191 units for Build to Rent.

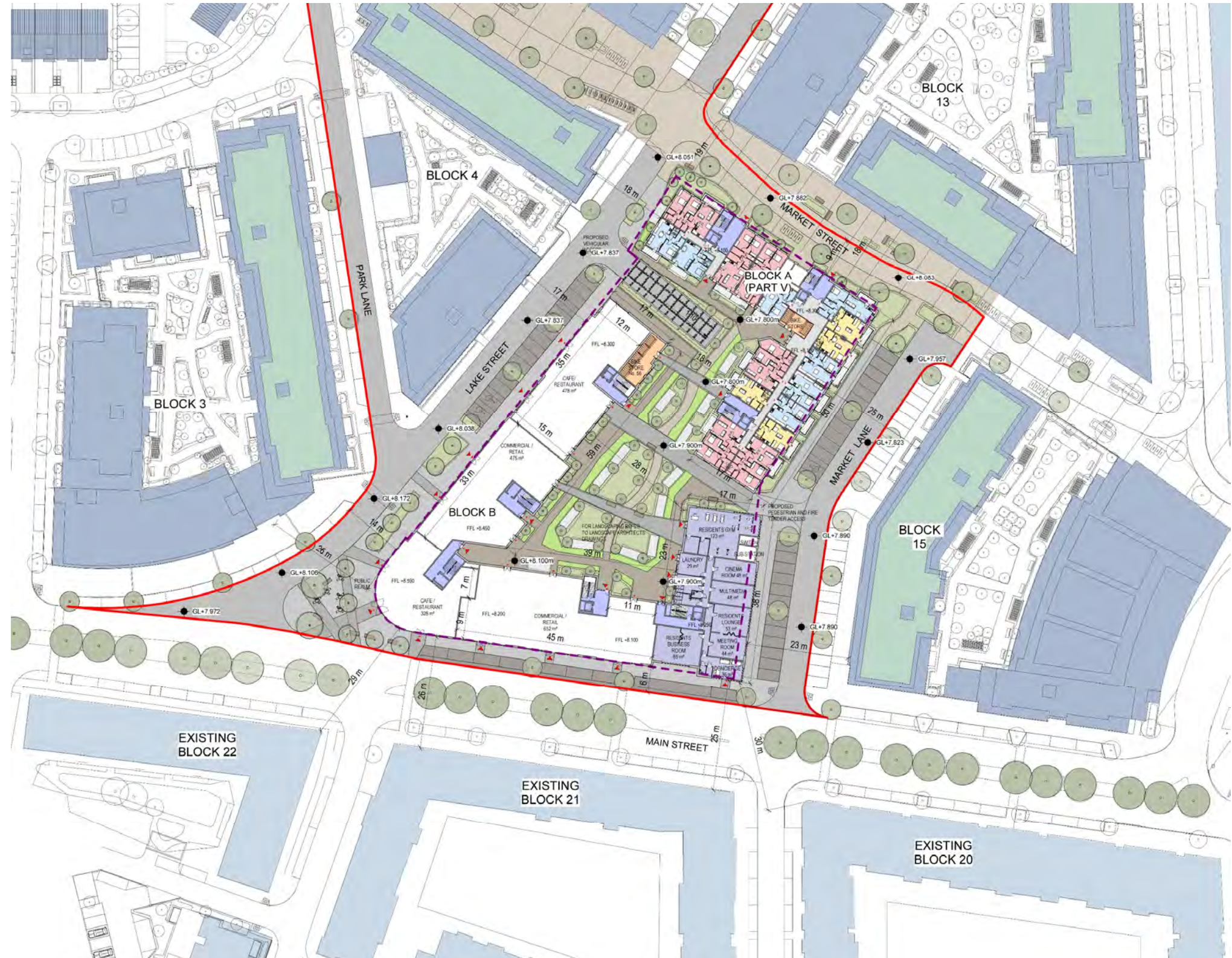
The main pedestrian entrance to the site is located between the two buildings off Market Lane. Own door access is proposed for the ground floor units to Block A. Whilst the ground floor of Block B is dedicated to commercial and community uses. Upper level apartments are accessed via stair and lift cores at street level or off the central courtyard. This design creates active street frontages.

All apartments have amenity space in the form of projecting balconies.

Facilities available to the residents include a gym, cinema room, multimedia room, residents lounge/function room, business room, meeting room, laundry room and concierge. These are located on the ground floor of Block B and are easily accessible from Market Lane.

The two blocks enclose an area of open space, an outdoor amenity area, a place for the residents to meet encouraging a sense of community.

A basement to the development provides carparking. This is accessed via an entry off Lake Street and accommodates 162 spaces. 49 on street parking spaces are also available on Main Street, Market Lane and Lake Street.



Site Layout Plan

Streetscape and Urban Design

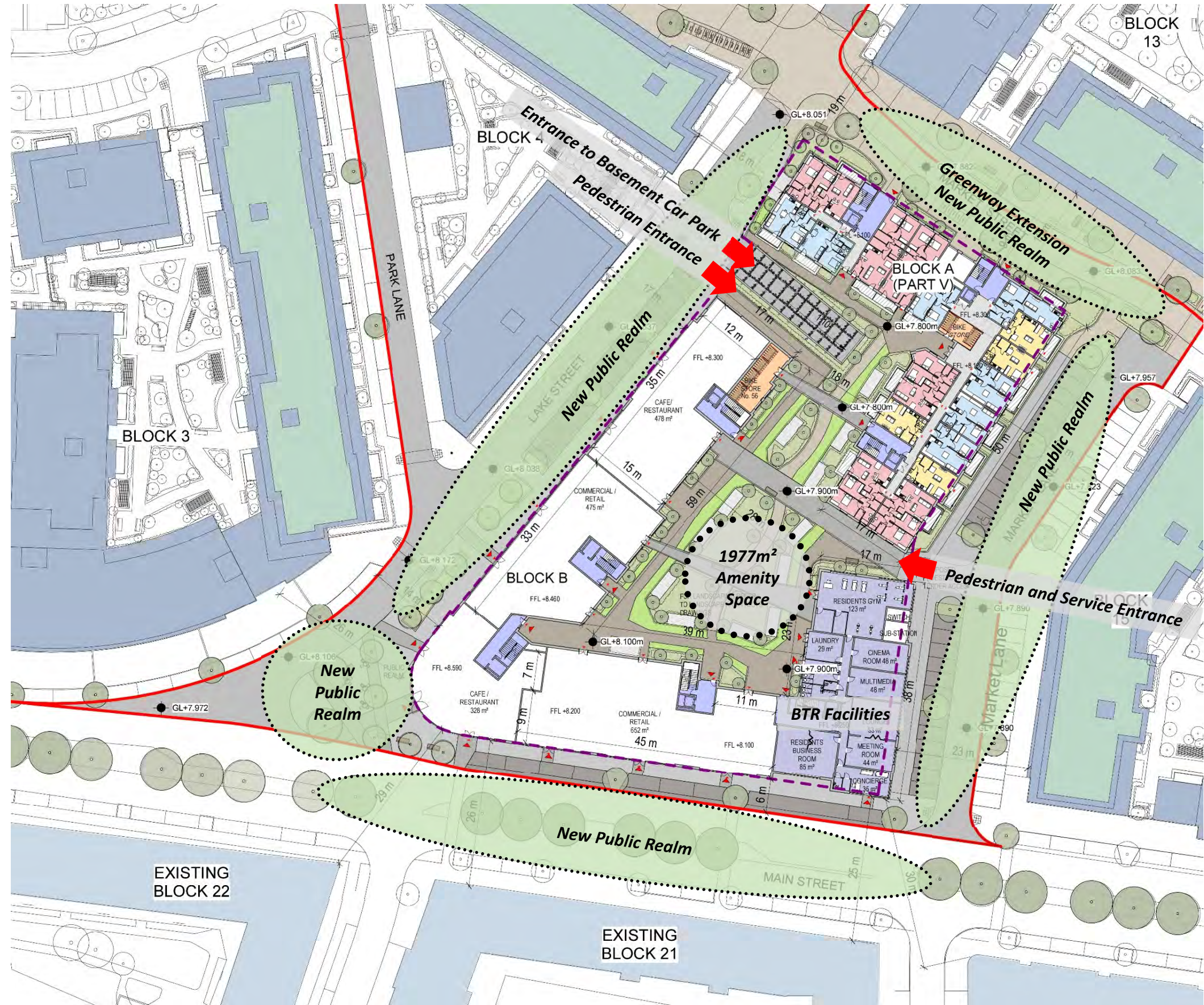
Block 14 is enclosed by Main Street to the south, Market Street to the north, Market Lane to the east and Lake Street to the west. The urban form of the proposal consists of two narrow blocks, an L shape block to the north (Block A) and a U shape block to the south (Block B). The blocks enclose an area of amenity space. The buildings are over six storeys with a step to eight storeys at the corner of Main Street and Lake Street. A basement level provides car and bicycle parking for the site.

The massing of the two buildings will provide strong street edges along all four streets, in particular to Main Street and Lake Street with the presence of an 8 storey feature corner.

The entrance to the basement is located to the north western edge to the site between the two blocks. The pedestrian entrance is off Lake street and Market Lane to the west.

The resident facilities are conveniently located near the pedestrian entrance to the site.

The urban design strategy for Block 14 is in keeping with the objectives of Clongriffin Belmayne LAP 2012-2022 and the aims of the original Clongriffin Masterplan (Reg. Ref. 0132/02).



Site Layout Plan

Communal Open Space

The two blocks which make up Block 14 are arranged to enclose an area of public open space. The open space of 1977m² is envisaged as a flexible amenity space for residents to gather and socialise. A combination of hard and soft landscaping is used to create contrast of colour and texture.

Raised planters with shrubs and trees are provided in the centre of the open space and frame a pathway through the site. Areas of seating are also provided. The raised seating and planters provides ventilation of the basement parking below.

Surface bicycle parking is accessed from this courtyard with bikes secured in dedicated stores within the housing blocks.

Landscape Architects Ronan McDiarmada and Associates have prepared detailed drawings and a landscape report for the site.



Landscape Plan

09 ADAPTABILITY

Adaptability

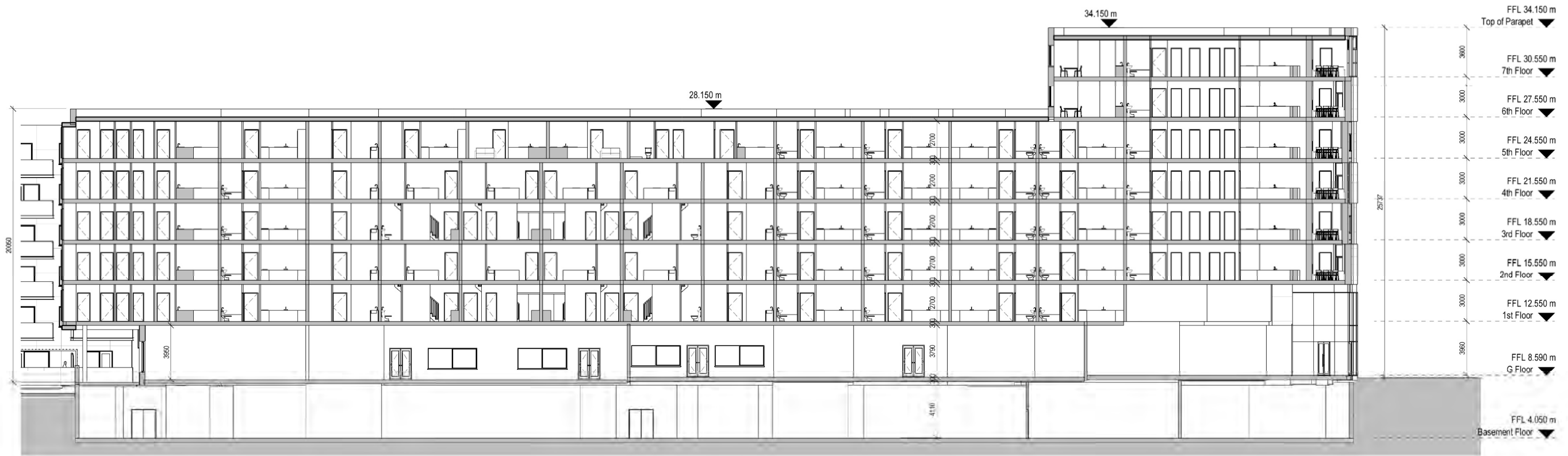
The Ground Floor of Block B is dedicated for Commercial / Retail use. Ground Floor units in Block A have ceiling heights of 3m. This high ceiling level allows for units to be adapted to commercial use. The inclusion of a lift in the blocks allows for units on any level to be easily accessible for wheelchair users.

The apartments are modular in form. This allows for ease of amalgamation. Adjacent units can be joined to form a single larger unit as needs require. Homes can be extended without ruining the character of the types, layout and outdoor space.

Homes are energy efficient and are equipped for challenges anticipated from a changing climate. The majority of the apartments are dual aspect with habitable rooms orientated to the south.



Block A Section B-B



Block B Section C-C

Private Open Space

The apartments in Blocks A and B have all been provided with private balconies in accordance with Sustainable Urban Housing: Design Standards for New Apartments.(March 2018) Balconies provided for all the units exceed the minimum requirements. The total area of private amenity space equates to 2,128m².

Table 11.21: Minimum Space Standards for Apartments

TYPE OF UNIT	APARTMENTS	PRIVATE OPEN SPACE	COMMUNAL OPEN SPACE	STORAGE
Studio	40 sq.m	4 sq.m	4 sq.m	3 sq.m
One Bedroom	45 sq.m	5 sq.m	5 sq.m	3 sq.m
Two Bedroom	73 sq.m	7 sq.m	7sq.m	6 sq.m
Three Bedrooms	90 sq.m	9 sq.m	9 sq.m	9 sq.m



10 PRIVACY AND AMENITY

View / Aspect

The narrow form of the building blocks allow the apartments to be dual aspect obtaining natural light from both aspects. The proposals have been designed to maximise opportunities for dual aspect units.

Dual aspect units make up the majority of units. With a total of 288 units, 145 units are designed to be dual aspect

There are no north facing single aspect apartments proposed.

Separation Distances

The design of the proposed scheme has maximised the use of dual aspect apartments, which will provide future residents with a greater level of amenity, ensuring sunlight and daylight levels are enhanced throughout the day, while also maximising solar gain.

The separation distances, across the public open space between each of the two blocks is 18 metres which ensures that privacy levels are maintained between residential units. Ground floor units will be screened through the provision of shrub planting, to ensure that there is an adequate buffer zone between the private and public realms of the proposed development.

Homes are designed to prevent sound transmission between units by use of appropriate acoustic insulation.



Extract of site plan showing the separation of the housing blocks.

	Block A	Block B	Total
Single Aspect	40	103	143
Dual Aspect	57	88	145
Total	97	191	288

11 PARKING

Car Parking

Underground car parking will be provided for residents, accessed via a vehicle ramp between the two blocks to the north-western edge of the development. A total of 162 car parking basement paces are provided.

The basement parking provides secure parking for the development. The car parking for Block A and B is separated and distinguished by means of a barrier.

At street level 49 spaces are provided.

Please refer to the car parking rationale prepared by Waterman Moylan Consulting Engineers for further details.

The advantage of on street parking is the traffic calming effect promoted by DMURS (Section 4.4.9). With reduced forward visibility driver caution is increased.

Bicycle Parking

A total of 651 no. bike parking spaces is proposed. Bike parking facilities are included in the proposal with 553 spaces provided for in the basement, 88 allocated at Ground Floor level and 10 on street spaces.

All bicycle parking provided is secure and is covered providing protection from the elements.

Refuse Storage and Collection

Secure Bin storage is provided in the basement with a dedicated pick up zone close to the entrance.

Ventilation

Ventilation grilles are incorporated within raised planter beds which are located on the podium slab. Ventilation is provided as 5% of the basement area.



Basement Floor Plan

Residential Density and Mix

Dublin City Council Development Plan aims to provide a mix of dwelling types, sizes and tenures to support the development of a balanced community and meet the adapting needs of residents.

Higher residential densities are promoted where it is appropriate to its location and surrounding context.

This development is characterised by higher density, 296 units/ha due to its central location within Clongriffin and good transport links.

The dwelling mix of the application is set out in table 1. The apartments proposed are a mix of 17% Studio Apartments, 37% 1 Bed Apartments, 42% 2 Bed Apartments and 4% 3 Bed Apartments.

Minimum floor areas and Standards

All apartments and duplexes have been designed in accordance with Dublin City Council Development Plan and Sustainable Urban Housing: Design Standards for New Apartments complying with or exceeding the minimum standards.

The majority of apartments in the proposed scheme exceed the minimum standards by a minimum of 10% as per the Sustainable Urban Housing guidelines.

	No. of Apartments	%
Studio Apartment	49	17
1 Bed Apartment	106	37
2 Bed Apartment	121	42
3 Bed Apartment	12	4
<i>Total</i>	<i>288</i>	<i>100</i>

Table 1-Dwelling Mix

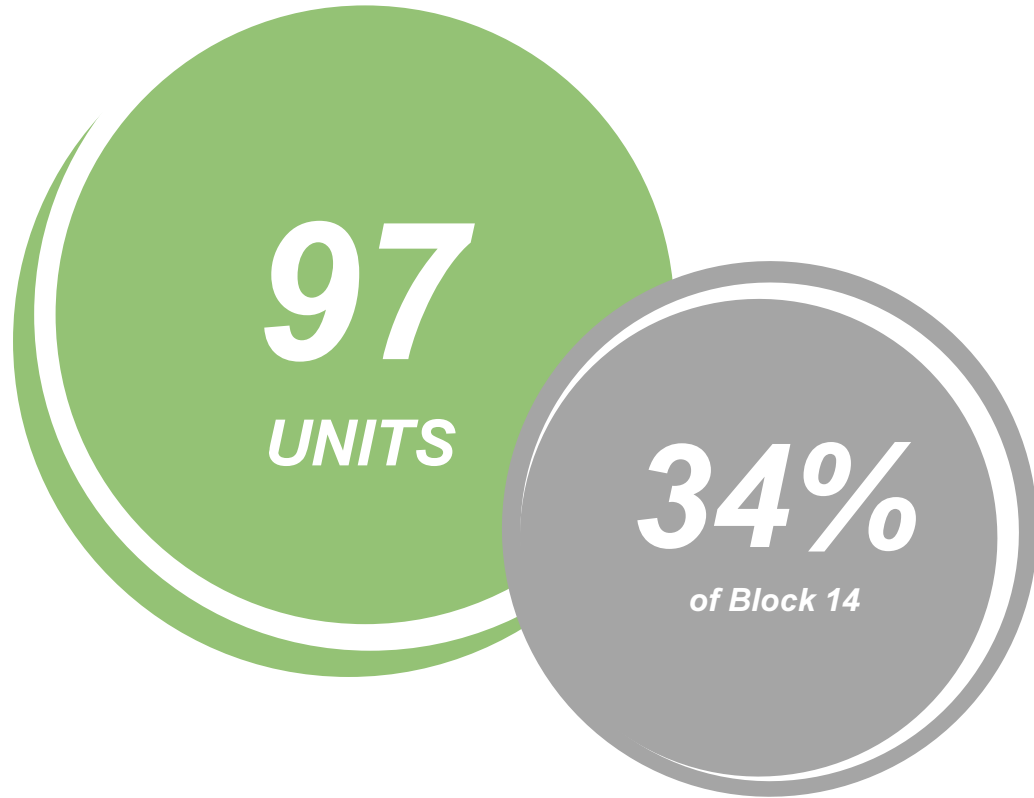
	Block A	Block B	Total	%
Studio Apartment	4	45	49	17
1 Bed Apartment	43	63	106	37
2 Bed Apartment	44	77	121	42
3 Bed Apartment	6	6	12	4
<i>Total</i>	<i>97</i>	<i>191</i>	<i>288</i>	<i>100</i>

Table 2-Breakdown per Block

Social and Affordable Housing

Part V of the Planning and Development Act 2000 (as amended—including the Urban Regeneration and Housing Act, 2015) stipulates a 10% social housing requirement will be applied to planning permissions for housing on all lands zoned solely for residential use or for a mixture of residential and other uses.

In the proposal for Block 14, Block A of the proposed development is allocated for Part V with 97 units (34%) of Block 14 which is to be delivered as part of the overall development representing the completion of the town centre proposed as part of these applications.



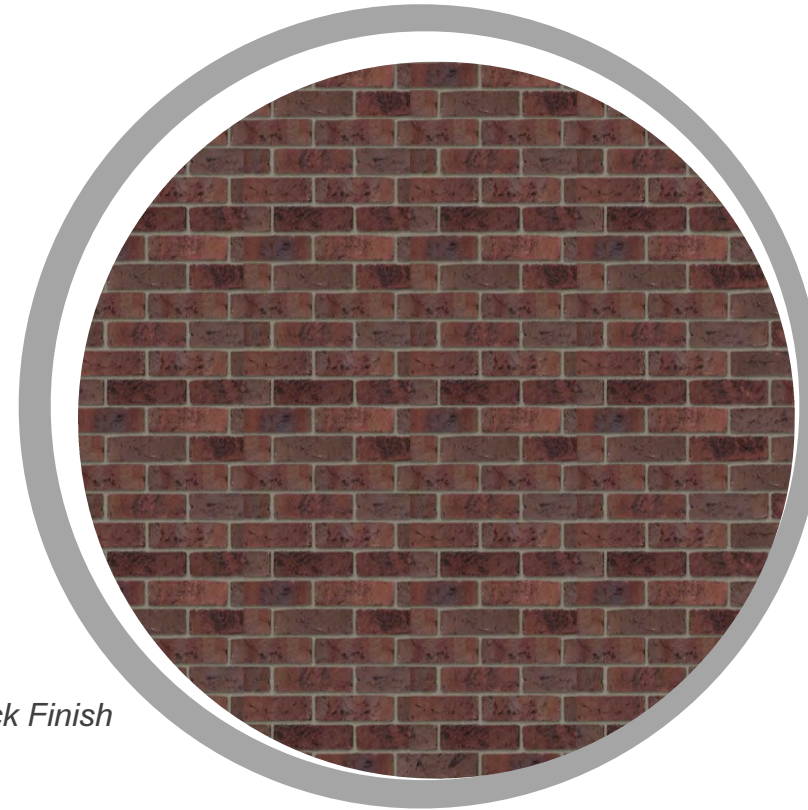
Block A Ground Floor Plan

Materials Palette

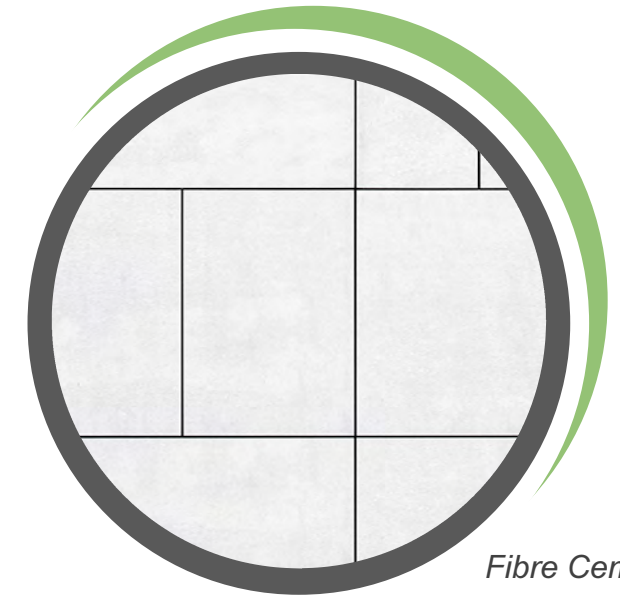
A high quality palette of materials will be used throughout this development. Red brick, natural stone, Fibre Cement cladding and Metal cladding will be incorporated throughout the scheme. Materials selected are of high quality, low maintenance and durable. The selection of a variety of materials adds interest to the development. The choice of materials are those which are common in the suburban area and so creates a development rooted to its context. The materials and external design make a positive contribution to the locality.

Note: All cappings to external materials will be detailed appropriately to prevent any staining from rainwater run off.

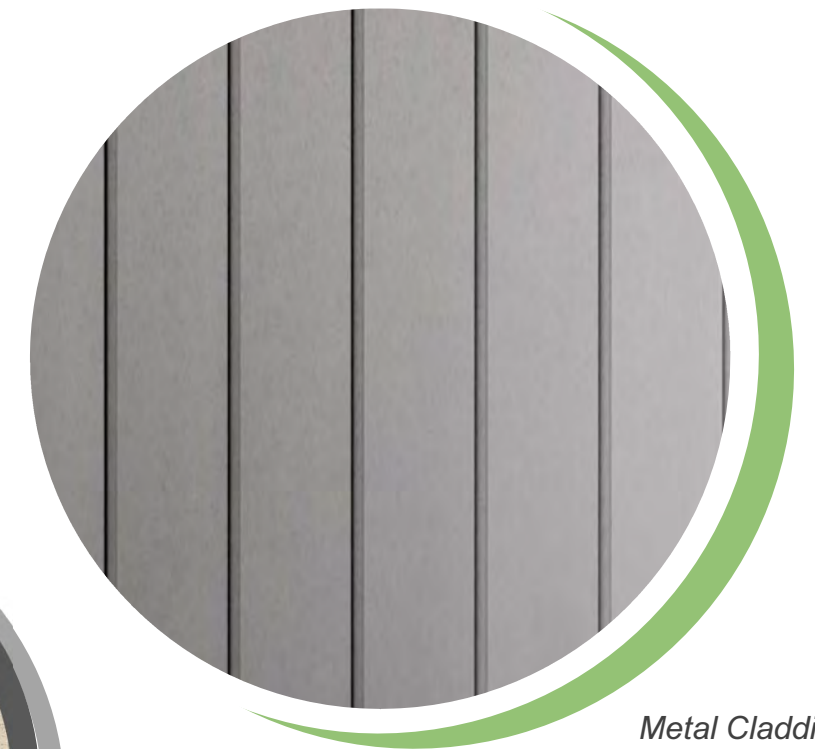
Brick Finish



Fibre Cement Cladding



Metal Cladding



Stone Cladding



12 DETAILED DESIGN

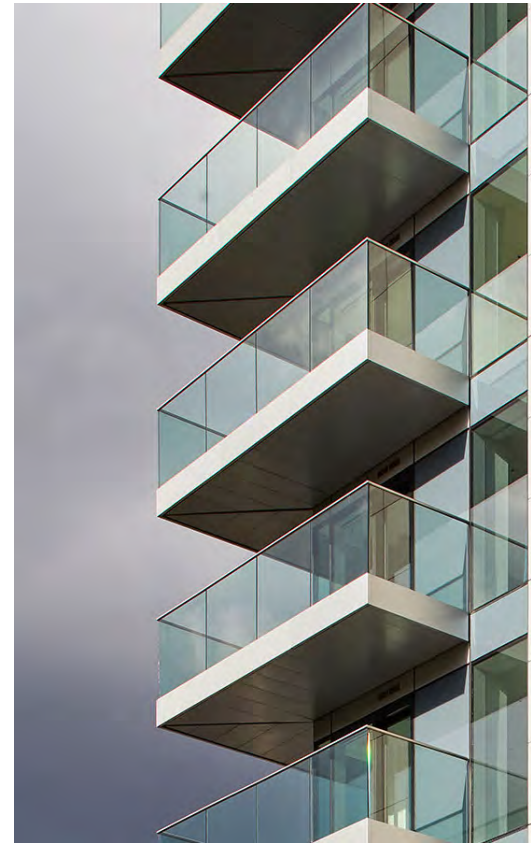
Materials Palette

The development uses materials which are of high quality and durable. Balconies to the apartments are glazed with an opaque glass privacy screen.

The basement ramp is screened by a metal pergola and planted to soften the visual effect.

A mix of hard and soft landscaping materials will be used to create a varied and interesting external amenity space. Hard landscape paving and decking materials will be robust and durable and installed using proven details to minimise maintenance requirements. High slip resistance paving materials will ensure safety for all.

The roof of Block B incorporates a sedum roof, green roofs are promoted as a means of achieving more sustainable buildings as they improve the durability of waterproofing materials, provide flora, fauna and reduce rainwater run-off.



Glazed Balconies



Opaque Glass Privacy Screen to end.



Sedum Roof



Screening to Basement Ramp



12 DETAILED DESIGN



Block A North Elevation



Block A East Elevation



Block B West Elevation



Block B South Elevation

- EXTERNAL FINISHES**
- ① Stone cladding
 - ② Fibre Cement cladding
 - ③ Metal cladding
 - ④ Brick finish
 - ⑤ Render finish
 - ⑥ Aluminium balustrade with glass infill panels
 - ⑦ Doors/windows - Aluminium/Aluclad frames with clear glass infill panel
 - ⑧ Curtain wall - Aluminium frames with clear glass panel windows and opaque spandrel panels
 - ⑨ Curtain wall - Aluminium frames with clear glass panel windows and metal panels







Universal Design Approach

In the design of the proposal we have complied with the principles of *Universal Design*, as contained within 'Building for Everyone: A Universal Design Approach' under the following headings:

1. External Environment

- Provision made for disabled parking.
- Disabled compliant footpaths and ramps.
- Tactile paving surfaces.

2. Entrances and Horizontal Circulation

- Entrance lobbies sized to allow for a wheelchair turning circle.
- Corridors wide enough to accommodate wheelchair users.
- Doors and ironmongery are compliant with access requirements.

3. Vertical circulation

- Lift provision.
- Handrails on both sides of circulation stairs.
- Refuge space in all stair cores.

4. Internal Environment

- All public spaces well lit.
- Proposed visual colour contrast in public areas.
- Public areas are well ventilated.
- Proper signage in public spaces.

5. Sanitary Facilities

- Bathroom spaces meets disabled access requirements.
- Proper lighting in sanitary facilities

6. Facilities

- Electrical points are located in the zone for wheelchair users.
- Sanitary facilities are located in the zone for wheelchair users.
- Heights of window sills meets the requirements of the wheelchair user.

7. Building Types

- Entrances by design are clearly identified due to the choice of material finish.
- Approach is compliant to regulations with regard to disabled access.

8. Building Management

- Concierge office on site.
- Concierge office as a point of reference for information.
- Evacuation plans set by the management of the estate.
- On going review of policies.

9. Planning and Policy

- Development Management.
- Parking policy implemented by management company.
- Public realm and amenities will be well maintained.

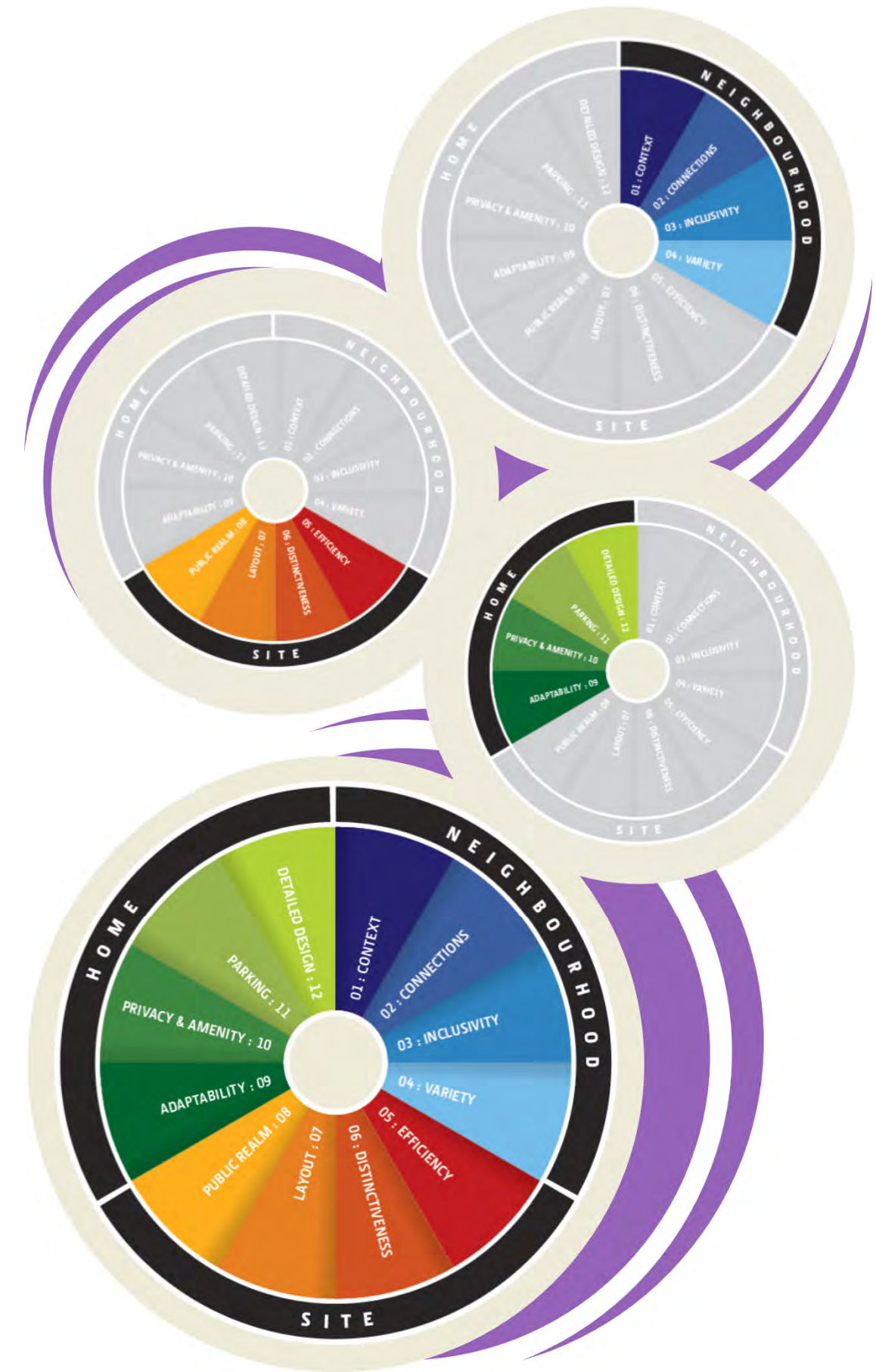


13 CONCLUSION

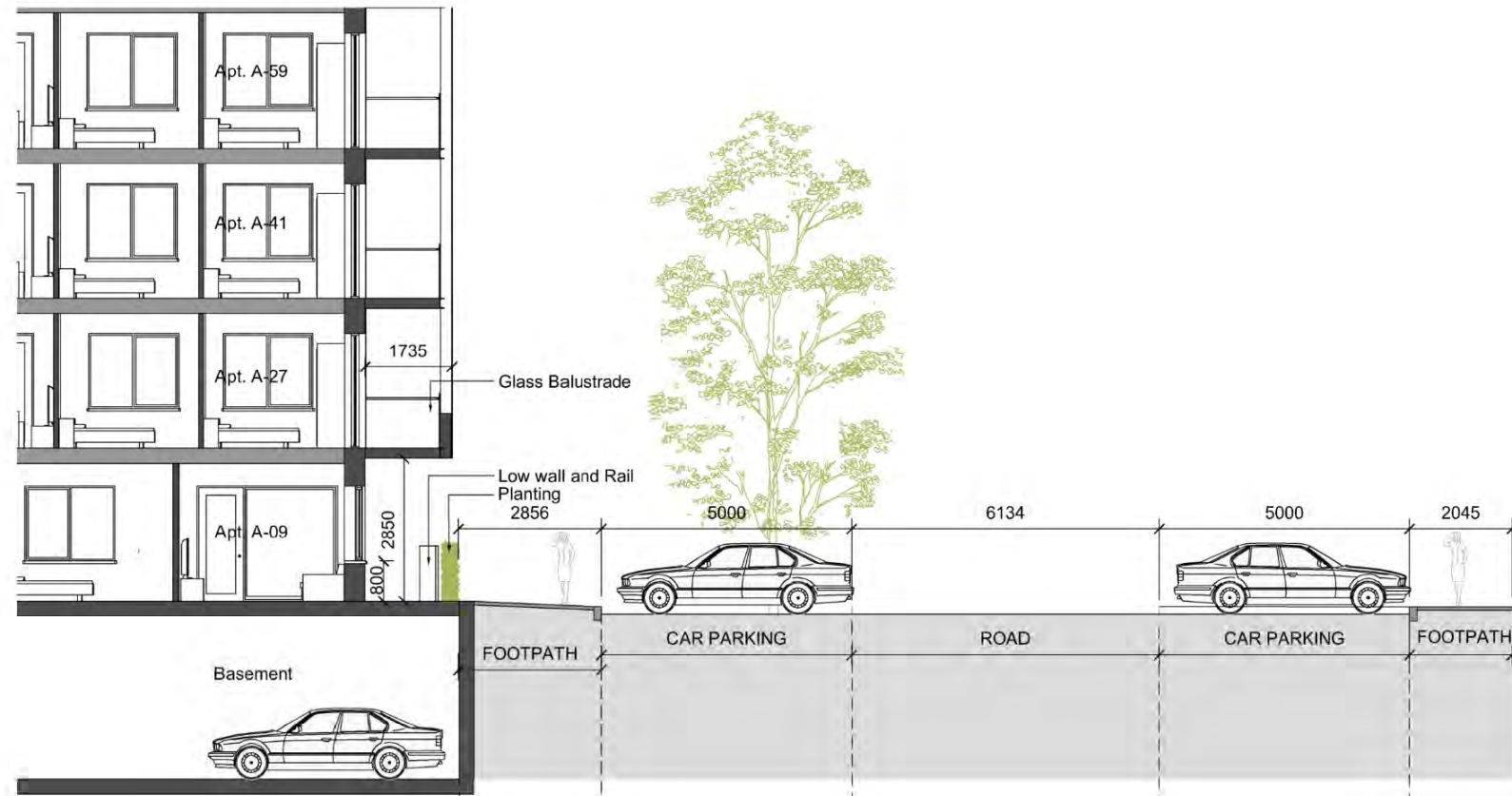
This Urban Design Statement has been prepared to support the proposed development demonstrating how it will contribute to the creation of place, how it responds to its context and how it contributes towards the development of a legible and permeable urban form.

An urban design-led approach to the development management process ensures that higher standards of design and layouts are fully integrated into proposed developments. To this end, the 12 criteria established in the *Urban Design Manual: A Best Practice Guide* were reference throughout this document, where relevant. The public realm, open space layout, in addition to the detailed design of materials and finishes, as illustrated in this document, demonstrate how the proposed scheme has incorporated best practice urban design principles into the proposal now presented for consideration.

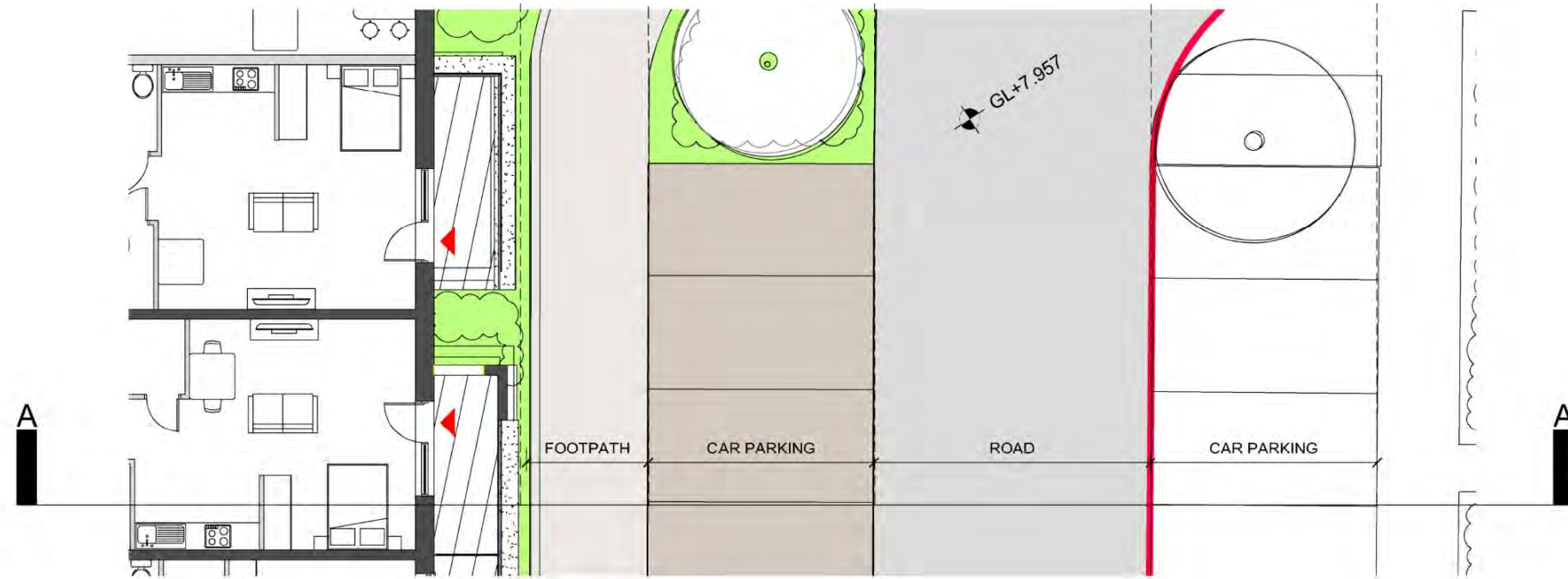
The principals of a Universal Design Approach contained in the booklets of *Building for Everyone A Universal Design Approach* was applied in the process of design of the development. The development design was done to encourage access and use of the development regardless of age, size ability or disability.



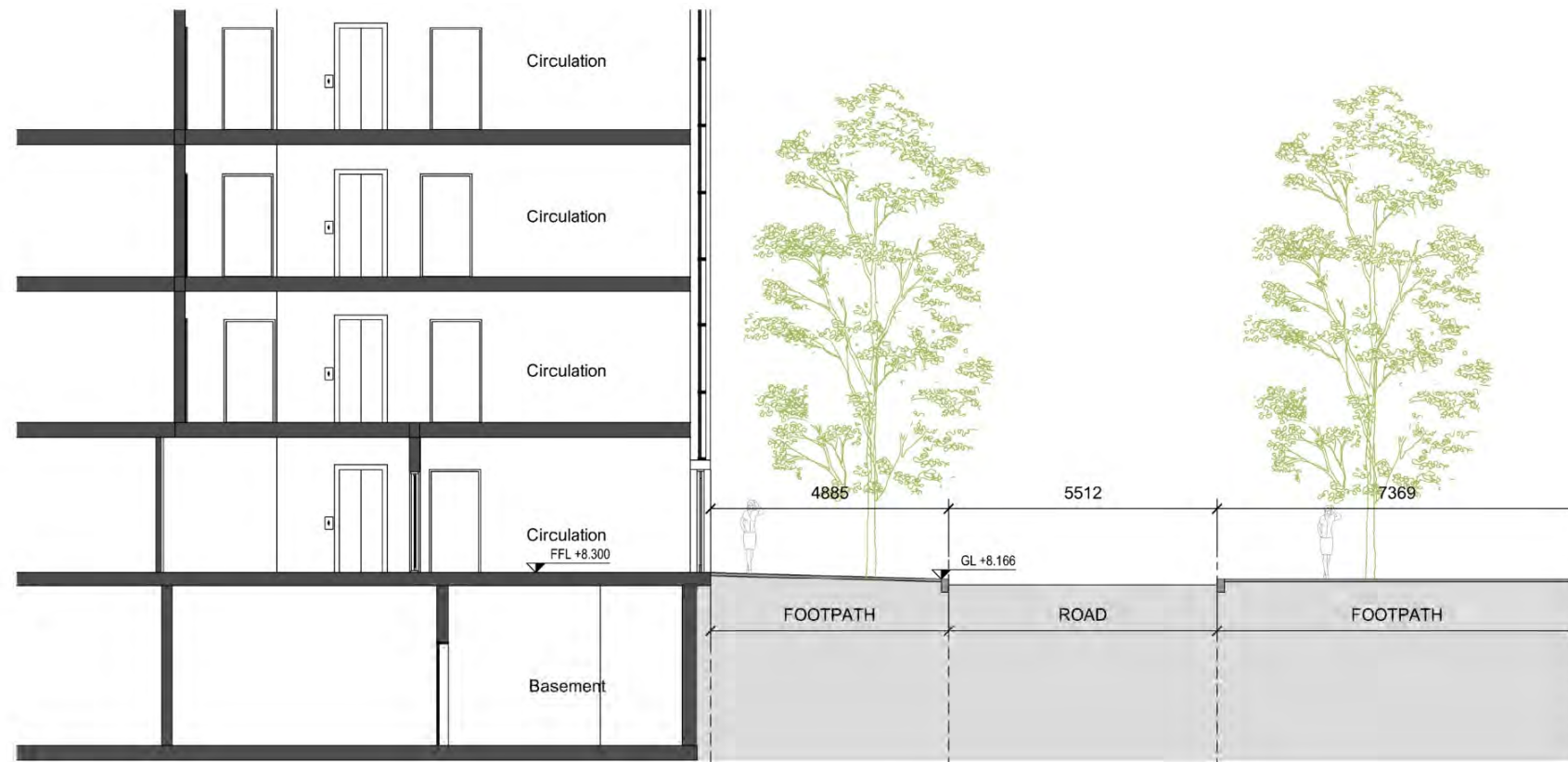
Threshold Details for Block 14.



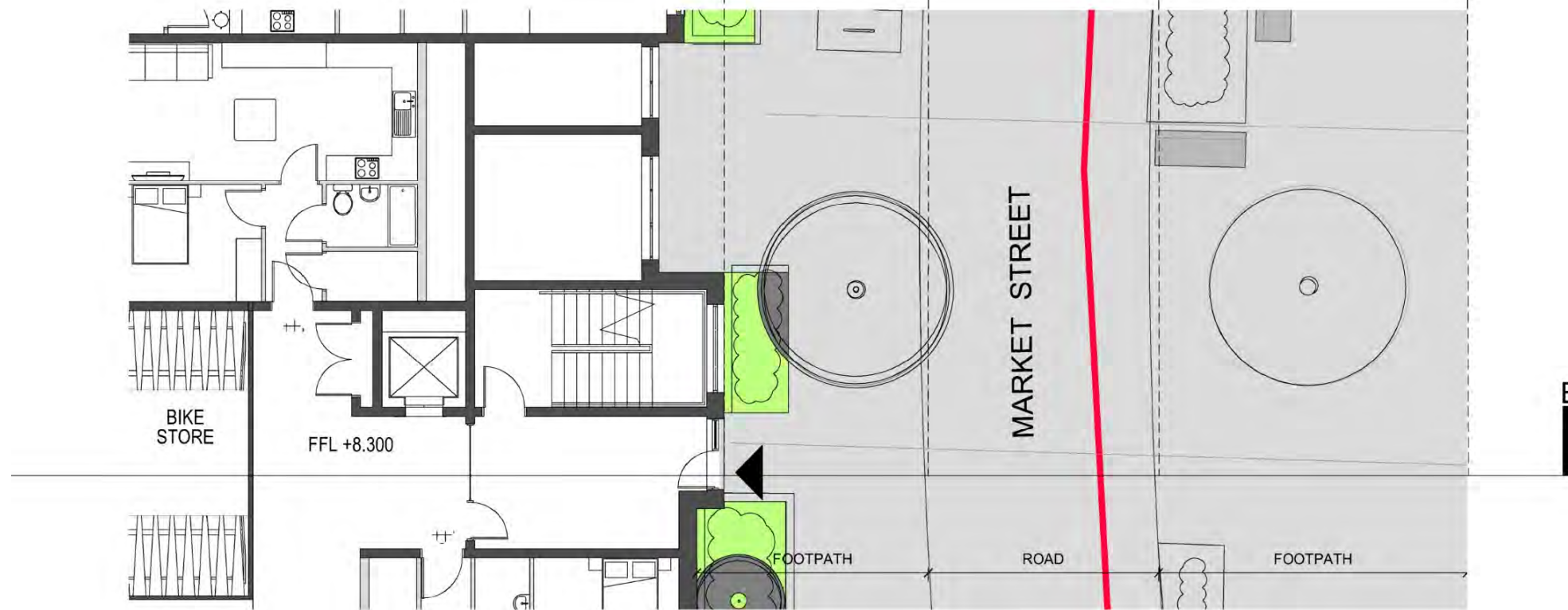
Section A-A Through Unit No. A-09



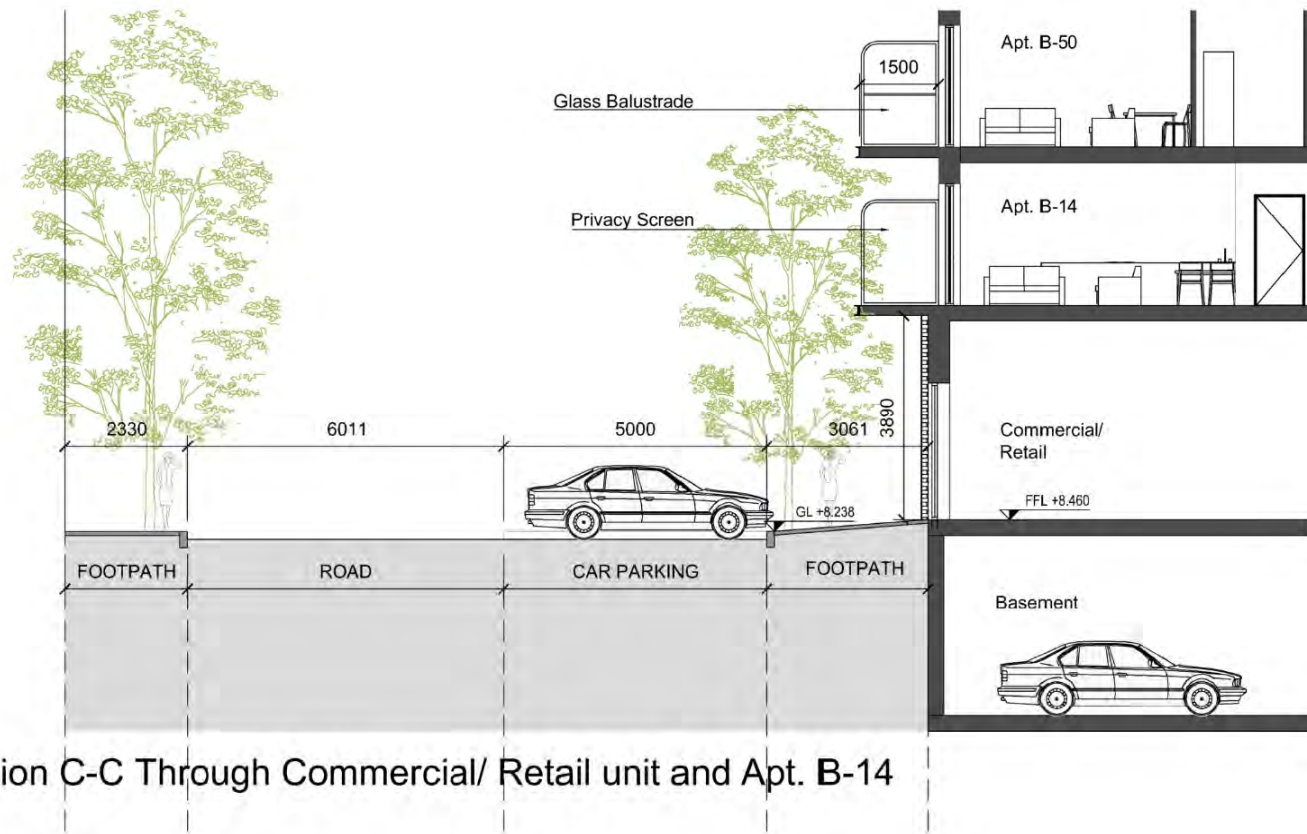
Part Ground Floor Plan Through Unit No. A-09



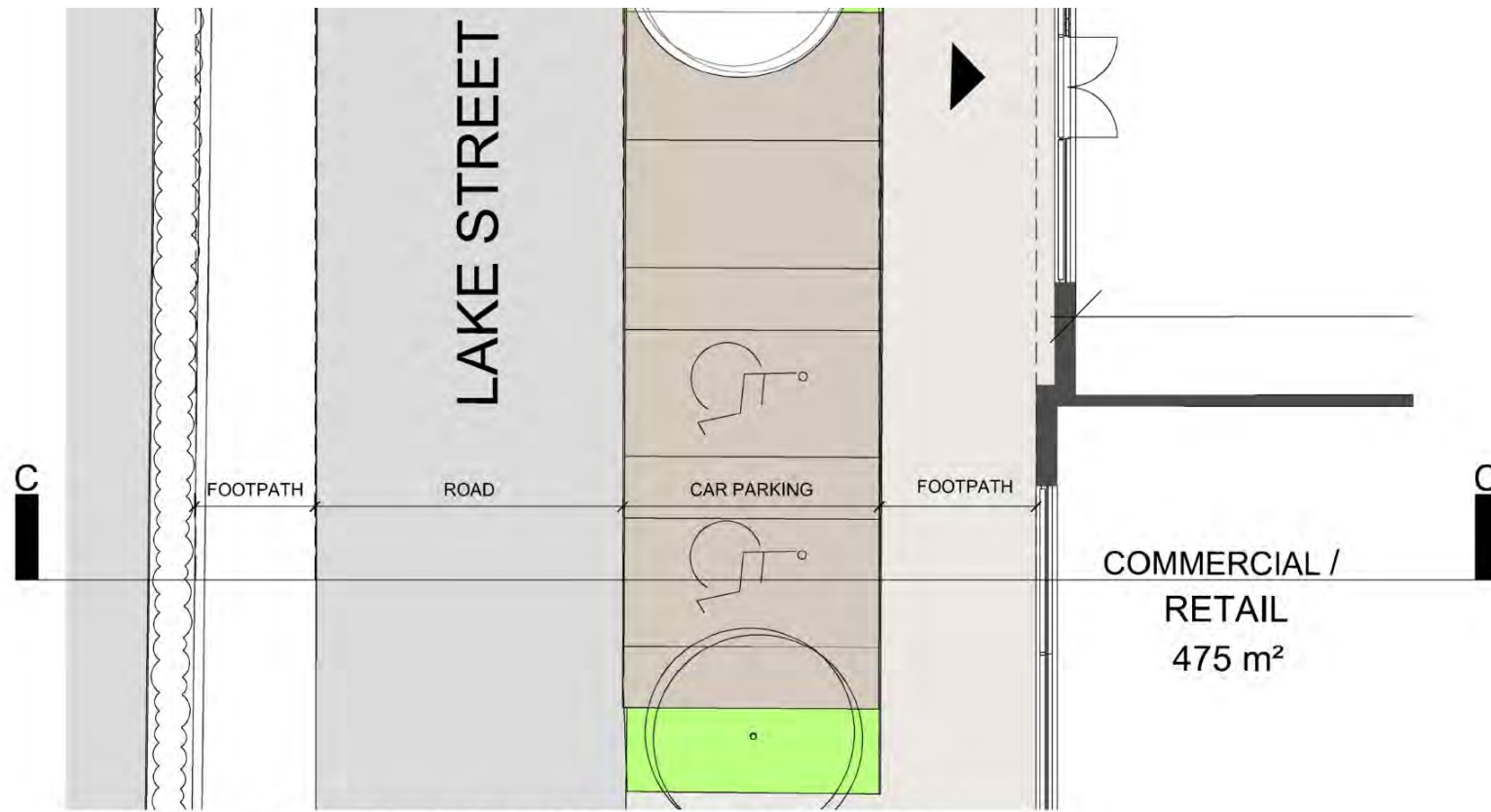
Section B-B Through Circulation Core



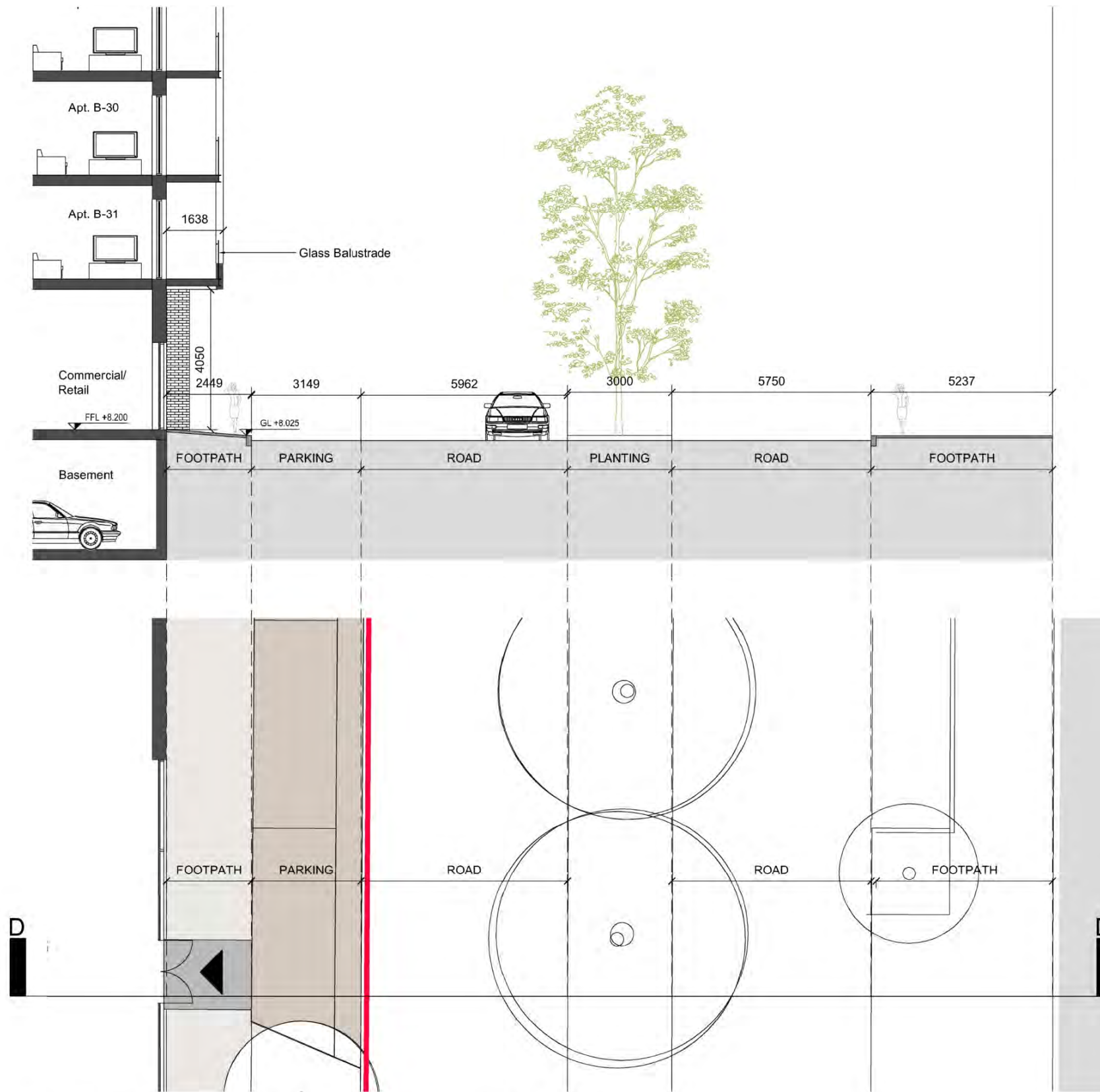
Part Ground Floor Plan Through Circulation



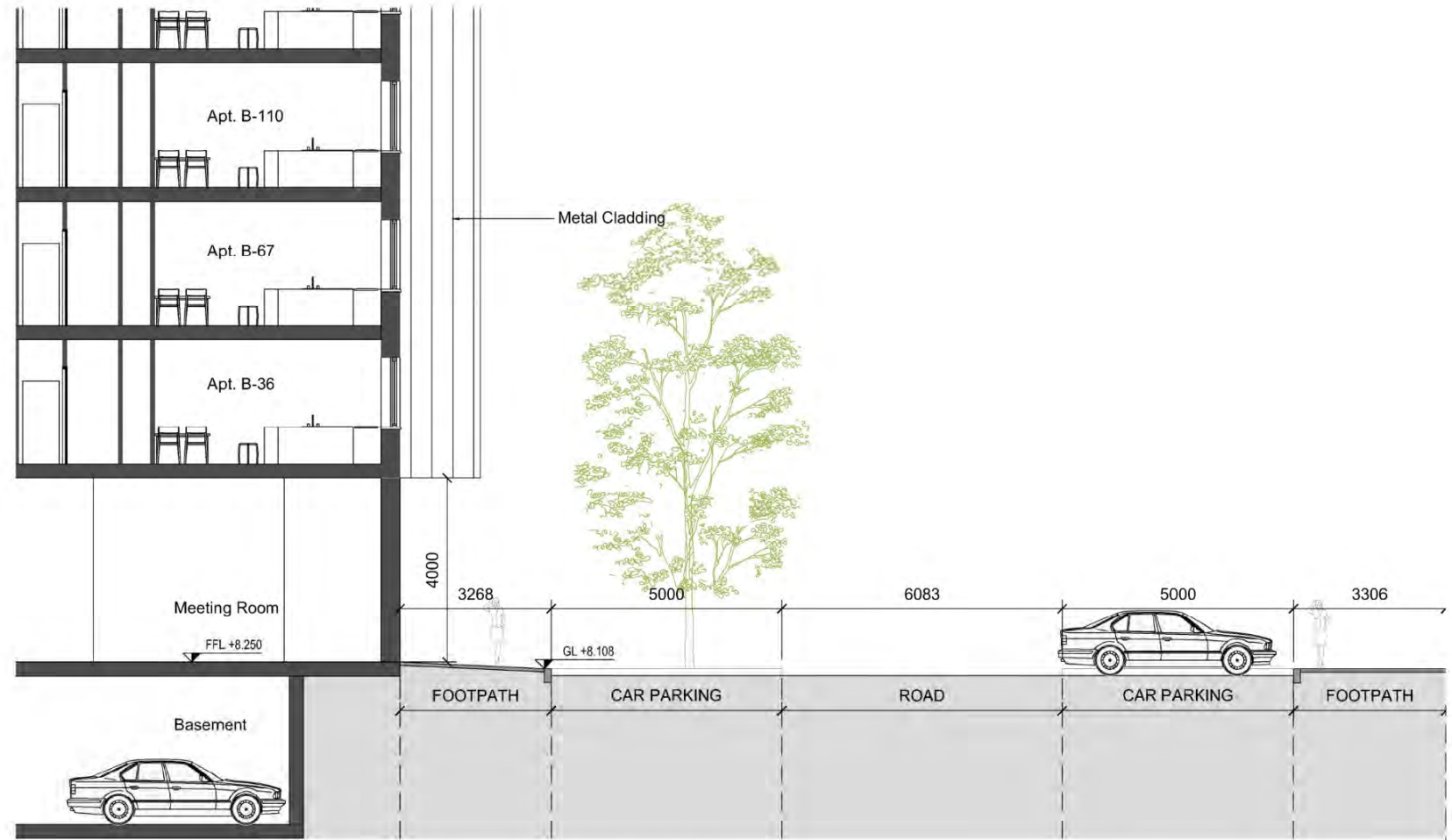
Section C-C Through Commercial/ Retail unit and Apt. B-14



Part Ground Floor Plan Through Commercial/Retail Unit



Part Ground Floor Plan Through Commercial / Retail



Section E-E Through Meeting Room and Apt. A-36



Part Ground Floor Plan Through Meeting Room