



Strategic Housing Development: ARCHITECTURAL DESIGN STATEMENT

PROPOSED RESIDENTIAL DEVELOPMENT

Lands at Capdoo & Abbeylands, Clane, Co. Kildare

On behalf of

Westar Investments Ltd., Dublin Road, Clane, Co. Kildare.

SHD Ref: Kildare 4183 & ABP 304410-19

Our Ref: 18002

29th Oct. 2019 – Rev. 3

INTRODUCTION

ARCHITECTURAL DESIGN STATEMENT

This design statement has been prepared in support of an application for a Strategic Housing Development by Westar Investments Limited (the applicant) for a new residential development on lands measuring approximately 10.36 hectares at Capdoo & Abbeylands, Dublin Road, Clane, Co. Kildare.

The application is for a development that includes 305 dwellings consisting of:

- 01 no. 1 bedroom Apartments (Block C)
- 12 no. 1 bedroom own door Maisonette (Types J, K, L & M)
- 103 no. 2 bedroom Apartments (Block C, D, F & L)
- 8 no. 2 bedroom Maisonette (Types N, ND, O & OD)
- 34 no. 2 bedroom own door Apartments (Type G)
- 01 no. 3 bedroom Apartments (Block C)
- 34 no. 3 bedroom own door Duplex Apartments (Type H)
- 20 no. 2 bedroom mid terrace houses (Types F)
- 34 no. 3 bedroom semi-detached houses (Types B, BD, D & DD)
- 14 no. 3 bedroom end of terrace houses (Types E & ED)
- 44 no. 4 bedroom semi-detached houses (Types A & AD)
- 1 no. 340 m² Creche.

The development also includes a single-storey creche facility (Part of the ground floor of Apartment Block D); associated car parking; surface water attenuation, site entrances, landscaping and all associated site development works.

The proposed development is situated in a unique context, within the immediate vicinity of the River Liffey while adjoining the existing residential development of Brooklands. The proposed scheme takes cognisance of this as well as the parameters set out in the Clane Local Area Plan (2017-2023) for these lands, relevant section of the CDP and all applicable national guidelines and standards.

The scheme has evolved from inception through a number of Section 5 Consultation Meetings held on 27th September 2017 and the 07th February 2019. This evolution has been described in Section 3 of this report.

The purpose of this design report is to describe the development in detail including information relating to the context, design, access.

The report is divided into the following sections-

Section 1-	Context and Site Analysis
Section 2-	Design Statement and Methodology
Section 3-	Consideration of Alternatives

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SECTION 1- Context and Site Analysis

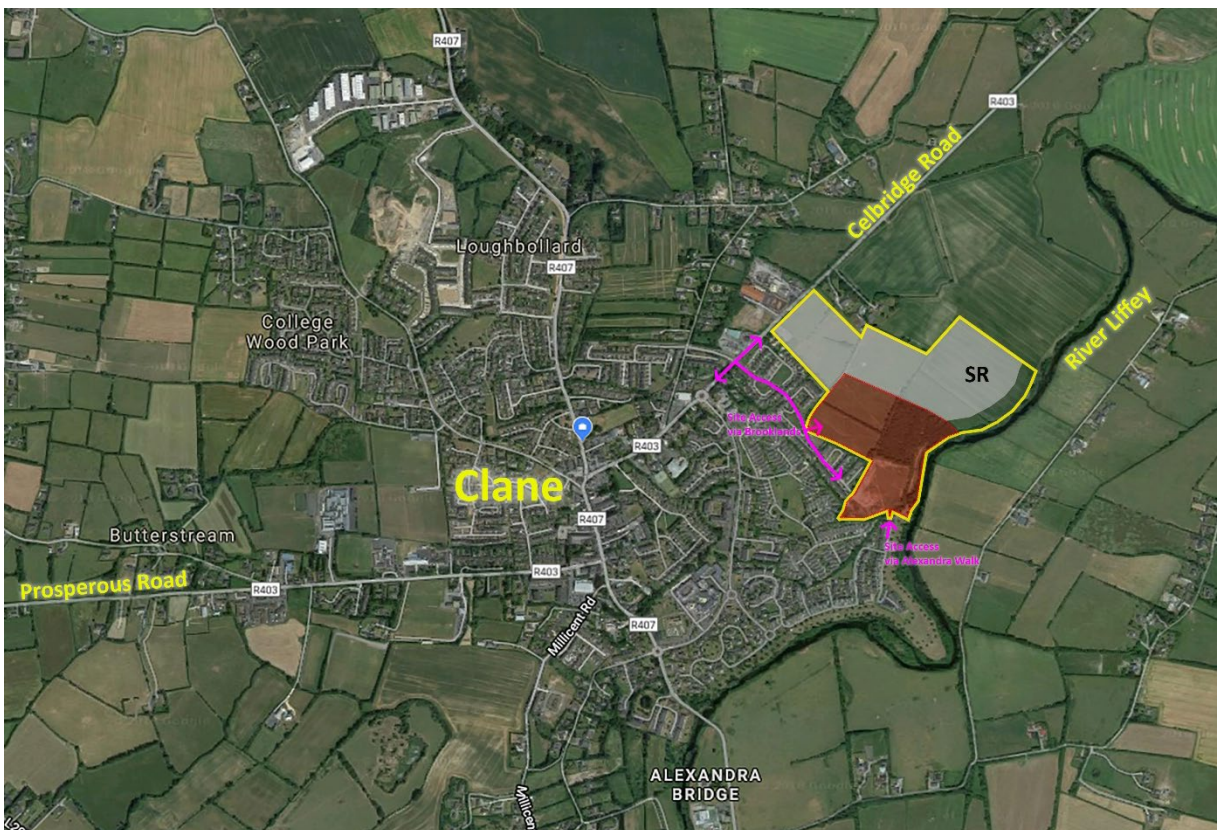
1.1 Introduction

The site, measuring approximately 10.36 hectares excluding the Liffey (10.64Ha to the folio boundaries), is located in the south eastern fringe of Clane, Co. Kildare and is currently accessed via gated entrance point off the R403 Clane to Celbridge Road.

An existing entrance off the Celbridge Road, through the Brooklands estate will form the primary route into the site for this proposal with a secondary access also provided through Alexandra Walk. The application lands consist of a greenfield site zoned for new residential development adjacent to those lands zoned open space and amenity along the River Liffey. The proposal includes for landscaping improvements to a portion of the parkland where it transitions into the residential component.

It should be noted that there are no protected structures, views or vistas included, encompassed or affected by the application site.

Fig 1: Application site shown shaded in red in overall context of KDA 1, Clane, Co. Kildare



The site is bounded by existing residential development, to the northwest, west and southwest by Brooklands, Abbey Park Orchard and by Alexandra Walk. There is currently no physical connection between these estates and the application site. Abbey Park Orchard backs onto the site, where Brooklands and Alexandra Walk offer opportunities to connect and address each other through existing hedgerows separating them from the site. The hedgerow is permeable through which lands can be accessed in an informal way by natural pedestrian / cyclist crossover nodes.

The site is bounded along its south-western edge by the amenity lands which turn are bounded by the river Liffey and to the east / northeast by "Strategic Reserve" zoned lands. The land now forming the eastern portion of the application site has a previously granted planning application for a nursing home on it. This property has recently been purchased by our client and has now been incorporated into this application. This change in extent of site is why we resubmitted the Stage 01 SHD application to Kildare county council.



Fig 2: Application site shown outlined in red in context of Clane, consisting of the application site, Strategic Reserve lands to the north-east and the River Liffey.

1.2 Relevant Planning Context- Clane Local Area Plan (2017-2023)

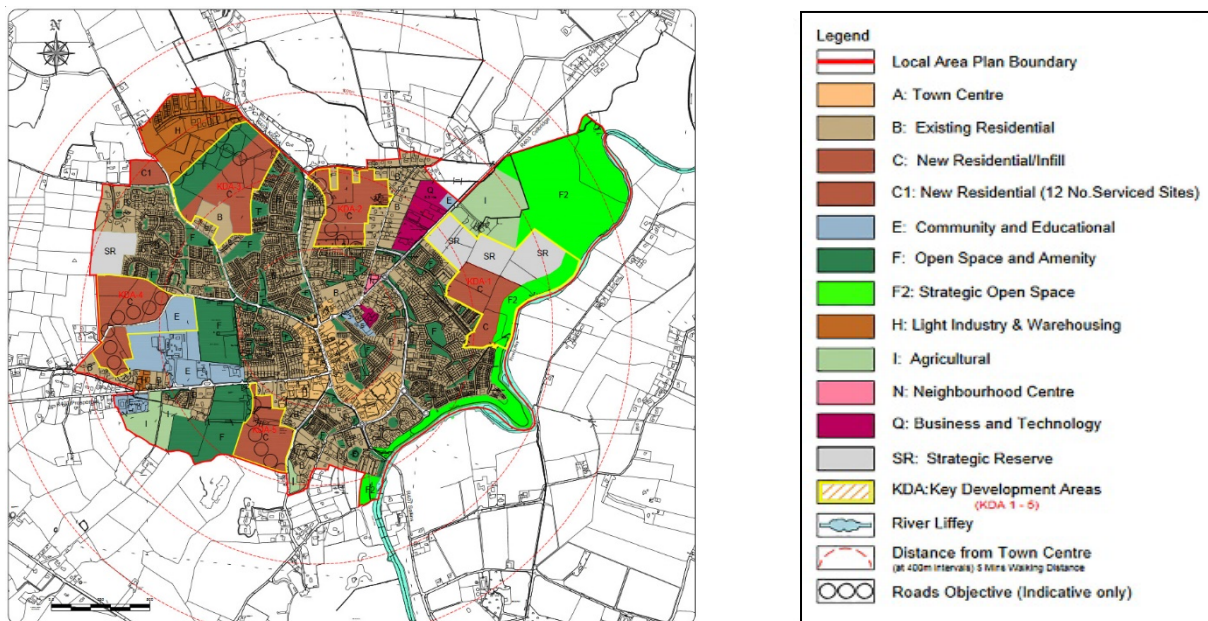
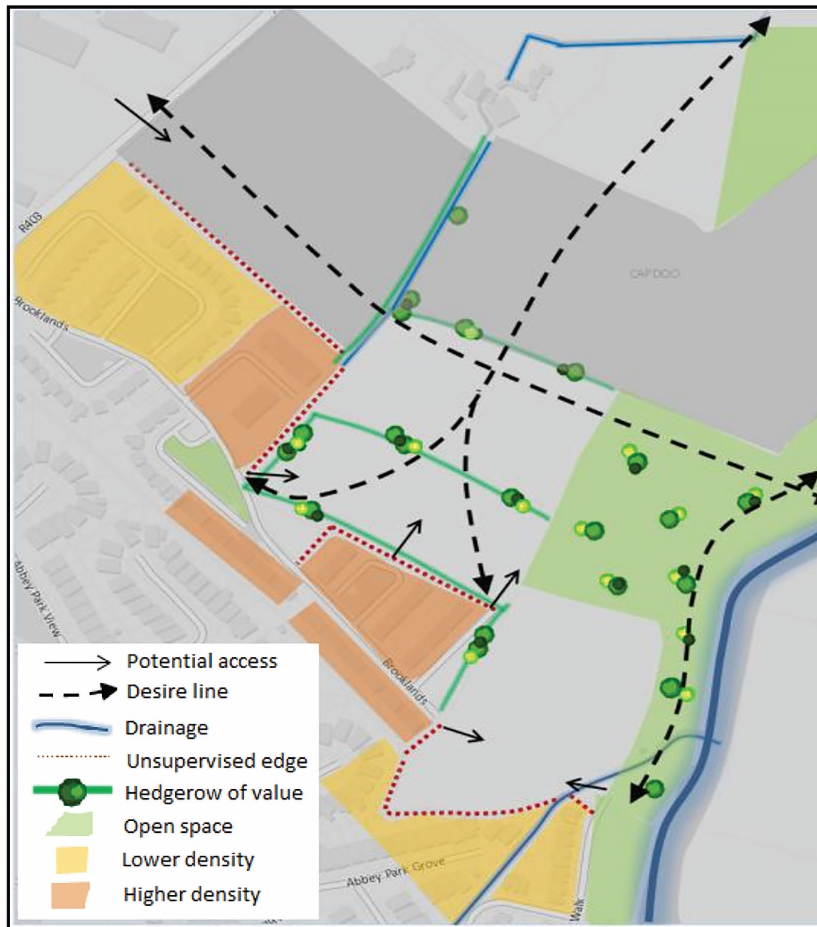


Fig 3: Land Use Zoning Map Clane Local Area Plan (2017-2023)

Primarily Land Use Zoning C - "To provide for New Residential Development."

The site is identified “Key Development Area 1” (KDA) in the Clane Local Area Plan (2017-2023).

Fig 4: Urban Design Concept KDA 1 Clane Local Area Plan (2017-2023)



Key Development Plan definitions, Section 12 Clane Local Area Plan (2017-2023)-

- To ensure that best practice urban design principles are applied to all new development, based on the principle that well planned and integrated development enhances the sustainability, attractiveness and quality of an area.
- This LAP seeks to establish a framework for the provision of housing including focusing new development and associated facilities into a number of key areas within the town (Key Development Areas (KDAs) and masterplan areas.
- KDA sites will extend the urban area of Clane at appropriate locations having regard to existing patterns of development and potential for connectivity. These will be the focus for new residential development.

Specific Objectives-

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.

Connectivity/ Movement

Access to the development area will primarily be via an existing access point on the Celbridge Road, through Brooklands, which will provide vehicular, cycle and pedestrian access / links to the river Amenity Area. With the recent purchase of additional lands by the client we have now allowed for additional connections to be made with the neighbouring Alexandra Walk. We aim to achieve pedestrian and cyclist permeability throughout the development with linkages to existing development to the south (Alexandra Walk and Brooklands) and through the site to the east (“Strategic Reserve Lands”). We have endeavoured to provide strong pedestrian and cycle links along desire lines to the future town park and River Liffey, extending existing riverside routes. All roads and streets are designed in accordance with the Design Manual for Urban Roads and Streets (DMURS).

Built Form

Aim to provide passive surveillance of roads, cycleways, footpaths and open spaces. Address existing unsupervised edges, predominantly through the use of the perimeter block in built form. Create legible development with sense of place. Have regard to residential amenity of existing dwellings at the southern edge. Buildings 2 –3 storey height with transition in scale from existing residential development. This KDA is likely to accommodate lower to medium density residential development in the order of 25 - 30 units per hectare.

Landscape and Spaces

Provide min. 15% of New Residential lands as public open space. Retain natural heritage and Green Infrastructure features, through incorporation into areas of open space. Incorporate natural heritage and Green Infrastructure features in addressing flood risk and preparation of SuDs strategy

Type of Infrastructure / Description / Phasing

Road Upgrade

There is an existing vehicular junction at the Celbridge Road which includes access for Brooklands. Refer to the TIA for an assessment of the capacity of the existing junction. With the purchase of the additional lands of the “Retirement Village Site” we now also have the ability to connect with the neighbouring Alexandra Walk scheme as requested by Kildare County Council. We would still envisage the majority of the traffic using the route through Brooklands.

Childcare

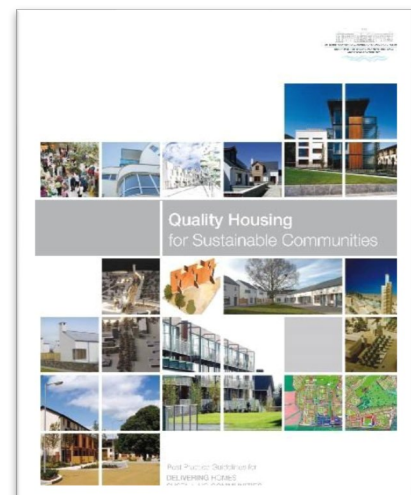
Pro-rata childcare provision at a rate of 0.13 childcare spaces per dwelling.
Pro-rata provision for dwellings 1 –100 to be completed prior to the commencement of dwelling no. 101 in KDA1. Pro-rata provision for remainder to be completed prior to the completion of development.

Reference should be made to the **Statement of Consistency Section 4.4.1.3** and **Appendix C** of the same document for a detailed description of the design rational and basis of childcare provision for the scheme.

1.3 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’



1.4 Existing Building/ Structures

Given that the site is a greenfield one there are no existing built structures to deal with. The site however is configured to focus on, in part, the amenity lands serving the residential elements, such as the planned river parkland.

Fig 5: Satellite view looking on the application site shown highlighted in red within the immediate context of the river Liffey parkland and planned town park will be located to the north east.



1.5 Existing Adjacent Uses

Adjacent uses consist of residential developments completed at various times over the past 15 years. Brooklands to the northwest and west, Alexandra Walk and Abbey Park Orchard to the south. To the southeast and east is the amenity area of the river Liffey.

The town centre is located a short distance away to the west.

The built character of the immediate environs is suburban in nature, predominately 2-storey housing with some 3 storey duplex apartment development in Brooklands adjacent to the north.

1.6 Site Constraints and Opportunities informing Design

Fig 1.6: Rotated View overleaf-

Aerial view identifying key constraints and opportunities presented by the site. Currently the lands are hidden behind existing residential development as well as being screened off from the riverfront along the Liffey. The creation of a new residential development will provide an appropriate urban edge to the parkland along the river which will also link into the planned town park. The proposed residential scheme will also help to form a gateway to the town park through the scheme.



Fig 6: Site constraints diagram

SECTION 2- Design Statement Methodology

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*.

2.1 Context

How does the development respond to its surroundings?

2.2 Connections

How well connected is the new neighbourhood?

2.3 Inclusivity

How easily can people use and access the development?

2.4 Variety

How does the development promote a good mix of activities?

2.5 Efficiency

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

2.6 Distinctiveness

How do the proposals create a sense of place?

2.7 Layout

How does the proposal create people friendly streets and spaces?

2.8 Public Realm

How safe, secure and enjoyable are the public areas?

2.9 Adaptability

How will the buildings cope with change?

2.10 Privacy and Amenity

How does the scheme provide a decent standard of amenity?

2.11 Parking

How will the parking be secure and attractive?

2.12 Detailed Design

How well thought through is the building and landscape design?

2.1 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 the existing hedgerows are not to be retained it is due to a combination of their poor quality and restricted access to them from both an amenity and maintenance point of view once the development is completed. Where an existing hedgerow is removed, even one of poor quality, it is our intention to mitigate the removal by the instatement of planted “Green Areas” as described in the Landscape Architects proposal. It should be noted that we are retaining over 70% 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.

A density of 25 to 30 units per hectare is allowable on these zoned ‘C2’ lands under the Local Area Plan. The scheme as we presented it at the SHD Stage 01 initial submission to the council had a density of 27.9 units per hectare. In discussions with Kildare county council we were advised to aim for a density over 35 units per hectare. The proposed scheme achieves a net density of 37.6 units per hectare.



Fig 7: - Context Guiding Principles

2.2 Connections

How well connected is the new neighbourhood?

The main access point to the site is along the existing route through the Brooklands development and onto the Celbridge Road. A secondary access has been added from Alexandra Walk. Please refer to the RSA & TIA as carried out by Roadplan Consulting for confirmation of the capacity of the existing infrastructure to cater for the proposed development and the sites future needs.

The proposal also allows for the eventual future development of the Strategic Reserve lands.

This entrance into the proposed development is marked by gateway buildings that give definition to the transition into the new development.

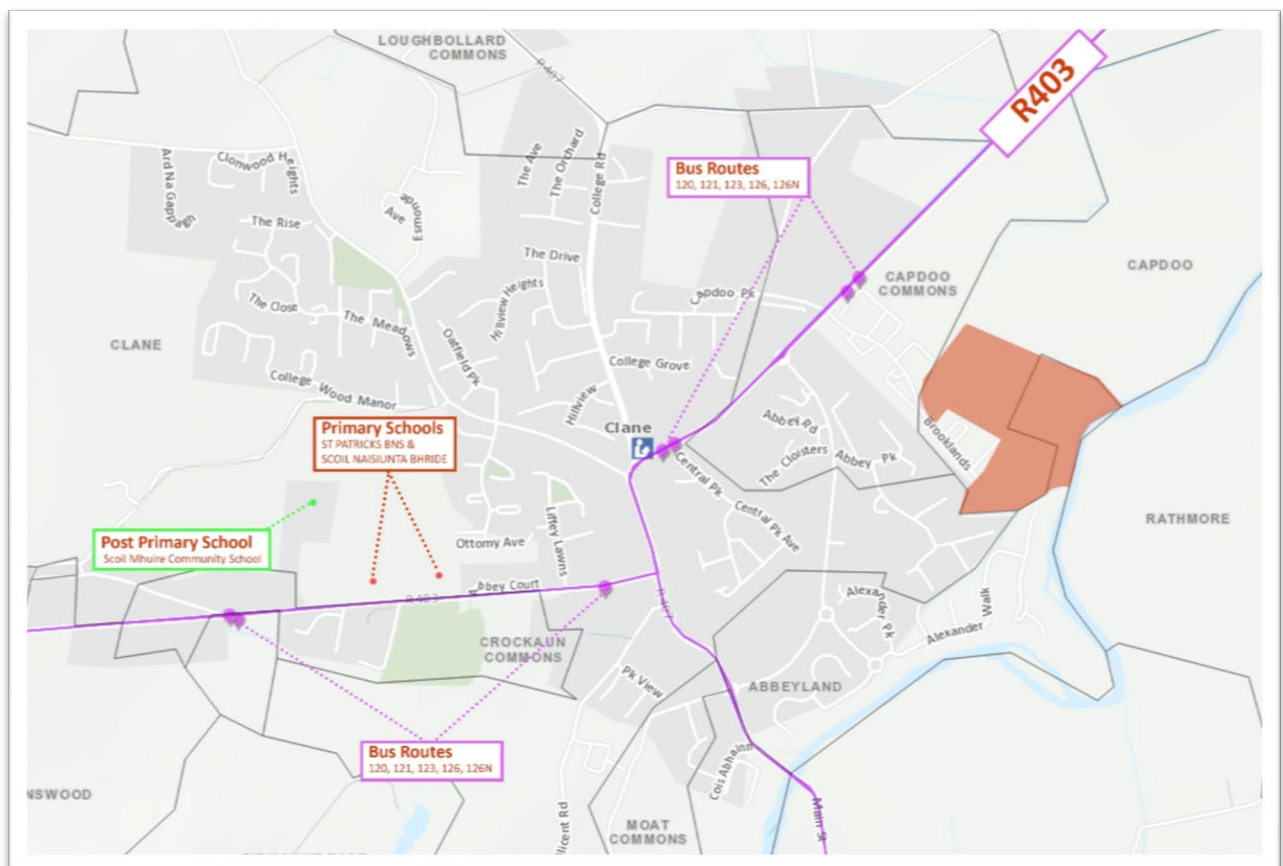


Fig 8: - Shows the proposed site in the context of Clane

Connectivity into the site is achieved through many points across the site that will contribute to the creation of a successful new neighbourhood network while integrating into the existing residential fabric of the town.

Connections to adjoining parcels and lands have been given due consideration. In line with DMURS, pedestrian and cycle routes terminate at the site boundary to allow for a number of future connections to Brooklands and Alexandra Walk in the south west. Allowance is also made for connections to the planned riverside parkland and their continuation through to the Strategic Reserve lands to the north east.

The main avenues act as a spine linking the main entrance and providing an interface between the development and both planned parklands and the main vehicular access. The spines provide access to all the quiet residential streets in the development.



Fig 9: - Connections created by the development

2.3 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, including the 'Building for everyone' publications. Some of the main features are as follows:

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. These range in gross floor area from 55 m² (1 bedroom apartment types J & L (1B1)) to 135.8 m² (4 bedroom house type A(4B7P)) with a variety of 1, 2, 3, and 4 bedroom designs throughout the scheme.

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.

2.4 Variety

How does the development promote a good mix of activities?

Across the scheme there are 28 no. principle dwelling types proposed and 51 variants once the 4

proposed character areas are taken into account.

These vary in form and are detached, terraced & semi-detached. The crèche facility also provides additional variety in the typology proposed. *Table 2.4* on the next page indicates the varied housing mix proposed.

Table 1: - Shows the proposed site and it's mix of unit typologies.

Description	Unit Type	Quantity	Breakdown	Min. Area	Max Area
4 Bed Semi Detached	A	38	4B 7P		135.8
4 Bed Semi Detached Dual Frontage	AD	6	4B 7P		132.8
3 Bed Semi Detached	B	29	3B 6P		118.4
3 Bed Semi Detached Dual Frontage	BD	3	3B 5P		118.4
3 Bed Semi Detached Unit	D	1	3B 5P		120.6
3 Bed Semi Detached Unit Dual Frontage	DD	1	3B 5P		123.0
3 Bed End of Terrace	E	11	3B 5P		106.5
3 Bed End of Terrace Dual Frontage	ED	3	3B 5P		108.1
2 Bed Mid Terrace	F	4	2B 4P		98.4
2 Bed Mid Terrace (Front Gable)	FG	16	2B 4P		98.4
2 Bed GF Apartment to Duplex Block	G	27	2B 4P		86.4
3 Bed FF Duplex Unit	H	27	3B 5P		127.2
2 Bed GF Apartment to Duplex Block	GD	7	2B 4P		86.4
3 Bed FF Duplex Unit	HD	7	3B 5P		127.2
1 Bed Own Door Maisonette	J	2	1B 2P		57.3
1 Bed Own Door Maisonette	K	2	1B 2P		63.2
1 Bed Own Door Maisonette	L	4	1B 2P		57.3
1 Bed Own Door Maisonette	M	4	1B 2P		63.2
2 Bed Own Door Maisonette	N	3	2B 3P		72.1
2 Bed Own Door Maisonette	ND	1	2B 3P		72.9
2 Bed Own Door Maisonette	O	3	2B 4P		76.9
2 Bed Own Door Maisonette	OD	1	2B 4P		76.9
2 Bed Apartment - Block D	AD-2-4	9	2B 4P	81.5	84.7
2 Bed Apartment - Block C	AC-2-4	14	2B 4P	82.1	85.9
1 Bed Apartment - Block C	AC-1-2	1	1B 2P		64.9
3 Bed Apartment - Block C	AC-3-5	1	3B 5P		100.3
2 Bed Apartment - Block F	AF-2-3	11	2B 3P	78.5	88.6
2 Bed Apartment - Block F	AF-2-4	29	2B 4P	78.8	85.9
2 Bed Apartment - Block L	AL-2-4	29	2B 4P	78.8	85.9
2 Bed Apartment - Block L	AL-2-3	11	2B 3P	78.5	88.6
		305			

2.5 Efficiency

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

The proposed scheme provides a total of 305 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. The houses will be constructed to current building regulation standards delivering an A2 energy rating.

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.

It's worth noting the LAP policy of "Section 6.3 of the LAP states that the housing allocation for Clane is based on an average density of 26 units per hectare. In accordance with the Sustainable Residential Development in Urban Areas, Guidelines for Planning Authorities, DECLG (2009) the LAP states that higher densities will generally be considered in town centre infill locations and proximate to public transport, with medium to lower densities being considered at outer suburban sites. It is also stated that given Clane's location within commuting distance of Dublin and other employment centres in the region, it is anticipated that there will continue to be a strong demand for family housing. The need for smaller housing units and apartments should be considered within each of the Key Development Areas to contribute to the achievement of an appropriate housing mix and to address an emerging demand for smaller units."¹

2.6 Distinctiveness

How do the proposals create a sense of place?

Four "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.

Fig 10: - Character Area Layout shown aside.

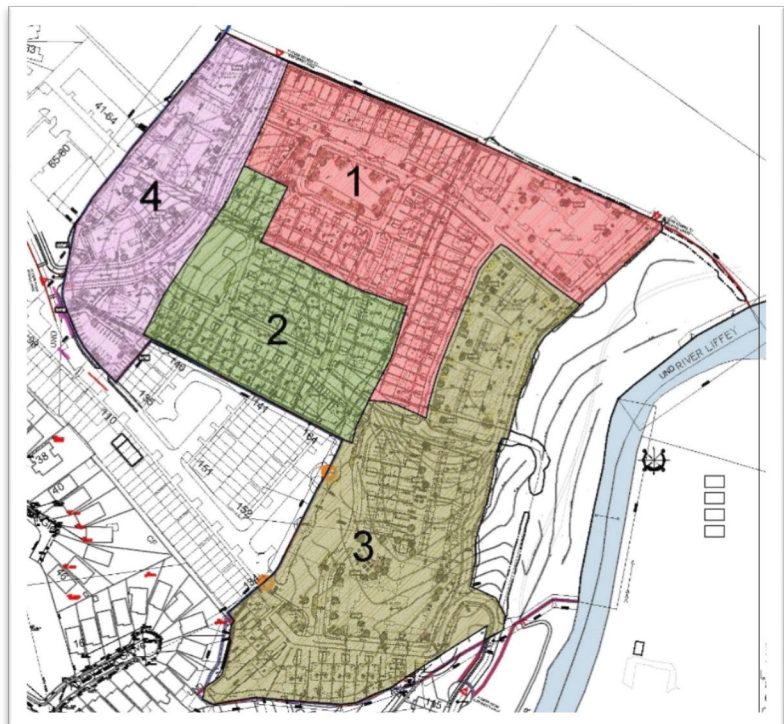
4 Character Zones are proposed:

Character Area 1- Red

Character Area 2- Green

Character Area 3- Yellow

Character Area 4- Magenta



¹ ABP 304632-19 Inspector's Report

Character Zone 1

Character Zone 1 is located on the northern most part of the site. In the context of the adjoining site of Brooklands and its 3 storey duplex units this part of the scheme is a similar style and treatment in terms of how it addresses the public street. However, our proposal for Character Zone 1 also has the advantage of overlooking the large green area as part of the internal square that it helps form. This helps to transition to smaller scale residential units used throughout the rest of the scheme. There are also the undeveloped strategic reserve lands to the rear of the terraced blocks. This will allow us to define some of the future considerations for their development.

There is a broad mix of unit types offered in Character Zone 1. They range from three- and four-bedroom semi-detached units, two- and three-bedroom terraced units, as well as own door 2 bed apartments and 3 bed, 2 storey, Duplex units. The brick finish selected for this area is the A&G Lanyon Shannon brick range.



Fig 11: - Character Zone 1 - Contiguous Elevation to Duplex Blocks (Block A, Terraced Blocks 114-137 & Apartment Block L – Site Section C3 – 18002-331A)



Fig 12: - Character Zone 1 - Contiguous Elevation showing Semi-detached and Duplex dwellings (Units 264-265, 138, 93, 94-102, 112-113 – Site Section C4 – 18002-331A)



Fig 13: - Character Zone 1 - 3D view of the housing and green area in Character Zone 01

Character Zone 2

Character Zone 2 is located on the around the first spine route that leads to the river Liffey as you enter the site from the Brooklands scheme. The density in this area is lower in order to facilitate the public open space in a similar scale to the part of Brooklands adjoining this edge of the site. The spine route through Character Zone 2 provides a green corridor through which the scheme connects to the river and its planned riverside parkland. Throughout the scheme we have endeavoured to maintain the existing hedgerows where possible. The dwelling types in this character zone are primarily three and four bed semi-detached units, with some own door one and two bed Maisonette units. The brick selected for this zone is the Acheson & Glover Lanyon Oranmore.

Fig 14: - Character Zone 2 - Contiguous Elevation along main spine road. (Apt. Block C, Unit 69, 70, 76 & 153, 242, 243 – Site Section C5 – 18002-331A)



Fig 15: - Character Zone 2 - - 3D view of the housing and green area in Character Zone 02 from above the main entrance to the proposed development.

Character Zone 3

Character Areas 3 is located in the southern parcel of land. It is located between the southwestern most corner of Brooklands and the river Liffey. It offers a unique opportunity to integrate well with the adjoining housing scheme by co-locating our public open space adjoining an existing Green area of Brooklands.

Another opportunity that this site provides is the option of connecting with the planned riverfront park. It would also allow for the continuation of the Riverside park eventually into the Strategic Reserve lands which is also in the ownership of the applicant. It should also be taken into account that there are future Amenity plans for some of the Strategic Reserve to provide for a town park in the future.

As part of our initial Stage 2 review with An Bord Pleanála we were encouraged to provide an urban edge of higher density against the parkland along the river Liffey. It would also serve the purpose of dispersing the Duplex from a more constricted edge of the site to a side that would be more capable of absorbing them.



Fig 16: - Character Zones 3 & 1 - Contiguous Elevation facing the Liffey of (Units 183 – 305 – Site Section C1 – 18002-330A) looking from the Liffey



Fig 17: - Character Zone 3 - 3D view of the housing facing onto the adjoining green areas between our proposed scheme and the existing Brooklands development green area.

Character Zone 4

Character Zone 4 is located in the parcel of land in closest proximity to the Brooklands Duplex units. The apartments located here are required in order to achieve the densities advised by Kildare county council as part of our Stage 01 submission review. We were also advised in our Stage 2 review with An Bord Pleanála that a density about 35 units / hectare was recommended as a minimum density. The adjoining apartments in Brooklands set a higher density precedence in this zone and allowance for a denser urban fabric along the spine route through the development. It also provides a natural opportunity for a signature gateway into the site. The road forming the boundary of Character Zone 04 will also provide a primary access into the strategic reserve lands in the future.



Fig 18: - Character Zone 4- Contiguous Elevation facing east looking internally into our proposed scheme. (Duplex A,B & Apartment Block C – Site Section C8 – 18002-333A)

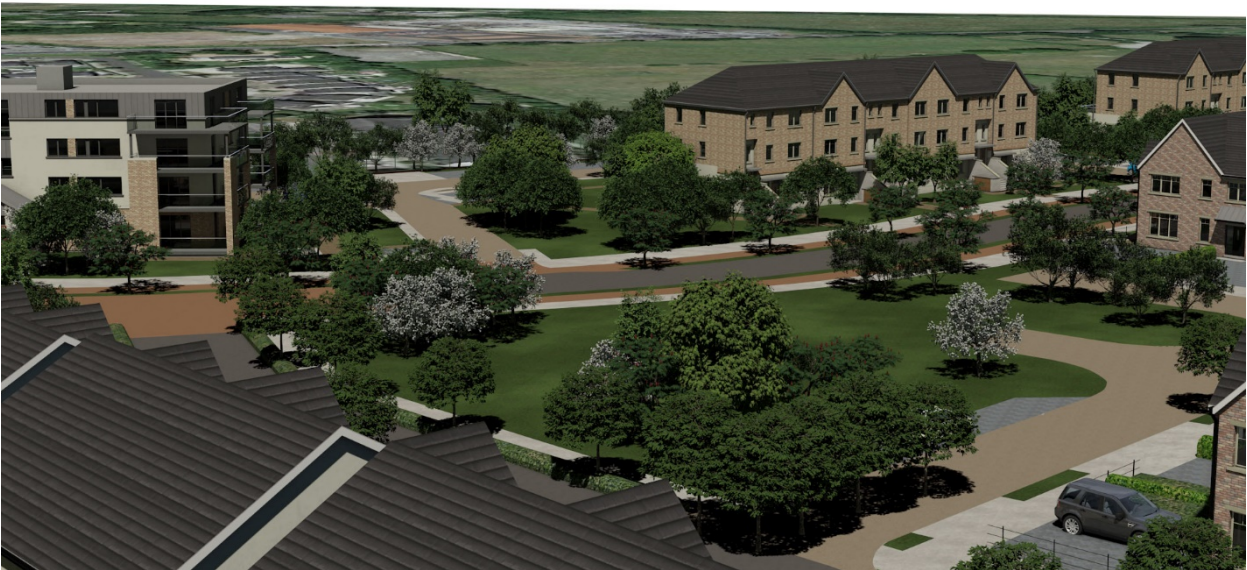


Fig 19: - Character Zone 4- Elevated view looking across the Public Open space at the Apartment blocks.

2.7 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 continuous built frontages as well as a new pedestrian routes through the open spaces that ties in with existing and established routes into the parkland and established existing residential schemes.
- The curving configuration of the main routes are designed to encourage lower traffic speeds and be pedestrian friendly. We have also introduced some traffic calming measures to encourage reduced speeds. We have endeavoured not to use raised tables because of the concerns that the emergency services have with them and their implications for transporting patients with spinal injuries. Instead we have taken the approach of using visual measures to affect driver behaviour.
- Dwellings adjoining the zoned amenity space all have primary elevations fronting onto the proposed park to acknowledge its primary amenity purpose.
- Corner sites have specialty designed house types that provide an active facade and passive supervision on two outward looking aspects and when required are designed with dual frontage.
- 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.
- Housing clusters are carefully considered and respond to their context. The house facades overlooking, supervising and defining the edges of streets and public landscaped areas with particular attention being paid to the boundary treatments also so as to clearly demark transition from public to semi private and private while not compromising and passive supervision of the public realm. We have endeavoured to give the occupants ownership of their proximate public spaces.
- Where necessary rear gardens back onto rear gardens of existing adjoining properties providing legible urban blocks, eliminating exposed rear walls and clearly defining passively supervised public and private realm.
- 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. It is part of Character Zone 4 but where Character Zone 4 meets Character Zone 2 on the entrance route of the scheme to maximise visibility to all residents within the scheme and beyond subject to the connection with the Brooklands Development.
- Quality public open space in the form of pocket & linear parks are distributed throughout the scheme, all overlooked by housing. Linear parks are provided abutting the zoned amenity parkland creating a buffer with the residential scheme and adding to the parks perceived scale. Linear parklands are also located alongside the main circulation spines through the scheme.

2.8 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 4 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. We larger carparking areas are required there are screen behind building forms where possible. They are also fragmented by planting and spaced apart in order to reduce the scale of their impact.



Fig 20: - Character Zone 1 & 4- Elevated view looking across the shared Public Open space which is in the public realm but also acts as an orientation node.



Fig 21: - Character Zone 1, 2 & 4- Elevated view looking across the shared Public Open Spaces.

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. The use of screen walls has been minimised.

Fig 22: - Site Overview above - Site plan of the proposed development illustrating the landscaped open spaces throughout the scheme, facilitating future connections with adjoining development to the west and providing a new access to the Strategic Reserve Lands to the north.



2.9 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.

It's also worth noting that House type D and its variants has been designed so that it's ground floor could be adapted to a ground floor master bedroom with direct access to a downstairs bathroom while still complying with the overall requirements as set out in the department housing guidelines for minimum sizes.

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

2.10 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)	POS Area	Unit Type (Apartment)	POS Area
One Bedroom	26 - 68 m ²	1B 2P	5 m ²
Two Bedroom	37 - 78 m ²	2B 3P	6 m ²
Three Bedroom	73 - 84 m ²	2B 4P	7 m ²
Four Bedroom or more	79 - 258 m ²	3B 5P	9 m ²

Formal planting and on-site parking areas are provided to the front of the dwellings proposed creating a defensible space between the public road and the built edge.

Internal storage is provided in accordance with-

Table 17.4 Minimum Floor Area and Storage Requirements for Dwelling Houses of the County Development Plan- and Sustainable Urban Housing: Design Standards for New Apartments 2018 guidelines.

Unit Type (House)	Floor Area Kildare CoCo	Storage Area Kildare CoCo	Unit Type (Apartment) DoHPLG 2018	Floor Area DoHPLG 2018	Storage Area DoHPLG 2018
Two Bedroom	85 m ²	6 m ²	One Bedroom (1B 2P)	45 m ²	3 m ²
Three Bedroom	100 m ²	9 m ²	Two Bedroom (2B-3P)	63 m ²	5 m ²
Four Bedroom	110 m ²	10 m ²	Two Bedroom (2B 4P)	73 m ²	6 m ²
			Three Bedroom (3B 5P)	90 m ²	9 m ²

2.11 Parking

How will the parking be secure and attractive?

All 112 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 1.0 spaces per unit plus 1 visitor space for every 4 dwellings in accordance with section 4.22 of the Sustainable Urban Housing: Design Standards for New Apartments 2018).

The carparking of Character Zone 1 is provided in a number of different formats. The semi-detached dwellings all have their carparking within their curtilage.

The terraced units running along the northern site boundary have their carparking on street but it is configured in such a way as to both in front of and behind the public path. This helps to break up the monotony of what would have been a long stretch on street car parking. It should also be noted that there are no more than 4 car park spaces in a row before being separated by a visual break such as a planter, a tree or the next bay of car parking being configured behind the public path. All the carparking relevant to the terraced units are directly in front of their units which provides for a more secure carparking area.

Apartment Block L is also located in Character Zone 01. The carparking for this block is spread out around three sides of the block. This allows us to break up the carparking and separate them with green elements. By spreading the carparking around the perimeter it helps to reduce the perceived extent of carparking as they have less of a visual impact.

Duplex Block E is located within Character Zone 01 with all off its carparking well screened by planted amenity area. It is also located directly overlooked by Block E. There is a landscaped area between Block E and its carparking which makes for a more attractive public realm.

The carparking in Character Zone 2 is all within the curtilage of the dwellings. This makes it a lot more discreet and less likely to impact or impinge on the street network. As per the request of Kildare County Council for an additional 10% of visitor carparking pepper potted across the site, we have provided additional spaces alongside the Public Open Space so it's clearly "understood to be "Public Parking".

The carparking of Character Zone 3 very similar to the carparking of Character Zone 1. It has semi-detached dwellings which all have their carparking within their curtilage. This is also the case for terrace block for units 150-153. There is also a significant number of visitor carpark spaces on the street in front of Duplex Blocks I, J & K which it shares with units 138 – 153.

Duplex Block I, J & K are located within Character Zone 3. The car parking to their front entrances is set back past the public footpath bringing them into the semi-public realm of the Duplexes and making them less public in appearance. It makes them more strongly associated with the units that they are assigned to. The carparking to the rear of the Duplexes comprises the visitor car parking associated with the Duplexes and overall site visitor parking. The public footpath and green zone acts as a buffer to the Duplex blocks.

Apartment Block F is also located in Character Zone F. The carparking for this block is spread out around three sides of the block. This allows us to break up the carparking and separate them with green elements. By spreading the carparking around the perimeter it helps to reduce the perceived extent of carparking as they have less of a visual impact.

The car parking in Character Zone 4 is a good example of how we have chosen to deal with the significant number of car park spaces required on a scheme of this type. It is set out deliberately away from the main public thoroughfare. This allows to make it more discreet. i.e. Duplex blocks A, B and Apartment Block C, are in character zone 4. 52 spaces are provided with 42.5 spaces required. (Bicycle Parking = 142 provided with 71.5 bike spaces required). Even though there is a significant number of car park spaces there are numerous visual breaks that help to minimise their impact. They are also spread out across the area so that all dwellings have reasonable access to car parking. All the carparking is directly overlooked with a significant amount of passive supervision. As the spaces are spread out in front of nearly all the dwellings it is not the case that only a handful of dwellings have the responsibility of supervising all of the carparking. This makes it more likely for a resident to spot "unusual" activity in "their area" of car parking.

The carparking provided for Apartment Block D is both for the apartment residents and the staff and

customers of the Creche. It is all off the main public street and within the curtilage of Block D.

Please refer to BCA drawing 18002 302 for a detailed breakdown of all of the proposed car parking.

2.12 Detailed Design

How well thought through is the building and landscape design?

The scheme as you see it before you today is as a result of presenting Iteration 05 to An Bord Pleanála at our Stage 02 meeting with them. There were a number of points raised for discussion which are summarised in more detail in the Board Pleanála reports attached as part of this submission.

- Look at relocating apartment Blocks A, B and C along with the Duplex Blocks on the northern boundary, to the side of the site with the River Liffey on it.
- Allow the Apartments to address the riverside park to better accommodate the required height of the apartments.
- Look at ways of breaking up large areas of carparking to minimise their impact.
- Look at reinforcing pedestrian links to adjoining existing developments.
- Creche size has increased to cater for all residents of the proposed scheme in accordance with the LAP rates of provision.

The proposed houses are predominately two 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 have 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. 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. Exposed gables are usually given a dual aspect and treated as a second public facade. 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 four-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 have been 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. Where bin stores are required to mid-terrace units (151-152) or Duplex housing it is proposed to locate them to the front of the dwellings for ease of access. Care has been taken to integrate bin storage into the defensible areas of the terrace dwelling while discreetly screening them.

When providing bin storage to the apartment blocks, we have provided it externally as part of the proximate grounds to the apartment blocks (Block C, D, F & L). It is finished using the same materials as the apartments.

Conclusion:

We feel that the accompanying architectural drawings, reports and supporting documents illustrate the general relationship between houses, accessibility, design quality of street and footpaths, permeability between amenities as well as passive surveillance of the public spaces. This results in a housing scheme that is well connected and integrated into the existing urban fabric of Clane, with its built and natural surroundings, and which has been designed to be attractive and safe for residents and members of the existing community.

SECTION 3- Consideration of Alternatives

3.1 Introduction

The scheme proposed has undergone rigorous appraisal and through a number of changes as part of the design development process, while taking into account the parameters of the local area plan and other statutory requirements.

The broad parameters of the scheme are set by the Urban Design Concept principles for the site known as “Key Development Area 1” in the Clane Local Area Plan (2017-2023)

Set out here are 5 intermediate iterations of the scheme that illustrates the evolution of the concept into its current incarnation.

3.2 Iteration 1

Iteration 1 (shown rotated overleaf) was issued for the first consultation with Kildare County Council.

The initial concept shows an entrance point from the existing Brooklands scheme. Even at this early stage the obvious main routes through the scheme had materialised. This connected the parcel of land to the south with the rest of the site. It also allows for the future development and integration of the “Strategic Reserve Lands” to the north.

The built edge along the frontage of the riverside park is given clear definition. There are a number of pocket park throughout the scheme. This gives the majority of the housing direct oversight of Public Open Space. There are a number of transition zones and small streets generated from the main circulation routes to break down the massing of the housing facing the open spaces.

This iteration consisted of a number of streets that were too long a linear run of units. This would have been an issue visually and technically from a road speed point of view (e.g. 144-168 and 170-187)



Fig 23: - Rotated View above (Site Plan) – Initial sketch Site Plan issued for first consultation with client and Kildare County Council Planners.

3.3 Iteration 2

Iteration 2 - The main changes here relate to the design of the southern parcel of land.

Following on from our initial consultation with Kildare County Council it was felt that the initial layout would have resulted in long runs of units in too straight a line.

In this iteration we looked at stepping the line of dwellings on the site-plan in the southern parcel of land. We also move the road from the site boundary to further break up the building line.

We also redesigned the dwelling at the pinch point between the two parcels of land. This unit is designed with a dual aspect to address the approach from both sides of the scheme.



Fig 24: - Rotated View above (Site Plan) – Initial sketch Site Plan issued for consultation with Kildare County Council.

3.5 Iteration 4

This iteration was to form the basis for the initial submission to ABP. Following on from our meeting with Kildare County Council we increased the overall scheme density by adding a number of duplex blocks. We also accommodated the housing departments request for Maisonette units rather than apartments. We also update Apartment Block B to accommodate more units.

At this point in time the adjoining lands along the river and the neighbouring “retirement Village” site were outside the ownership of the applicant. At this point it meant that we could neither create the river linear parkway or the road servicing the retirement village development. We designed the scheme in such a way to integrate with these elements on the assumption of their eventual completion.

The above changes resulted in 230 units on site which equated to 35.7 units per hectare.

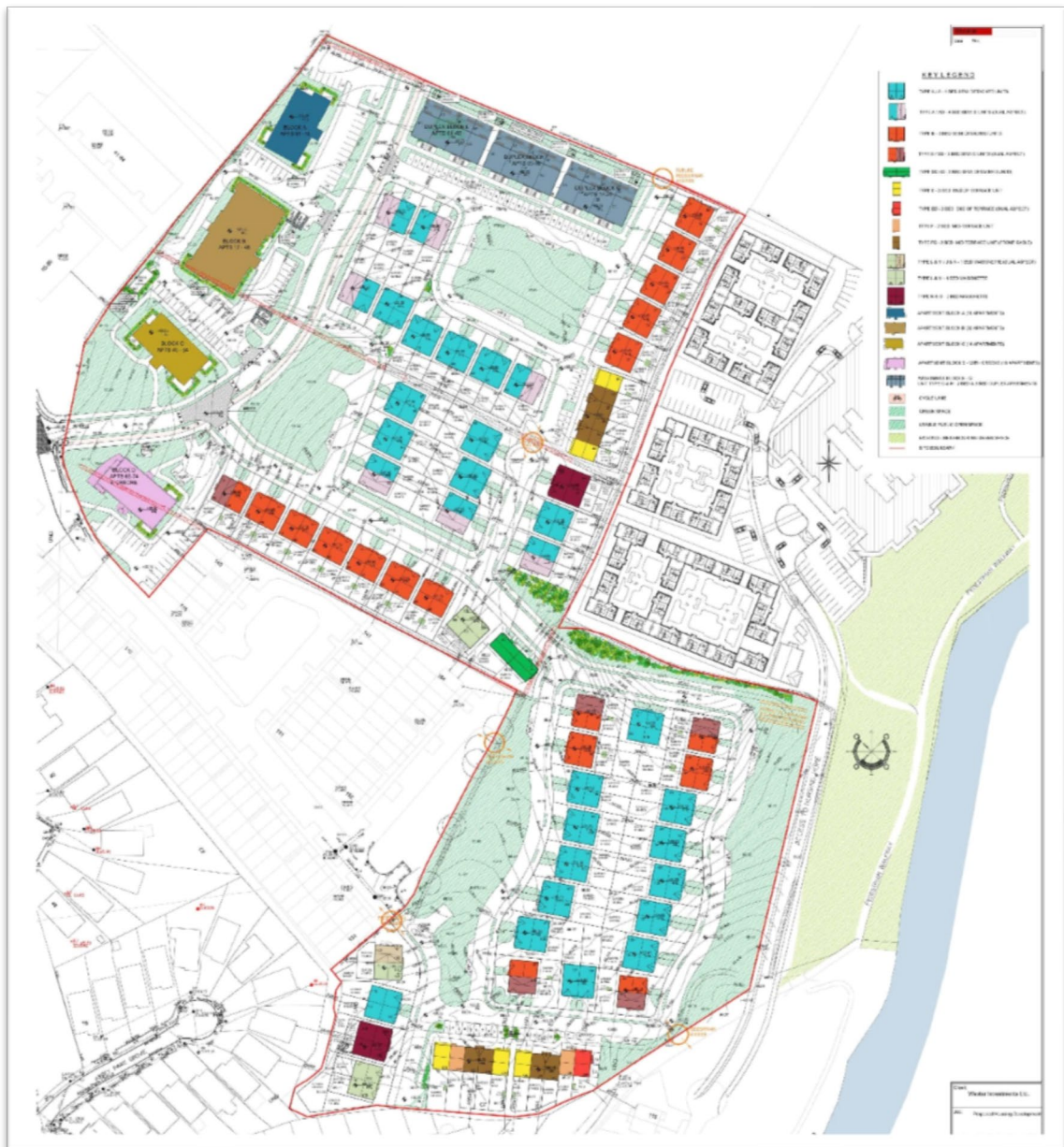


Fig 26: - Rotated View above (Site Plan) – Initial sketch Site Plan issued for first consultation with Kildare Co.Co.

3.6 Iteration 5

This iteration is a result of the client acquiring additional lands and a response to Kildare County Council comments from our previous meeting. This revision of the overall scheme was presented to Kildare County Council and received a positive reception.

This is the scheme that went forward for presentation to An Bord Pleanála at our initial Stage 2 presentation with them.

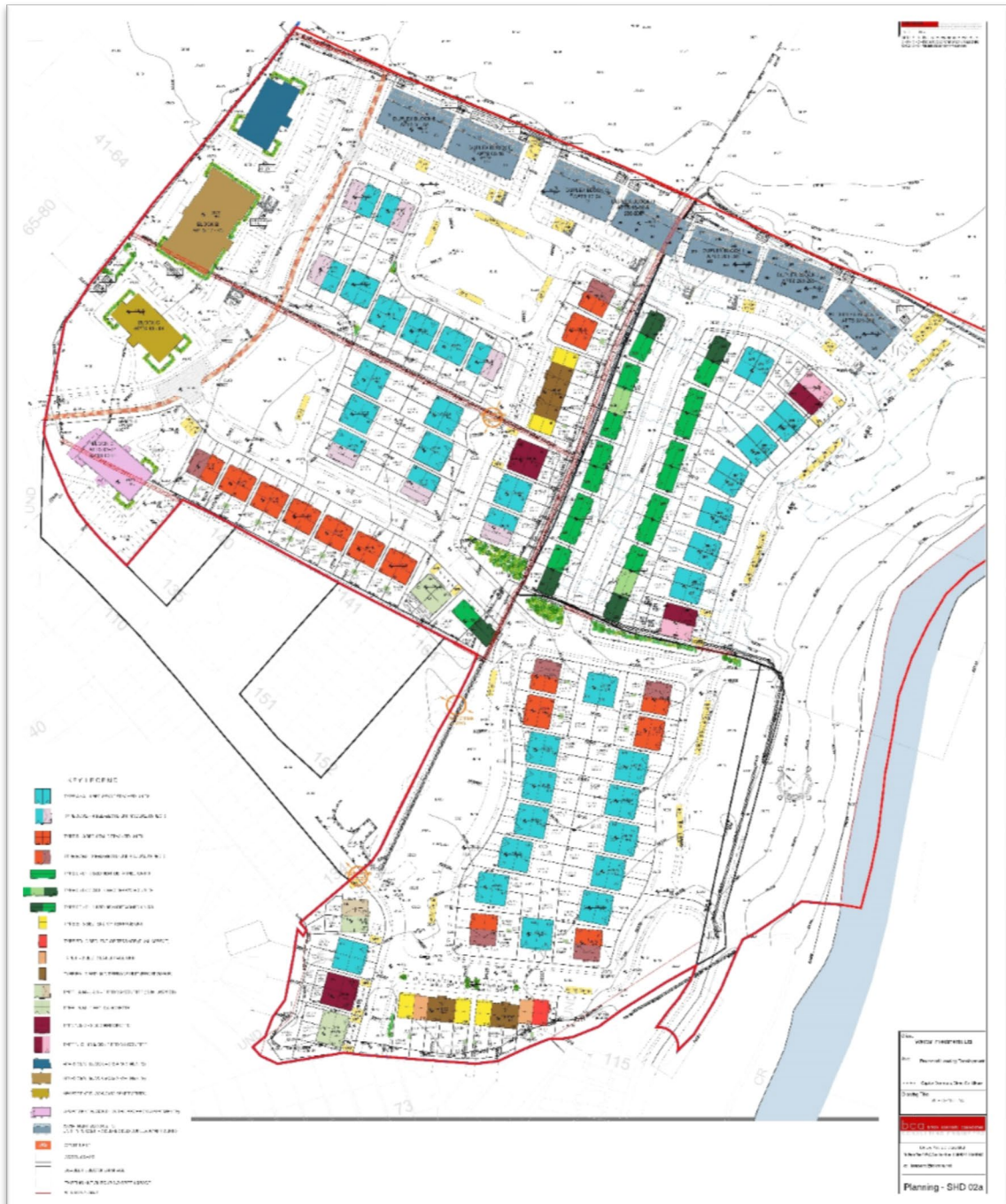


Fig 27: - Rotated View above (Site Plan) – Initial sketch Site Plan issued for first consultation with Kildare Co.Co.

3.6.1 - The scheme as presented also includes the requirements of the Housing Department in Kildare County Council. A Part V proposal has been agreed with the Council. The Maisonette proposal agreed for some units allows them to be integrated seamlessly into the overall scheme.

3.6.2 - As a result of the additional lands and the required changes in the overall scheme, the overall residential

densities are 37.0 units per Ha. A creche is also included (and has always been included in all iterations of the scheme). It is located in the ground floor of Block D along the shared boundary with Brooklands.

3.6.3 - Probably the most important change from previous iterations is that the applicant now controls the lands along the Liffey. This means that we can now connect our proposal with the road beside the Liffey and the end of Alexandra Walk. It also means that the client controls the “retirement village” site. As our applicant has instructed us to integrate the site with our residential scheme it has meant that we can increase the set back distance between the Liffey and building form when compared to the granted scheme for the retirement village.

3.6.4 - This means that there can be a more consistent treatment of the proposed linear park along the river in line with the objectives for KDA 1 as defined in the LAP for Clane.



Fig 28: - Proposed Landscaping Plan (Site Plan) – Revised landscaping plan now incorporating the linear park along the river.



Fig 29: - Aerial View of the overall scheme from above the Liffey – Revised landscaping plan now incorporating the linear park along the river.



Fig 30: - Aerial View of the overall scheme from above the Brooklands Duplex blocks – Revised landscaping plan now incorporating the linear park along the river.