

### 3.00 DESIGN PROPOSAL – URBAN DESIGN AND ARCHITECTURE

#### 3.01 Design Description - Summary:

The site is strategically located within a rich contextual framework, bordered by Linear Park to the east, Griffeen Valley Park to the west, the railway line and Kilmahuddrick Stream to the north, and the Grand Canal to the south. The South Link Street bisects the site, with a prominent local landmark positioned at the western end (Cluster F), with provisions for a future school, park, and community pavilion.

An holistically considered design approach has been adopted, which responds directly to and develops the established SDZ street hierarchy and seamlessly integrating building and landscape to provide a high-quality long-term sustainable residential community.

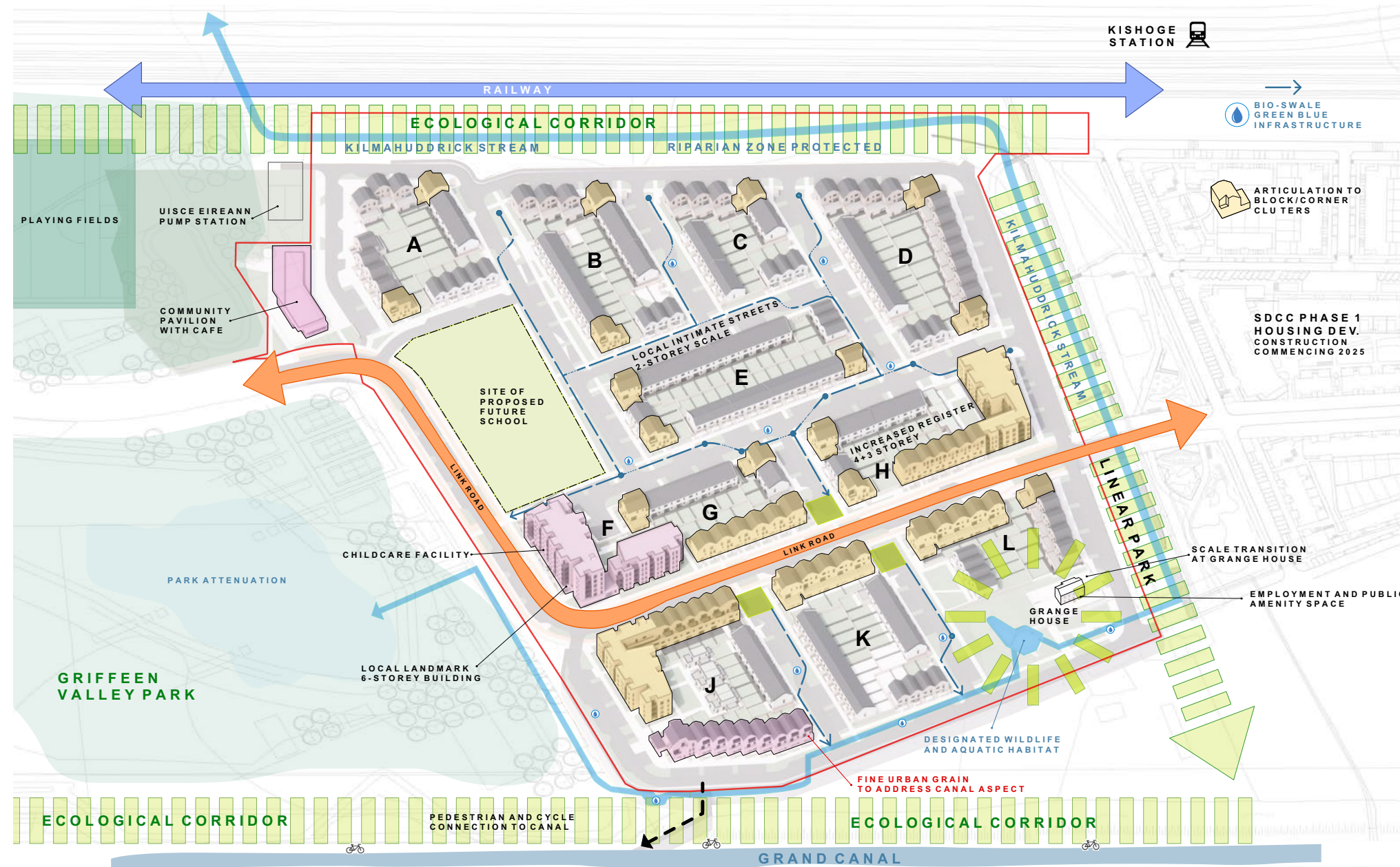
The architectural composition features a considered staged scale transition from four stories to two, with a localized part six/ part five-storey building marking the local

landmark. The primary axis and frontage are oriented towards the South Link Street. Outward facing, predominantly 3-storey buildings wrap the overall site and address the surroundings, including a localised area of enhanced architectural articulation providing 'fine grain' frontage to the Grand Canal. Within the site, local and intimate streetscapes are defined by calm terraces of houses, with corner articulation to ensure variety, visual interest and to enhance spatial legibility and pedestrian experience.

A diverse mix of dwelling types, ranging from houses to duplexes, triplexes, and apartments, totalling 436 units, are designed in accordance with the SDCC requirements and the Sustainable Urban Housing: Design Standards for New Apartments, Guidelines For Planning Authorities (2023 update).

Ancillary non-residential uses, including a community Park Pavilion, retail space, Childcare Facility and the refurbishment of Grange House (Heritage structure) as future Employment use, complement the residential offering and establish strong links to the park and active sports facilities. Connectivity to both the Griffeen Valley Park, Linear Park and Grand Canal ensures a seamless integration with the surrounding and future developing urban fabric.

The design strongly emphasises green and blue infrastructure, integrating Kilmahuddrick Stream, existing watercourses, designated aquatic habitats, and SuDS, all framed within a carefully considered perimeter buffer to ensure privacy and ecological resilience. Integrated car parking is provided, with 408 no. spaces designed to minimise visual impact while accommodating the functional needs of the development.



Site 4 - Design Strategy Schematic



3.02 SDZ Compliance:

3.02.1 Compliance Overview - Key Objectives:

The design strategy is developed to deliver full alignment and compliance with the SDZ requirements.

Delivery of compliance with the key objectives of the SDZ is confirmed, which are noted in summary as follows

The design strategy is developed to deliver full alignment and compliance with the SDZ requirements.

Delivery of compliance with the key objectives of the SDZ is confirmed, which are noted in summary as follows:

- Development of a high-quality residential neighbourhood
- Development of a new local node at Grange
- Providing locally accessible open spaces
- Development of a new primary school (by others)
- Ensuring high levels of legibility and ease of orientation
- Providing a new Link Street/ avenue (by others)
- Prioritising pedestrian/ cycle movement and local bus services
- Providing a range of housing including the new link Street and local streets including homezones (local intimate streets)
- Providing distinctive, diverse and quality frontage to the Grand Canal corridor
- Providing significant and integrated SuDS infrastructure
- Promoting the adaptive reuse of Grange House
- Sensitively designed pedestrian access points to the Grand Canal.

Refer to Stephen Little Associates (SLA) Planning Report/ Statement of Consistency (Specific to Site 4) for verification and alignment with the specific requirements of the SDZ for full details.

3.02.2 Dwelling Numbers/ Density:

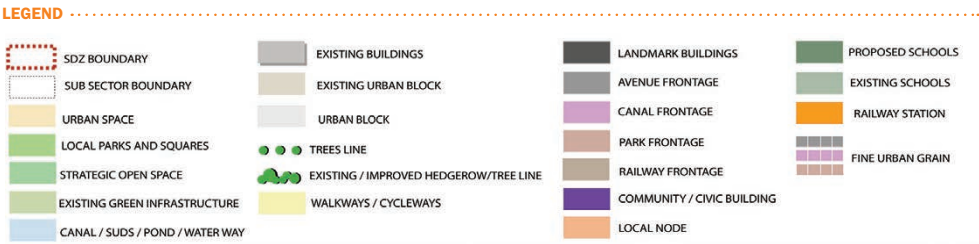
The current provision at 436 overall, 316 on KSW-S1 and 120 on KSW-S2 (part) is compliant.

Refer also to 4.19 below for details and the Stephen Little Associates (SLA) Planning Scheme Compliance Document.

3.02.3 Residential Dwelling Mix:

A range of compliant dwelling types are provided.

Refer also to 4.07 below for details and the Stephen Little Associates (SLA) Planning Scheme Compliance Document.



Extract from SDZ - Development Area 8, Kishoge South West  
Figure 3.3.17, pg. 120



### 3.02.4 Non-residential Uses:

The SDZ Planning Scheme contains:

- A new local node at Grange (shown on SDZ Figure 3.3.17 to the north of the new South Link Street and on the western edge of KSW-S1 facing west onto Griffeen Valley Park (in the location of Cluster F on the current layout)
- Non-residential breakdown is as per Table 2.13.1, consisting of 600m<sup>2</sup> (minimum) community/ civic building, 200 m<sup>2</sup> (minimum) employment and 550 m<sup>2</sup> (maximum) retail uses.
- The majority of the KSG4 site is zoned as 'Primarily Residential,' with a small portion at the northwest corner designated as part of the broader 'Open Space Areas' (Griffeen Valley Park to the west), accommodating the proposed community use Park Pavilion building.

The non-residential use are provided in accordance with the SDZ Planning Scheme, in compliance with the zonings as above and distributed in accordance with SDCC's requirements, as follows:

Community:

The community facilities are provided in a dedicated Park Pavilion of nominally 683 m<sup>2</sup>, to include: café; meetings rooms; changing, offices and storage facilities associated with and serving the adjacent sports facilities in the Griffeen Valley Park. Refer also to DTA Architects drawing 4501, for details.

This community Park Pavilion building:

- Aligns with a key objective for the Kishoge Southwest area to establish a local node near Griffeen Valley Park, to include the provision of community facilities
- Complies with the SDZ requirement of a minimum area of 600 m<sup>2</sup>
- Is compliant with the 'Open Space Areas' (which applies to this small portion only of the overall redline site) zoning, being classified as 'Open for Consideration'.

In this regard it is noted that the Childcare Facility (544 m<sup>2</sup>) provided in the ground floor of the 'landmark building' in Cluster F can also be considered as community use, with the Clonburris Planning Scheme categorising 'Childcare Facilities' as a Community Use, though is included here as Non-Retail Commercial Development/ Employment use as below.

Retail:

A nominally 150 m<sup>2</sup> retail shop is proposed on the ground floor of the 'landmark building' in Cluster F, articulating the corner. Clonburris Infrastructure Limited (CIL) have confirmed the requirement for local retail at this location, with larger primary retail provision located at Development Area 6, Kishoge Urban Centre (KUC), to the east of site 4.

This Retail use:

- Complies with the SDZ requirement of a maximum allowable area of 550 m<sup>2</sup>
- Is compliant with the 'Primarily Residential,' zoning, being classified as 'Permissible'.

Non-Retail Commercial Development/ Employment:

The existing Grange House (173 m<sup>2</sup>) is proposed as Employment use. The Childcare Facility (544 m<sup>2</sup>) provided on the ground floor of the 'landmark building' in Cluster F is also included within this use category. This provides a total of 717 m<sup>2</sup> Non-Retail Commercial Development/ Employment use.

These Non-Retail Commercial Development/ Employment use:

- Complies with the SDZ requirement of a minimum area of 200 m<sup>2</sup>
- Is compliant with the 'Primarily Residential,' zoning, being classified as 'permissible'.

For further details, refer to the Stephen Little Associate (SLA) Planning Scheme Compliance Document.

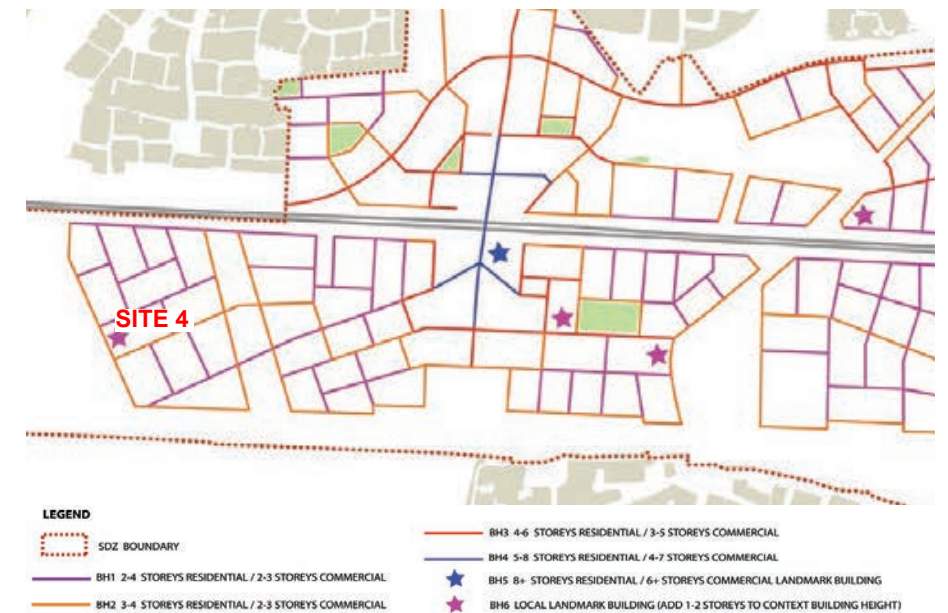
Total Non-Residential Space:

The proposal includes a total of nominally 1,550 m<sup>2</sup> of non-residential uses.

### 3.02.5 Built Form and Design/ Building Height:

All fixed elements in terms of roads, frontages, street alignments, etc. comply with the SDZ Planning Scheme and Figure 2.8.5 and 2.8.7. All proposed heights comply with the SDZ Planning Scheme and Figure 2.8.10.

Refer also to Stephen Little Associates (SLA) Planning Scheme Compliance Document.



Extract from SDZ - Building Height Strategy - Figure 2.8.10, pg. 62  
(Local Landmark Building Indicated at Cluster F)



Extract from SDZ - Function Concept Map - Figure 2.1.3, pg. 16  
(Local Node Indicated at Cluster F)

3.02.6 Movement and Transport:

Street Hierarchy:

A clear street hierarchy of Link Roads, Local Streets, and Intimate Local Streets has been developed, taking into account scale, character, and identity, and which fully complies with and aligns with the SDZ Planning Scheme. Extensive green and blue infrastructure has been integrated into all of these street types, with a hierarchy of widths proportionate to street type. Refer to sections 3.05 and 4.03 for further details.

South Link Street and Junctions:

The South Link Street (SLS) is fixed and is being constructed by others, with work having commenced in February 2024. Link streets are designed to create a highly permeable network for pedestrians, cyclists, and vehicles. The Planning Scheme includes a 'Priority Junction' at the intersection of the South Link Street (SLS) and a flexible local street. Condition 4 of the Phase 1 Infrastructure permission for the SLS (SDCC Reg. Ref. SDZ20A/0021) required engagement and agreement on the typology and location of each junction. The permitted SLS features a modal filter junction, restricting vehicle access at this location. SDCC has issued a compliance agreement for this approach, and a pedestrian/ cycle connection is now proposed at this junction within KSG4. While this represents a minor departure from the SDZ Planning Scheme, it is an unavoidable consequence of the fixed, approved South Link Street currently under construction. For further details, refer to the Stephen Little Associates (SLA) Planning Scheme Compliance Document.

Car Parking Provision:

The proposal includes 408 no. surface car parking spaces, which is within the maximum allowable provision of nominally 532 no. spaces, ensuring compliance with the SDCC Development Plan requirements. Of these, 134 no. spaces (33%) will be equipped with functional EV charging points and reserved for the use of battery-powered electric vehicles. The remaining car parking spaces in KSG4 will be 'future-proofed' by incorporating cables or ducting, enabling the rapid installation of additional EV charging points as required by the SDZ Planning Scheme for this type of development. All car parking bays are designed to accommodate a maximum of 3 no. parallel spaces or 6 no. perpendicular spaces, in full compliance with the requirements of the SDZ Planning Scheme.

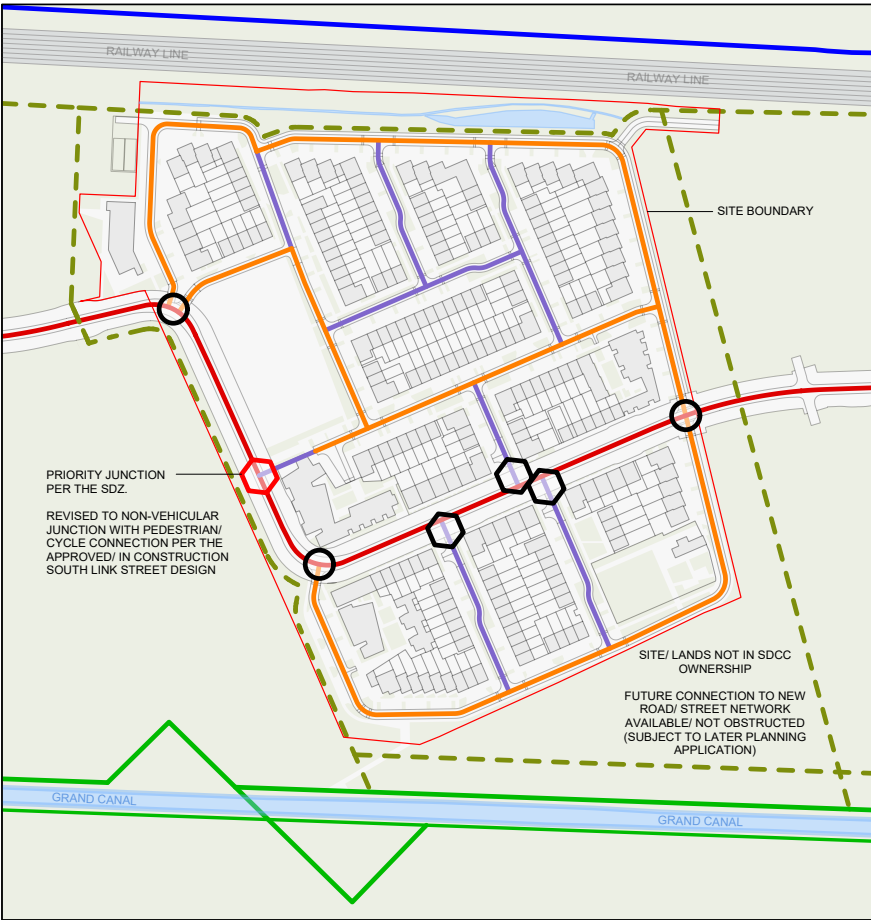
Refer also to the Stephen Little Associates (SLA) Planning Scheme Compliance Document.

Bicycle Provision:

The proposal provides 793 no. bicycle parking spaces, consisting of 591 no. long term and 202 no. short term spaces, in accordance with the:

- Minimum standards set out in Table 13.24 of the SDCC Development Plan 2022-2028 relate to apartments/ duplexes and triplexes
- The standards prescribed in the Apartment Guidelines (see section 5.16 below).

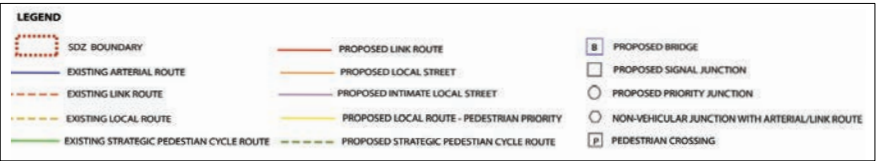
Refer to the Stephen Little Associates (SLA) Planning Scheme Compliance Document.



Proposed Scheme - Site 4 - Overall Movement/ Street Hierarchy



Extract from SDZ - Overall Movement Concept - Figure 2.2.7, pg. 31





### 3.02.7 Green and Blue Infrastructure:

For the overall design intent and provision of green and blue infrastructure refer to the supporting Landscape Design Statement from BSLA and the Engineering Services and SuDS report from CS Consulting.

The provision and incorporation of water courses, in particular the Kilamahuddrick Stream to the east and north and the associated riparian corridor is noted.

Refer to 3.05, Integrated Building and Landscape Proposal, and 4.03, Ecology and Landscape description below, in relation to same, including localised redirection of water course as open/ swales (not culverted).

For SuDS and water attenuation refer to 4.01 below.

Refer also to the Stephen Little Associates (SLA) Planning Scheme Compliance Document.

### 3.02.8 Landscape, Biodiversity and Natural Heritage:

The site contains a number of existing mature trees. To mitigate the impact of new development, an extensive landscape strategy has been proposed, which includes significant tree planting. For further details, refer to sections 3.05 and 4.03 of the Landscape Strategy below.

Refer also to the Stephen Little Associates (SLA) Planning Scheme Compliance Document.

### 3.02.9 Archaeology and Architectural Heritage:

In relation to archaeology refer to 4.04 below.

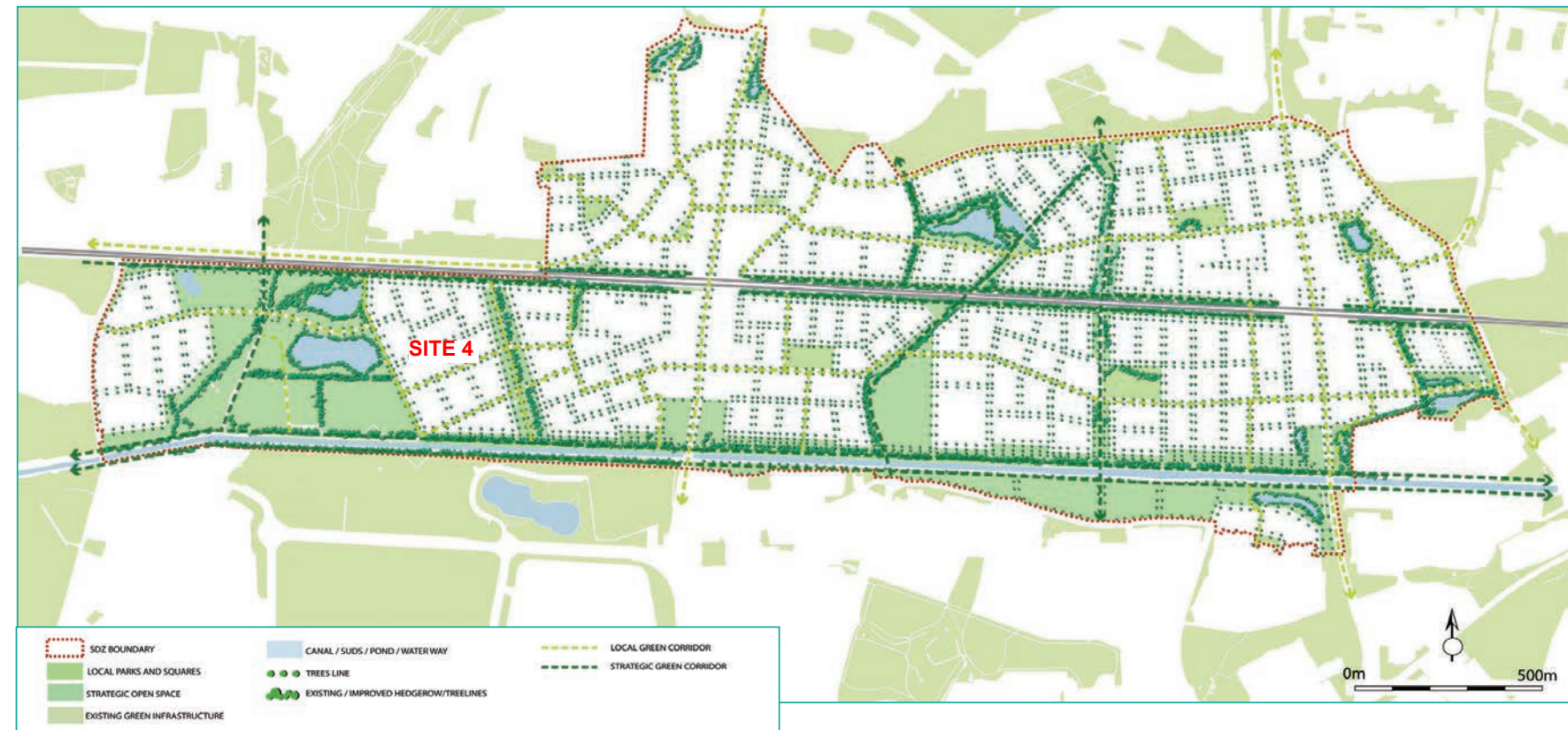
In relation to Grange House ("Heritage Structure") refer to 3.11.

Refer also to the Stephen Little Associates (SLA) Planning Scheme Compliance Document.

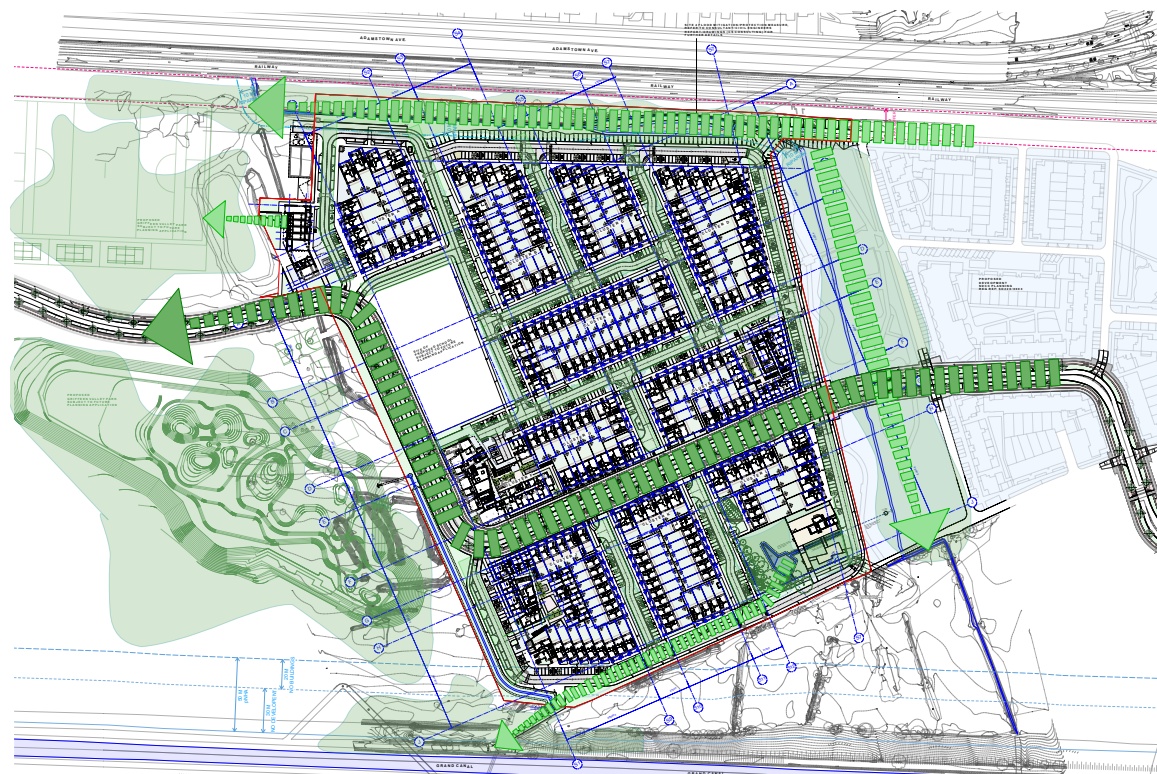
### 3.02.10 Fine Urban Grain:

The design has been developed, through a terrace of a dwelling type unique to that location, with a pronounced stepping in plan configuration, a bespoke and heavily articulated/ modelled corner triple building and material palette elaboration, to provide fine urban grain to the Grand Canal frontage, as per the requirements of the SDZ Planning Scheme. Refer to 3.06.3.

Refer also to the Stephen Little Associates (SLA) Planning Scheme Compliance Document.



Extract from SDZ - Green Infrastructure Network - Figure 2.3.1



Site 4 - Green Infrastructure - Overlay on Proposed Site Plan - Refer to Sections 3.05 and 4.03 for Further Details



3.03 Site Layout/ Strategy:

A clear rational site design strategy has been developed. The urban and architectural design integrates opportunities and addresses constraints, ensuring a well-defined and optimized layout. Key elements include:

- Masterplan Design: the site layout has been rationalized and consolidated, ensuring a cohesive development
- Streets and Road Consistency: streamlined street and road design/ set-out, in line with the SDZ Planning Scheme street hierarchy
- Urban Design: focus on street hierarchy, built form, and identity to create visual interest, privacy, and public spaces, in alignment with the SDCC Development Plan 2022-2028 and SDZ requirements
- Green and Blue Infrastructure: robust green and blue infrastructure strategy with ecological corridors, enhancing legibility and amenity value throughout
- Dwelling Typologies: detailed development of house, duplex, and triplex types, ensuring quality, compliance, and efficient block dimensions with articulated street corners
- Apartment Buildings: designed to respond to the context, street conditions, and scale.

3.04 Site Boundaries and Extent:

The redlines site boundaries of the site, comprised of KSW-S1 and the Site 4 portion of KSW-S2 have been refined to include the following design requirements, interface conditions, buildability and delivery:

- Eastern Road Carriageway: inclusion of the full road carriageway to the east of the site, along the interface with the Kishoge South West, Linear Park, with levels co-ordinated to the adjacent/ Phase 1 site to the east
- Northeast Corner: extension of the new Local Street to connect with the Phase 1/ eastern development, including a new culvert over the Kilamahuddrick Stream
- Western Boundary: addition of a strip along the eastern edge of Griffeen Valley Park to accommodate the diversion of the existing drain/ watercourse to the southwest
- Lynch's Lane: incorporation of the full carriageway width on Lynch's Lane, along the interface of the subject site (the primary portion of SDZ Subsector KSW-S2) with private development lands to the south (the balancing portion of SDZ Subsector KSW-S2)
- Community Park Pavilion: located to the northwest corner immediately adjacent to/ interfacing with the Griffeen Valley Park, facilitating its delivery with this phase.

3.05 Integrated Building and Landscape Proposal:

The proposal integrates building and landscape design, with a significant focus on:

- Development of a comprehensive green and blue infrastructure strategy
- Featuring ecological corridors and green connectivity
- Integration into streetscapes throughout
- With emphasis on replacement tree planting from the outset
- The development of a hierarchy of street types with safe passively overlooked integrated pocket spaces and public realm.

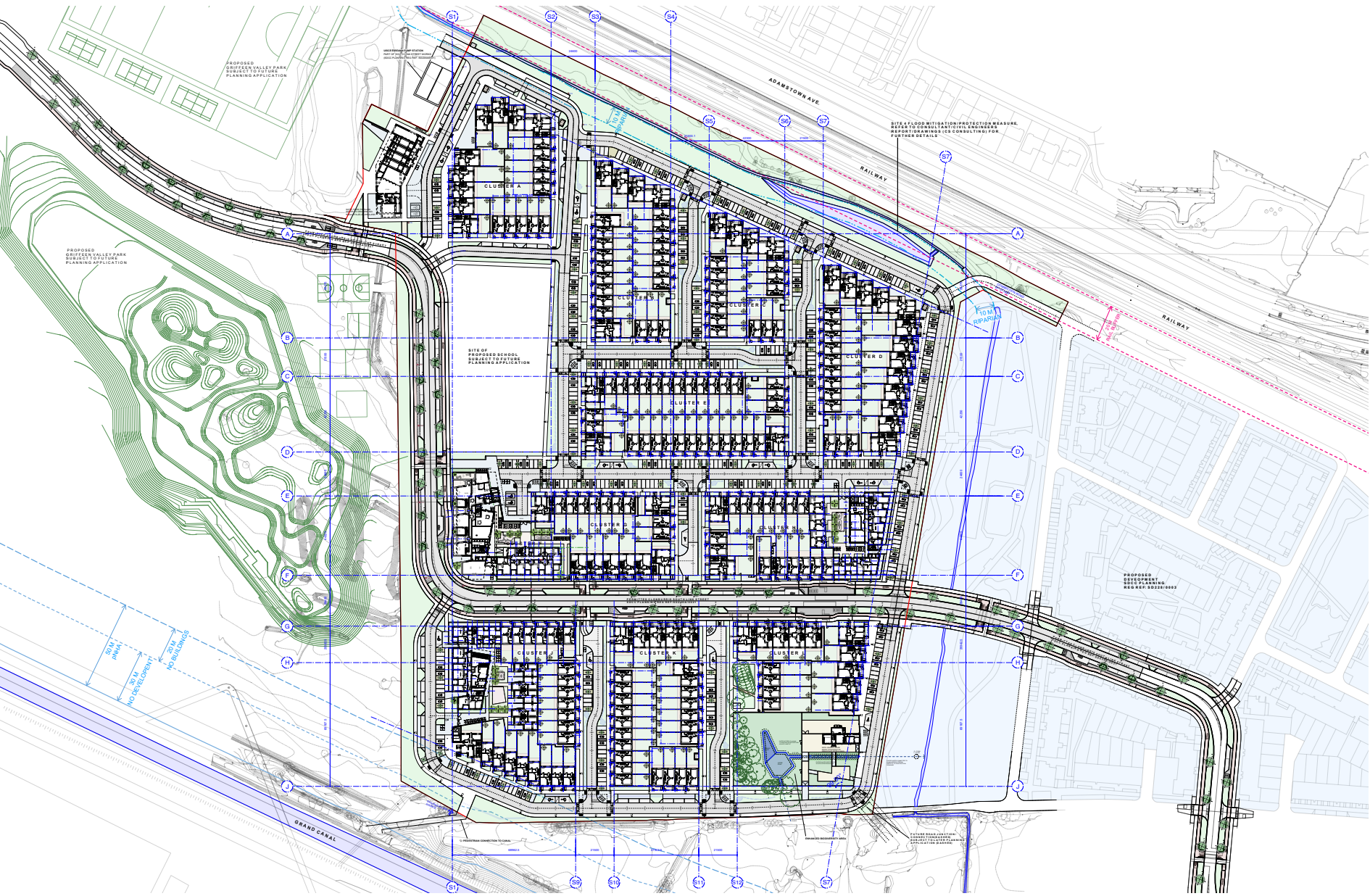
Key elements of the public space development include:

- Pedestrian/Bicycle Junctions: designated junctions connecting local intimate streets to the South Link Street with corresponding articulation of built form to mark these spaces and ensure activation and passive surveillance
- Northern Eco Corridor: development of an ecological corridor to enhance green connectivity

- New Public Space: a substantial new public area featuring local fauna habitats, a designated aquatic pond/water feature, and a bat sanctuary near Grange House.
- Retention of Mature Trees: mature trees will be retained, with new 2-storey housing set back in areas to the north, allowing for substantial front gardens to accommodate this
- Green and Blue Infrastructure: ecological corridors are integrated throughout the site, featuring roadside swales and bioretention areas
- Respect for the Grand Canal proposed Natural Heritage Area (pNHA): the proposal fully respects the pNHA, with no development within the 30m zone and no buildings within the 20m zone.

These elements:

- Enhance amenity value, creating a liveable and sustainable community
- Assist with legibility and wayfinding
- Respond meaningfully to ecological considerations and maintain the site's wooded/ sylvan character
- Align with the SDZ's requirements and ambitions.



Site 4 - DTA Proposed Site Layout Plan - DTA Architects Drawing: 1010



### 3.06 Urban Design - Street Frontage, Building Height, Massing:

#### 3.06.1 Urban Design and Height Strategy:

As described above, key criteria and design intent, at an urban design, streetscape and local level, is the provision of a clear hierarchy of streets, delineating zones to assist in legibility and ease of orientation and defining areas of specific character, identity and sense of place.

A central component of this is the careful consideration of building height, which:

- Transitions from 4 storeys to 2 storeys through a subtle gradation and modulation
- Maximising the potential distinction of scale and register within a maximum 2 storey difference
- A singular landmark taller building of part 6/ part 5 storeys acts as a counterpoint to this prevalent 2 to 4 storey height/ grain, as below
- Throughout, clarity of frontage and address, with passive overlooking of streets and spaces is maintained.

The logical and considered distribution of heights, in alignment with the requirements of the Planning Scheme, is summarised as follows:

##### 6-storey:

- New Local Node at Grange: The proposal includes a 6-storey apartment block at Cluster F, with a ground-floor childcare facility and retail space. This block fronts Griffen Valley Park, while an adjoining 5-storey part facing South Link Street steps down in height to align/ transition to the surrounding 4-storey context.

##### 4-storey:

- Apartment buildings bookending the east and west ends of the South Link Street within Site 4, marking:
- The interface to open spaces of the Linear Park to the east and Griffen Park to the west
- And the approach to Site 4 from east or west along the South Link Street.

##### 3-and 4-storey:

- The 4-storey height is continued from the corners along selected parts of the South Link Street
- To create appropriate emphasis and establish an offset/ diagonal relationship
- Transitioning to 3-storeys to introduce further variety and avoiding monolithic form and relentless building heights/ parapet.

##### 3-storey:

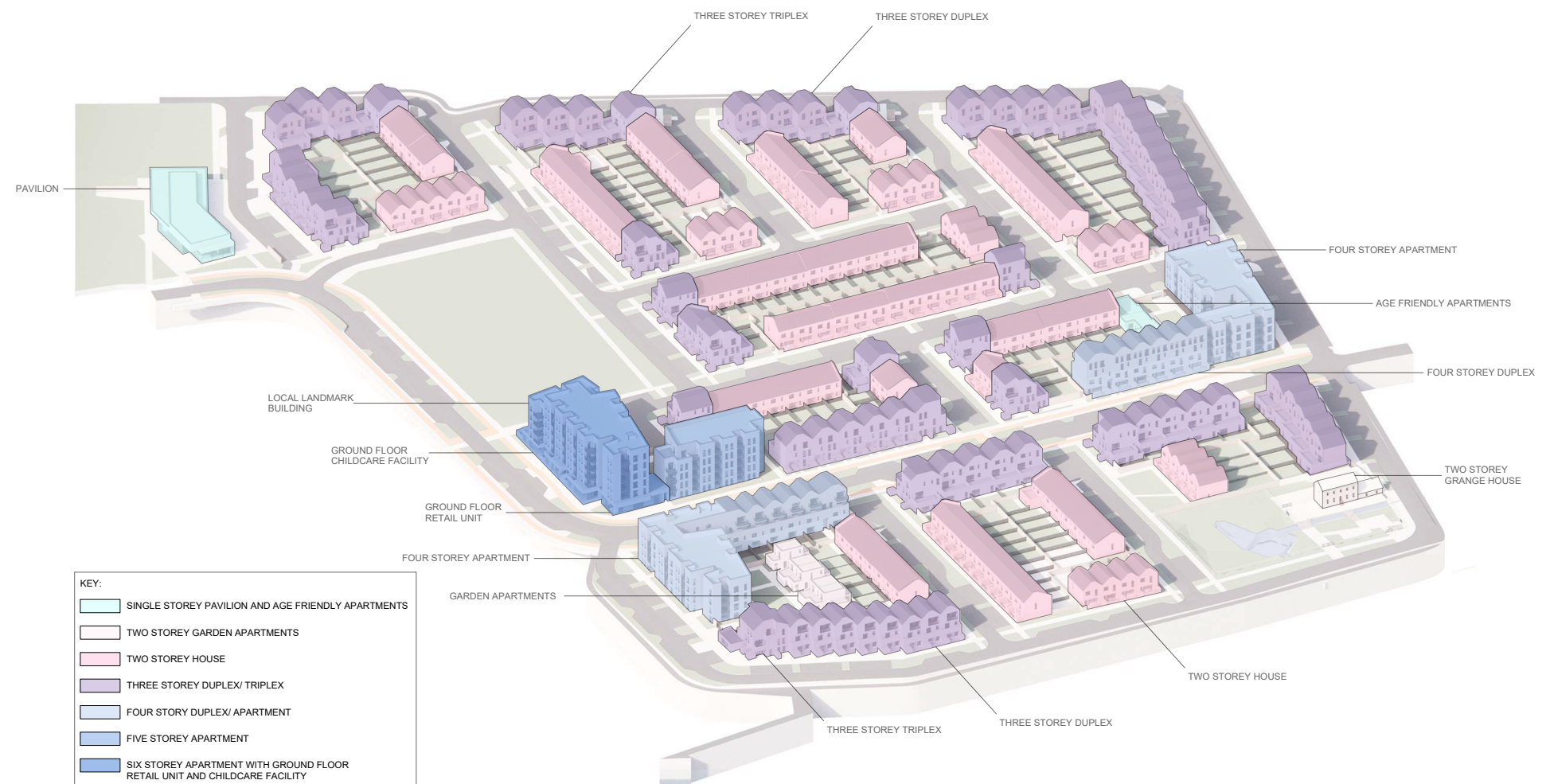
- Duplex configurations made (2-storey dwellings over single storey dwellings)
- Corner/ end of terrace triplexes
- Located along Local Streets and frontages to public pocket space
- 3-storey houses with corner/ end triplexes at the 'fine grain' Grand Canal address frontage to the southwest of the site.

##### 3 and 2-storey:

- Local Streets of terraces of 2-storey houses with corner articulation created through 3 storey triplexes
- And to the northern boundary fronting the ecological corridor and rail line beyond

##### 2-storey:

- Local Intimate Streets/ homezones, treated as 'inner' more sheltered/ enclosed zones.



Site 4 - Urban Design - Street Frontage, Building Height, Massing Diagram



3.06.2 Street Type and Hierarchy:

With reference to the SDZ Planning Scheme, there are a number of street types identified with indicative overall widths proposed, these are as follows:

- Link/ Avenue Street
- Local Street A
- Local Street B
- Intimate Local Street

Under these street categories/ types the following are present in the submitted proposal:

Link/Avenue Street:

The South Link Street, currently under construction (PL Reg. Ref. SDZ20A/0021) and scheduled for completion by late 2025, falls within the Site 4 redline boundary; however, its scale and configuration are outside the control of the Site 4 team.

The SDZ outlines an indicative overall width between building frontages as ranging from 22 to 30 metres. The typical width of the South Link Street, extending to the external footpath kerb, is 21.9 metres. The proposed building frontages for Site 4 are set back approximately 3.275 metres from the kerb, resulting in an overall width between the building frontages of approximately 28.45 metres, aligning with the SDZ's indicative guidance.

Within this 3.275 metre setback zone, a privacy threshold area of 2.25 metres is provided, defined by a low-level brick wall that integrates and encloses the bin and bicycle stores for all residential dwellings addressing the street. An additional buffer of 1.025 metres separates the private front threshold from the back of the public (South Link Street) footpath kerb. This space is landscaped with indigenous hedging/ planting, further enhancing privacy and contributing to the green infrastructure of the development.

Local Street:

The SDZ Planning Scheme outlines two Indicative Local Street types as follows:

- Indicative Local Street A (a combination of parallel and perpendicular parking), with an overall width of 20-27 metres
- Indicative Local Street B (parallel parking only), with an overall width of 15-26 metres.

The proposed Local Streets within Site 4 are designed with an overall width of approximately 24.6 metres between the building frontages, fully aligning with the SDZ's indicative guidance. The typical street layout is as follows:

- A 2.25 metres privacy strip/threshold area directly outside all residential dwellings, defined by a low-level brick wall, which also integrates and encloses the bin and bicycle storage (on both sides of the street)
- A 2.0 metres public footpath (on both sides of the street)
- A 5.0 metres car parking zone, with pockets of grass, planting, and SuDS/ swales (on both sides of the street)
- A central 6.1 metres road/ carriageway.

It is noted that the 5.0 metres wide car parking and/ or planting and SuDS/ swales zones alternate or switch between both sides of the street. While the 5.0 metres width remains consistent on each side, its function alternates between car parking, where practical and convenient for adjacent residents, and green/ blue spaces when car parking is not required. This alternating use not only provides variety and character to the street but also ensures the continuity of the green/ blue strategy, interconnecting and linking the entire site.

The primary, prominent trees for the scheme (as distinct from the lower-level species proposed for the green/ blue corridors) are strategically positioned within the car parking zones. This placement breaks up the parking layout but also contributes to a cohesive, well-organized strategy for creating mature, tree-lined streets throughout the site into the future.

Intimate Local Street:

The SDZ Planning Scheme provides an indicative proposal for the Intimate Local Street as follows:

- Indicative Intimate Local Street (parallel parking), with an overall width of 15-20m.

The proposed Local Intimate Streets within Site 4 are designed to incorporate the enhanced green/ blue infrastructure corridors which connect throughout, within an overall width of nom. 21.5 metres between the building frontages. While this is very slightly above the 20 metres as above, itself 'indicative' only, the benefits of the provision and continuity of green and blue infrastructure, as the key design driver of the overall proposal, are manifest in the very significant enhancement of the quality, character and amenity value of the streetscapes and homezones. The typical street layout is as follows:

- A 2.25 metres privacy strip/threshold area directly outside all residential dwellings, defined by a low-level brick wall, which also encloses the bin and bicycle storage (on both sides of the street)
- A 2.0 metres public footpath (on both sides of the street)
- A 5.5 metres car parking zone (alternating between both sides of the street)
- A 2.0 metres SuDS/ swales green/ blue corridor (alternating between both sides of the street)
- A central 5.5 metres road/ carriageway.

It is noted that the car parking zone alternates between both sides of the street, strategically placed where practical and convenient for residents. The SuDS/ swales and green/ blue corridor is located opposite the car parking zone on the other side of the carriageway. This alternation creates natural bends in the street, which not only help to calm traffic but also break the repetition, adding character to the street while maintaining the continuity of the integrated landscape strategy throughout the development. Again, the primary tree planting are strategically positioned within the car parking zones, breaking up the parking layout and contributing to the character of tree lined streets, with species selected to provide a sense of home.



Link Street (South Link Street)



CGI View 12 - View East Along South Link Street

Local Street



CGI View 07 - Typical Local Street Adjacent with Linear Park, View of Apartment Block H

Intimate Local Street



CGI View 05 - Typical Local Street Between Cluster G and H



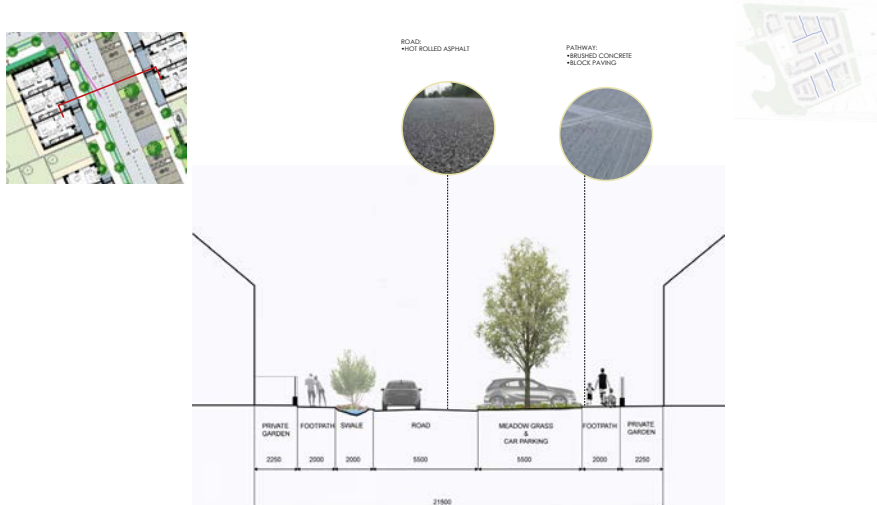
The Link road will act as a principal corridor for pedestrians, cyclists, public transport(local buses) and vehicles within the site. To enhance the character of this main infrastructure, trees with large development are proposed.

Site 4 - Extract From BSLA Landscape Design Statement



Local Streets will serve as quieter traffic(traffic calming measures to be considered). Street trees will be incorporated to provide green links and vistas to the adjacent open spaces. They will contribute to the sense of enclosure, act as a buffer to traffic pollution and enhance the quality of the space.

Site 4 - Extract From BSLA Landscape Design Statement



Intimate local street or Shared street will prioritize for pedestrian and cycle through access. Individual species will be allocated per street giving a sense of identity to the locations.

Site 4 - Extract From BSLA Landscape Design Statement



3.06.3 Fine Urban Grain:

The frontage in Cluster J fronting the Canal is designed in a distinct configuration and treatment, clearly differentiated from other streetscapes and conditions, while remaining an integral part of a cogent and coherent overall design strategy, thereby establishing a clear 'Fine Urban Grain' along the Canal frontage as required under the SDZ Planning Scheme.

This is achieved through:

- The introduction of two distinctive dwelling types/ configurations, unique to this location, being
- A terrace of 8 no. 3-storey 4 bed/ 7 person townhouses (Type H2),
- The easternmost 3 no. houses forming a visually stabilising 'bookend' aligning with adjacent streetscapes
- from which 5 no. houses step back at a pronounced angle, responding to both the road geometry and canal frontage
- To connect with a bespoke, heavily articulated 3 storey triplex corner building (Type T4, containing a ground floor 2 bed/ 4-person apartment, with 2 bed/ 3 person apartments on both 1st and 2nd floors)
- Itself transitioning around the corner onto the west façade fronting onto Griffeen Valley Park and interfacing with the larger Cluster J apartment building beyond
- Front gardens walls and related step back to align with the above, giving an articulated pavement and associated hard and soft landscaping
- Materiality is varied further across the terrace, with a combination of brick and render employed,
- This overall arrangement, with the pronounced articulation of the corner triplex, stepping and with the stepped form of the gable-fronted houses introduces enhanced variation and visual interest
- A pedestrian and cycle connection is made opposite, forming a direct connection towards and onto the canal towpath.



CGI View 13 - Fine Grain Frontage to Grand Canal, Cluster J



Site 4 - Extract From Materiality Drawings - DTA Architects Drawing: 5002