



ARCHITECTURAL DESIGN STATEMENT  
Strategic Housing Development

## Proposed Residential Development at **Ballymany, Newbridge**

February 2022

**Sustainable  
Urban  
Extension**

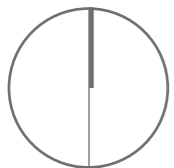
**reference** : P20-071K Ballymany, Newbridge  
**prepared** : G.McCormack  
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**Notes**

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01

# Executive Summary & Introduction



# INTRODUCTION

## 01.1 EXECUTIVE SUMMARY

This Detailed Proposal is for a residential development including 336 new homes and apartments on a site of approximately 11.42 hectares (GROSS) with landscaping and associated infrastructure at Ballymany, Newbridge, County Kildare.

## 01.2 APPLICANT AND DESIGN TEAM

**The Applicant:** Briargate Developments Newbridge Ltd & Anthony Neville Homes

Briargate Developments Newbridge Ltd, an Anthony Neville Homes (ANH) company, are an Irish construction and property development company, servicing all sectors. The management team are widely experienced in residential development of medium to large scale hotel and hospitality sectors, industrial and engineering construction.

Briargate Developments Newbridge Ltd has a reputation for integrity, professionalism and excellence which can be largely attributed to each Director's active involvement in the day to day running of each of its developments from commencement of construction to hand-over to the client.

**Masterplanner & Architect:** Reddy | Architecture+Urbanism

Reddy Architecture + Urbanism is a firm of architects and design professionals providing a comprehensive range of design services in Ireland, the UK, Europe and with associated offices in the Middle East and the USA.

The practice has accumulated extensive experience in masterplanning large-scale residential and mixed-use development schemes, and are especially familiar with the landscapes, built environment and context of the east of Ireland.

This Design and Access Statement (DAS) has been prepared by Reddy A+U on behalf of Briargate Developments Newbridge Ltd. It accompanies and supports a detailed planning application for a mixed-use scheme at Ballymany.

The DAS has been prepared with guidance produced by the Department for Environment, Heritage and Local Government and other additional professional bodies. It sets out the background to the proposals, an analysis of the application site, and an explanation of the design process that has informed the evolution of the development proposals. The DAS is a supporting document with descriptive information; it should always be read in conjunction with the formal scaled drawings and documents which accompany it.



1 Drury Mills, Saggart-ANH; 2 Emsworth Park, Kinsealy-ANH; 3 An Glasan, Enniscorthy-ANH; 4 Carton Woods, Maynooth - ANH 5 & 6 Stocking Lane, Dublin-RA+U.

1	4
2	5
3	6



**BYRNE MULLINS & ASSOCIATES  
ARCHAEOLOGICAL & HISTORICAL  
HERITAGE CONSULTANTS**



## The Design Team

<b>Reddy   A+U</b>	Masterplanners & Architects
<b>Simon Clear &amp; Associates</b>	Planning Consultant
<b>Panther Environmental Solutions</b>	Ecology and Environmental Consultant & AA Screening
<b>Muir Associates Limited</b>	Civil and Structural Consultant
<b>Jane McCorkell</b>	Landscape Consultant
<b>Byrne Mullins &amp; Associates</b>	Archaeological & Historical Heritage Consultants
<b>Sabre Engineering</b>	Mechanical & Electrical Engineers

## 01.3 SUBMISSION DOCUMENTS

The proposed application submitted on behalf of Briargate Developments Newbridge Ltd. comprises the following key documents:

- Application Forms
- Application Fee
- Location Plans
- Site Layout Plans
- Proposed Unit type drawings
- Site Access Proposals
- Engineering Proposals
- Environmental Measures

The application is further supported with the following documents and reports from the design team: (the below list relates to primary documentation)

- Planning Statement
- Environmental Impact Assessment Report & AA Screening
- Traffic and Transport Assessment
- Flood Risk Assessment
- Construction and Environmental Management Report
- Landscaping Report
- Public Lighting Report
- Energy Statement
- Arboricultural Impact Assessment
- DMURS Assessment
- Building Lifecycle Report

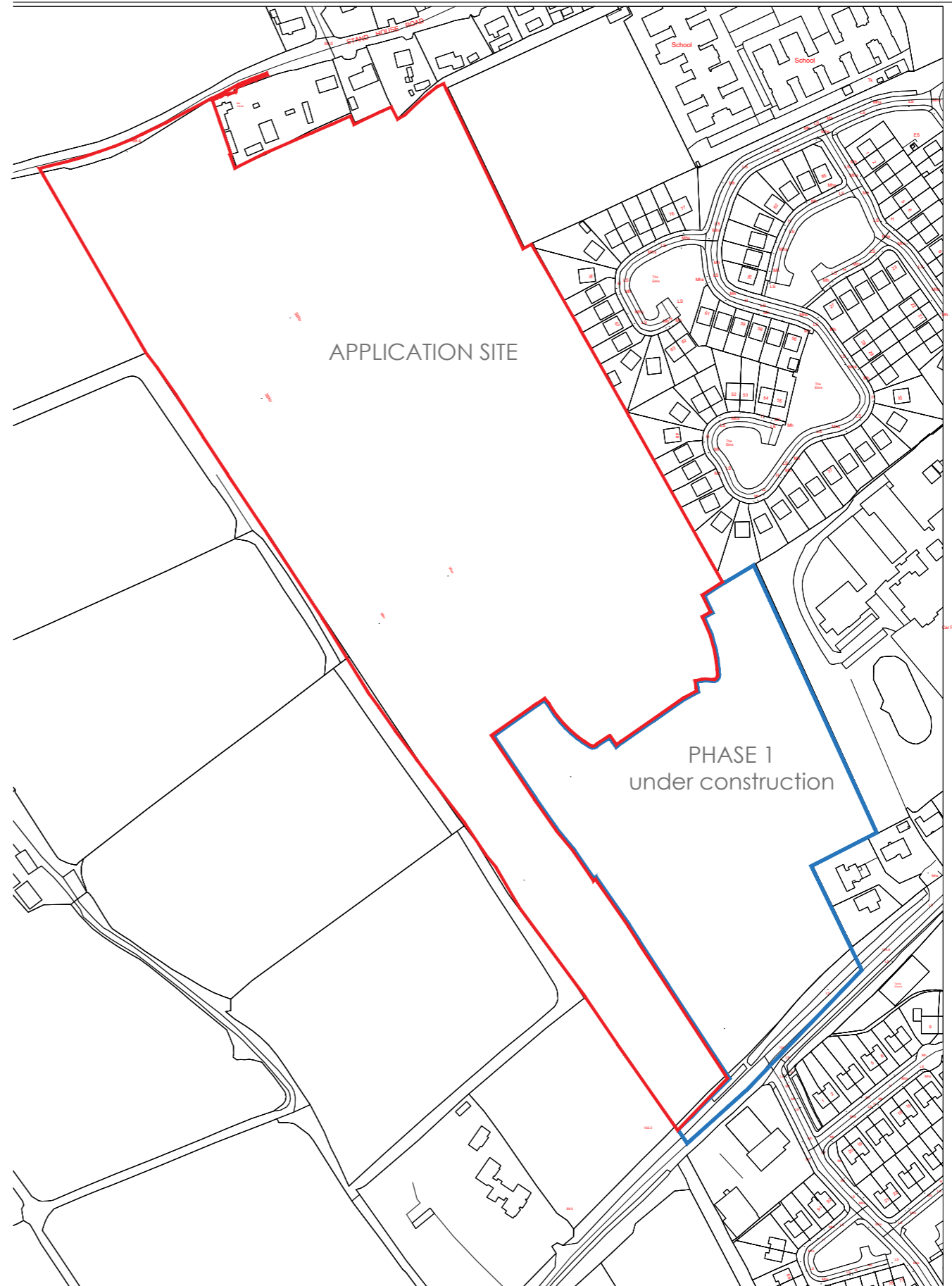
# INTRODUCTION

## 01.4 APPLICATION SITE

The application site (indicated in red across) covers an area of approximately 11.42 hectares, located due west of Newbridge town centre. The entire landholding is roughly a rectangular shaped parcel which straddles the R445 / Ballymany Road along the south and Standhouse Road to the north. To the west is Ballymany Stud which borders the length of this boundary and is delineated with an existing mature tree line. The eastern boundary is adjacent to existing residential, leisure and educational land uses which will be detailed further within this document.

Phase 1, which is currently under construction, accounts for an additional 3.7 hectares (approximately) and occupies the south-east corner of the site: 54 dwellings were granted under planning reference Ref. 16/658 (ABP-249038), alongside the construction of a section of the Link Road under Objective SRO 5 (b) of the KCDP, which seeks the construction of a road from the L7042 Green Road to the L7037 Standhouse Road, including a new junction with the R445 Newbridge Road. This road is set for completion in Mid 2022.

The application lands extend along the west between Phase 1 and Ballymany Stud to the edge of the Ballymany Road and completes the northern boundary of Phase 1 proposals. The northern edge of the site is roughly divided between Standhouse Road frontage and reduced to the rear boundary of existing dwellings in the north-west corner. The application area extends along the front of the neighbouring dwelling to allow for footpath widening in this location (with proposals agreed in principle between the landowner and the applicant).



OS Map of Site Indicating Site Extents and Phase 1 Lands (Under Construction)



View of Typical Street in Proposed Development





Aerial View of Site, Google Earth 2019

# INTRODUCTION

## 01.5 SCHEME PROPOSALS AND PRE-APPLICATION DEVELOPMENT

The design team's approach to the proposals have taken account of a number of factors which have established the guiding principles to create a development which responds to its context, which include:

- The linear plan form of the landholding between two thoroughfares of Ballymany Road and Standhouse Road.
- The existing topography along Ballymany Road and the level differences along the eastern boundary.
- The current Phase 1 proposals as granted under Ref. 16/658 (ABP-249038) including Kildare County Council's Road objectives for the distributor link along the western boundary.
- The neighbouring land-uses including established residential area of 'The Elms', the hotel and leisure centre, Scoil Mhuire grounds and Ballymany Stud.
- The site's strategic location in relation to Newbridge town centre with existing amenities and CDP 2017 - 2023 zoning objectives.

The analysis has established a number of parameters for the scheme's concept incorporating current context and connectivity objectives to create a sustainable community which weaves into the fabric of Newbridge and defines a quality, residential edge to the town environs.

In December 2020, the scheme was presented to An Bord Pleanála to discuss the proposals and rationale for the masterplan; taking the context above and illustrating how the Client has achieved a cohesive layout to achieve a successful residential and community scheme while cogniscent of the existing and proposed context (of Phase 1 development).

Following the feedback of the Bord's Opinion in January (Ref: **ABP-308498-20**), the Applicant has reviewed the recommendations and amendments which are highlighted within this document and additional Reports as part of the revised application.



3D view of Public Open space to the West of Proposed Creche



3D view of Street Corner with Dual Fronted Buildings

# INTRODUCTION

## 01.5 SCHEME PROPOSALS AND PRE-APPLICATION DEVELOPMENT

### An Bord Pleanála Opinion 308498 - 20

The team have considered the scheme in further detail following our initial meeting with An Bord Pleanála, and also with Kildare County Council, to evolve proposals in line with urban design principles and all statutory guidance. The main points below are succinctly addressed and are further detailed within the relevant sections of this document and accompanying reports.

#### Design and Layout

1. Further consideration / amendment of the layout of the scheme along the southern portion of the site, along the distributor road and adjoining Phase 1, to ensure the proposed development protects the residential amenities of houses approved under Phase 1.

The masterplan has developed to provide enhanced connectivity to the distributor road with additional open space provided towards Newbridge Road. This has been achieved by relocating the approved creche facility into the heart of the scheme; the facility itself has been enlarged to provide a central community facility to serve the full development of the site, including Phase 1 proposals. Proposed dwellings have been located and designed to protect the amenity of the current Phase 1 scheme while complimentary materiality has been selected to ensure a cohesive scheme is created.

2. Further consideration / amendment of the layout of the public open space, and surface car park at the northern boundary with Strandhouse Lane to improve the relationship with Strandhouse Road and the public realm. The layout should ensure adequate permeability through the site.

The landscape design of the public realm has considered the full scheme as a whole with regard to the provision of public open space and specifically to the north in order to create an entrance to the development from Standhouse Road. The design has evolved to provide a set-back landmark building along this proposed junction with the distributor road located within a soft landscaped setting, while parking has been integrated with the streetscape. Through mitigation of site constraints and enhancing the rural context of this link, the masterplan interventions are cogniscent of the existing setting and architectural proposals and have sought to weave both together to create a welcoming node to the masterplan.

3. A report that addresses and provides a clear design rationale for the proposed density, design and character of residential units and details of the materials and finishes of the proposed development. Particular regard should be had to the requirement to provide high quality, robust and sustainable finishes and details which seek to create a distinctive character for the development. The documentation should where applicable, ie. where density, height and housing typologies contravene the local area plan/development plan, consider the 2018 Urban Development and Building Height Guidelines, SPPR3, criteria 3.1 and 3.2 to support any such deviation from development plan standards

The design rationale for the development takes its cues for the provision of a strong street network punctuated by well proportioned public open spaces which are linked by homezones and pedestrian routes. The orthogonal form is derived from the adjacent field pattern of Ballymany stud which leads out to the Curragh, and this form has been utilised to create distinct perimeter blocks with strong corner elements and diversity of materiality and colour. Through the scheme the proposals seek to utilise high quality and landscaping to form a well defined public streetscape. The development is compliant with the applicable Kildare County Council and National Design Standards. Materials selected are comprised of predominantly robust brick at ground floor levels and pigmented render above. The terminations of urban blocks are punctuated with brick bookends in all locations, and there are no blank gables. The intent is that

the brick and pigmented render throughout the scheme will be varied in each of the character areas, but consistency of detailing and quality of proposals will remain consistent.

The team have worked together to create an integrated urban design and landscape solution, and high quality landscape proposals and materials are considered as part of the overall development proposals.

#### Open Space

4. Further consideration / amendment of the layout to ensure adequate provision of safe active and passive public open spaces. A landscaping and design plan with associated drawings and documentation should be submitted with any application clearly indicating how the areas of public open space integrate with and enhance the development.

The urban design of the proposal have integrated the public realm with public open spaces of varying characteristics and dimensions. These spaces in tandem with the buildings of the scheme create landscaped routes and pedestrian connections that have been designed to provide an animated streetscape through provision of dedicated play areas and larger open spaces. The existing topography of the site has been considered to ensure integration of useable open spaces with site boundaries and Phase 1 proposals. The landscape design has been developed in conjunction with the Parks Department of Kildare County Council.

#### Transportation

5. Further consideration of the documents as they relate to access to the site. Clarity is to be provided concerning the delivery, capacity and function of the proposed distributor road; the status of any planning and other consents required to deliver the infrastructure; the timelines involved in the delivery of the required infrastructure in the context of the proposed strategic housing development.

The design of the distributor road under KCC Roads Objective has been agreed and delivery of this under the Phase 1 proposals is anticipated to be completed by Mid 2022 which will provide the cyclist and pedestrian connectivity, including public walkway, for both the wider community and also for this proposed Strategic Housing Development.

6. Further consideration / amendment of the proposed hierarchy of streets within the scheme, including the provision of homezones to ensure that through traffic is directed towards the distributor road and not through the scheme.

Through further development of the masterplan and consideration of the feedback received, the scheme has clarified the movement hierarchy within the scheme, as demonstrated in this document and with Muir Associates Traffic Reports and Drawings. Now proposed is a clear street network which provides safe secure permeability connectivity. The distributor road and Phase 1 proposals have been clearly defined to discourage through-traffic in the centre of the site. The homezone network will create neighbourhoods of distinctive character. A DMURS compliant scheme has been proposed with pedestrian and residents safety prioritised, with the materiality of these streets enabling a sense of pedestrian ownership and safety.



3D view of Public Open Space at Zone of Archaeological Protection

02

# Site Context & Analysis



## 02.1 CONTEXT & SURROUNDING AREA



### Site Setting

The application site is situated approximately 1.5km west of Newbridge Town centre to the north of Ballymany Road. To the east of the site is a mix of uses, including commercial (Hotel) residential (The Elms Housing Estate) and a school.

To the north of the site, there is a more more established low density detached residential area, to the West of the site the manicured lands of Ballymany Stud Farm and to the South the busy Ballymany road with a mix of residential and commercial uses.

The site also adjoins (to the South) the Phase 1 residential development of 54 houses, which is currently on site.

# SITE CONTEXT & ANALYSIS

## 02.2 SITE PHOTOGRAPHS



1 view looking west from site; 2 view looking North from site; 3 view looking north towards from site; 4 Northern boundary; 5 Eastern boundary; 6 Western boundary; 7 Western boundary; 8 Western Boundary

1	2	3
4	5	6
7	8	



# SITE CONTEXT & ANALYSIS

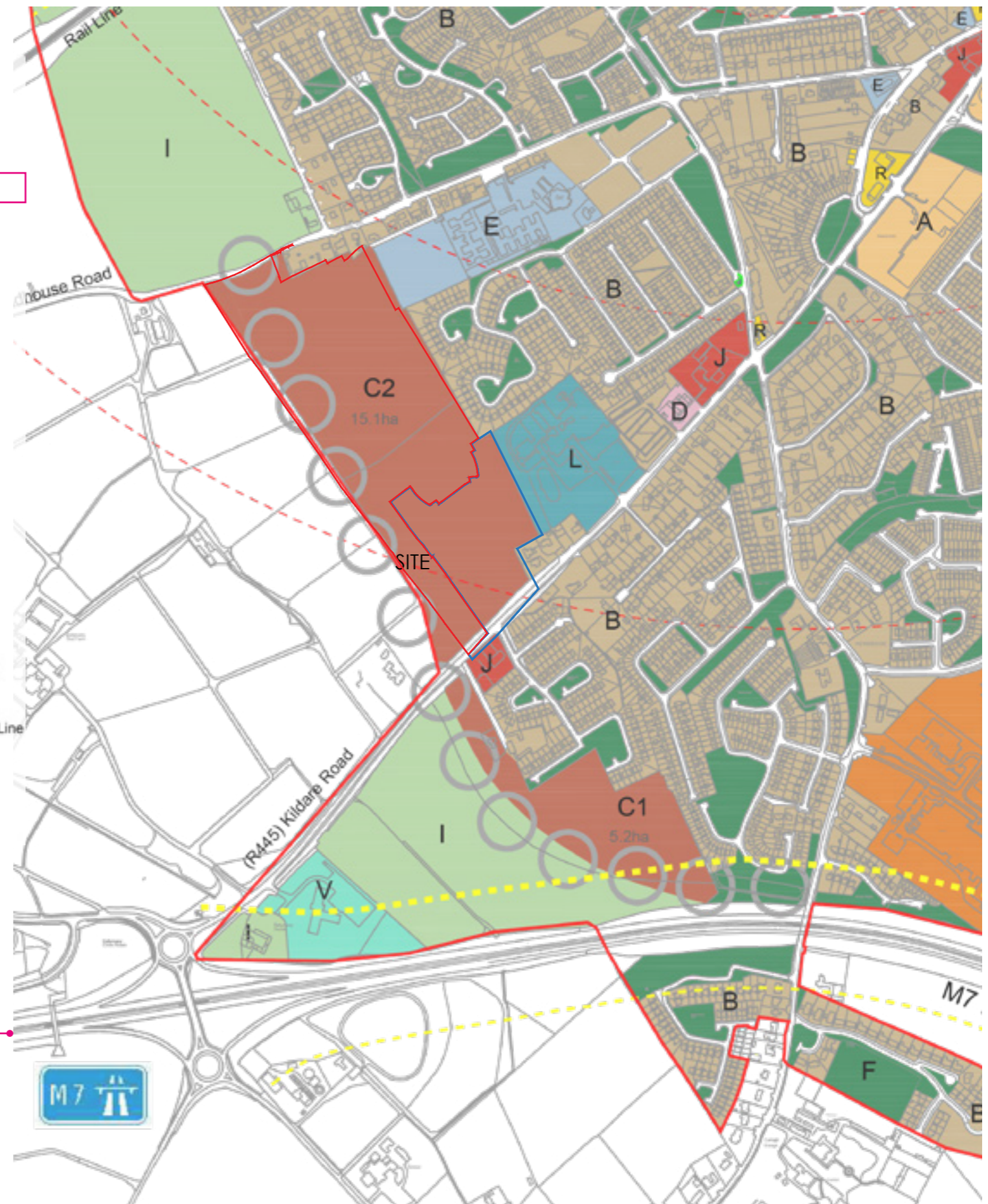
## 02.3 DEVELOPMENT CONTEXT & ZONING

The proposed scheme outlined within this document has been prepared in accordance with the objectives and criteria set out in Kildare Development Plan 2017-2023. This has sets out the strategies and objectives that will guide the future development of the Plan area as follows:

- Require high quality and people-friendly design.
- Continue to ensure that adequate provision is made for childcare, educational and recreational facilities.
- Improve the movement, connectivity and legibility within the Plan area for users of all forms of transport, in particular, pedestrians and cyclists.
- Require high quality, accessible public open spaces and continue to provide a network of public open spaces at appropriate locations in the Plan area.
- Maximise the benefits of biodiversity and enhance the green infrastructure network in the area.

**Legend :**

- Local Area Plan Boundary
- A: Town Centre
- B: Existing Residential / Infill
- C: New Residential
- D: Neighbourhood Centre
- E: Community & Educational
- F: Open Space & Amenity
- H: Industrial & Warehousing
- I: Agricultural
- J: Transport & Utilities
- L: Leisure & Amenity
- O: Department of Defence
- O: Department of Defence
- Q: Enterprise & Employment
- R: Retail / Commercial
- V: Equestrian
- Rivers & Lakes
- 500m Intervals from Train Station
- Movement Objectives (Refer to Map 2)
- Lands subject to masterplan
- Setback from the M7 Motorway & Rail Line
- Train Station
- Motorway Signs
- Pedestrian/Cyclist Bridge



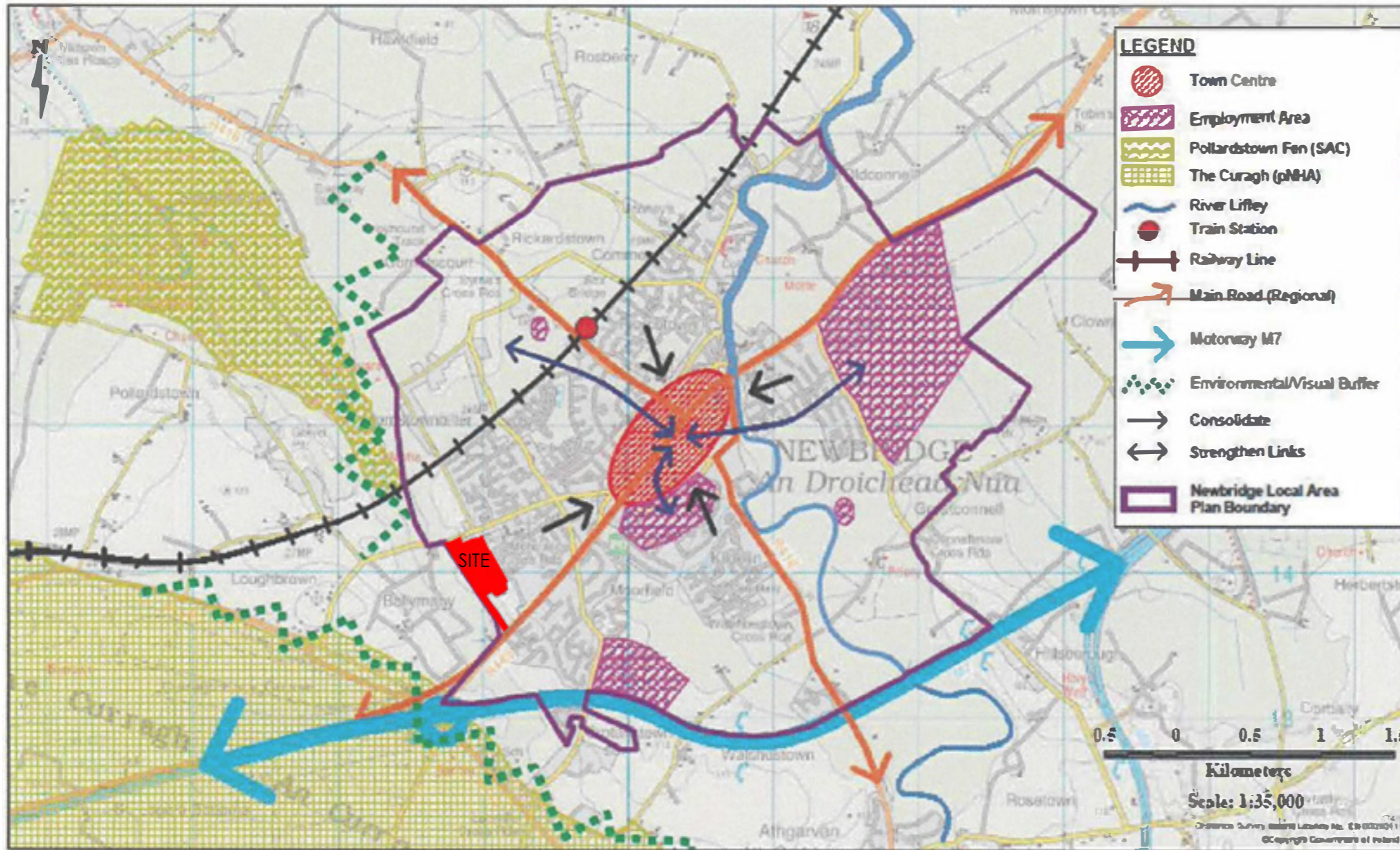


# SITE CONTEXT & ANALYSIS

## 02.4 NEWBRIDGE LOCAL AREA PLAN

An evaluation of the four SEA alternatives concluded that 'Alternative Scenario 1: 'Consolidation' (see Figure 6 below) of the town with emphasis on reinforcing the town centre and employment areas is the most sustainable option. The preferred alternative seeks to facilitate the targeted population growth of the town by focusing on the following three key development areas:

- (i) Consolidation of the existing town centre by encouraging the development of under-utilised sites such as the Bord na Mona lands, sites along Military Road and the development of a new street to the northeast of Lid I, the reinvigoration of the Main Street, Edward Street, Eyre Street and the surrounding side streets in a sensitive and appropriate manner.
- (ii) Creation of new residential areas in a sequential manner from the town centre and key transport hubs such as the train station. These lands provide an opportunity to provide appropriate residential development including a range of different dwelling types in close proximity to the town centre, educational facilities and recreational areas.
- (iii) Creation of a strategic employment land bank to the east of the town and its associated road / transport network, and the expansion of the existing employment areas such as the IDA Business Park and Newbridge Industrial Estate.



LAP Extract 'Alternative Scenario 1: 'Consolidation Plan'

# SITE CONTEXT & ANALYSIS

## 02.5 EXISTING LANDSCAPE



Aerial View Demonstrating Landscape Pattern



Image from Standhouse Road access looking east.

Existing mature western boundary

Rectilinear division of neighbouring lands



Approach from Newbridge moving west - application site on right-hand side of image

Existing tree lined edge to Newbridge Rd.

02.6 TOPOGRAPHY



Aerial View indicating Site Topography

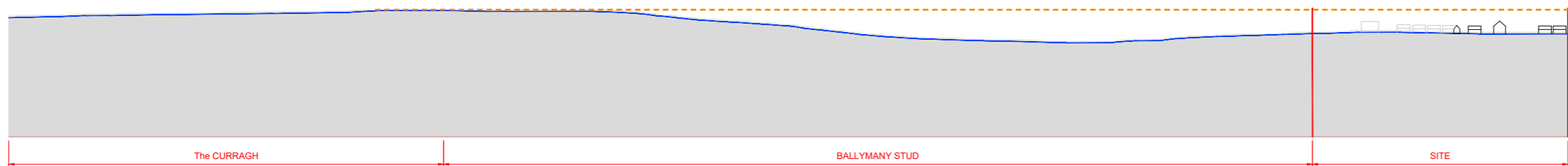


Locally raised made-ground

Overhead power lines



2m - 4.5m berm between R445 and site





Context Section demonstrating that the proposed development is lower than the prow of the hill, and thus has no visual impact on the Curragh

# SITE CONTEXT & ANALYSIS

## 02.7 OPEN SPACE + URBAN FORM



Aerial View of Land Use Pattern

Built Context   
Primary Open Space 



Morrinstown Estate



The Elms








Rathcurragh Estate

# SITE CONTEXT & ANALYSIS

## 02.8 EXISTING LAND USE



-  Agricultural (incl. Equine)
-  Residential
-  Educational
-  Commercial / Retail
-  Sport / Curragh Racecourse

Aerial View of Existing Uses



# 03 Design Proposals

Proposed Creche facility,  
102 Childcare places / 16no. Staff

Attenuation tank  
(below ground outline)

3m Cycle Path

PHA  
54 Dw  
(Not forming Part)



3D view of Treatment of Street Corners, within Homezone

## 03.2 DESIGN OBJECTIVES

### THE KEY PRINCIPLES UNDERLYING THE DESIGN PROPOSALS

#### 1. MAKING BETTER CONNECTIONS

The new development provides connections to the existing infrastructure; and provides a new pedestrian route to the town centre from Standhouse Road.

#### 2. NEW NETWORK OF ROUTES AND SPACES

The masterplan proposes a series of internal routes and public spaces, some of which are shared surface between vehicles and pedestrians (homezones). The objective is to create a strong series of informal routes and spaces. The homezone proposals are a significant proportion of the new urban streets within the development.

#### 3. PHASED DELIVERY

Appropriate phasing of the development will ensure it is supported by all necessary infrastructure, services, amenities and facilities. Building strong and inclusive communities is a key element in achieving sustainable development for Kildare. To promote the development of sustainable communities on the basis of a high quality of life where people can live, work and enjoy access to a wide range of community cultural, health and educational facilities suitable for all ages and needs.

#### 4. BLOCK SIZE AND URBAN GRAIN

The establishment of clear urban grain of blocks and plots is essential to creating new places. This implies that the creation of a clear order of routes and spaces is necessary to provide a framework for the subdivision of larger blocks. It is essential that the new street hierarchy forms a clearly legible urban structure, both in terms of vehicular access and also in terms of pedestrian movement and orientation.

#### 5. STREET AND BLOCK PATTERNS

The Masterplan aims to create a series of streets, and spaces which respond to the unique setting of Ballymany. Vistas across the site and a strong emphasis on the views through the various significant public open spaces within the site are provided.

#### 6. PUBLIC OPEN SPACE

Parks and public open spaces are used to link areas and to create routes through the site. They are also important in the creation of the desired identity and the expression of the *genus loci* of the place.

#### 7. CREATING A NEW PLACE

The public realm will play a major role in the organization of the proposed residential development, with the creation of a linear park along the western boundary providing access to the public open space and central open park. The new linear park forms a new public cycle and pedestrian route, forming greater connectivity to the wider community.

#### 8. PLACE

A sense of place is essential to the success of a new district. One of the most successful ways of achieving this, apart from the introduction of landmark buildings and structures, is to use the site features and

existing character of the area. Materiality is a key consideration in terms of the urban landscape and building, and have informed the design proposals on the site.

#### 9. VISTAS

It is important that the vistas in the area are maintained, both in terms of interesting buildings and the landscape. To the south of the site a large public open space is provided as a node to announce the arrival of the development, and to the north a significant apartment building located within generous public open spaces.

#### 10. TRANSPORTATION

It is an aspiration to provide alternatives to the private car in the form of new bus routes into the town, especially for those who are no longer able to drive. The provision and nurturing of a network of walking and cycling routes will further strengthen the community essence of the development. The new pedestrian link along Standhouse Road is a significant contribution to wider connectivity in the area.

#### 11. DESIGN FOR SAFETY AND SECURITY

The scheme will be a safe and healthy place in which to live. Pedestrians and cyclists will be able to move through the site with ease and safety. In tandem with this, all public open spaces are fully overlooked and well designed.

#### 12. SCALE

As design consideration, the scale of buildings should reflect the nature and importance of the routes and spaces they address. An increase in scale can reinforce the civic qualities of a place and provide points of interest and identity. In other instances, a reduced scale will protect the amenity of streets and backyards to ensure optimum climatic and light conditions. Taller buildings are provided overlooking public open spaces within the development

#### 13. DWELLING DIVERSITY

The scheme will offer a mix of dwelling type, size and recreation spaces to avoid the monotony associated with developments restricted to a single dwelling types or building heights. Social Housing will be provided and is fully integrated within the overall scheme.

#### 14. APARTMENTS

The provision of higher buildings will be provided in key locations along the principal routes and increase densities along the site and will create points of reference. Buildings of scale are provided overlooking public open spaces or at nodal points (to the north) within the site.

#### 15. ECOLOGY AND LANDSCAPE

To preserve ecosystems and landscape by incorporating distinct habitats and established landscape features into open spaces.

#### 16. ENERGY EFFICIENCY

To minimize energy usage through innovations in accessibility, block layout, building design, use of materials, and adaptability in floor plans and uses.





03.1 MASTERPLAN STRATEGY



Aerial View Indicating Masterplan Strategy

Proposed Development

The overall master plan strategy is to deliver a high quality residential scheme and associated amenities (including a crèche facility), laid out in character areas with a cohesive mix of dwelling types, connected by a defined streetscape.

The proposed residential development with creche, served by a Link Road will consist of the following:-

- Construction of 336 no. residential units consisting of 245 no. houses, 27 no. apartments and 64 no. duplexes;
- The 245 no. houses will comprise 2-storey, detached, semi-detached and terraced units to include:-
  - o 17 no. 2-bed houses;
  - o 184 no. 3-bed houses;
  - o 44 no. 4-bed houses;
- The 27 no. apartments are located in a part 3-storey and part 4-storey building and include:-
  - o 13 no. 1-bed units;
  - o 13 no. 2-bed units;
  - o 1 no. 3-bed unit;
- The 64 no. duplexes are located across 6 no. 2 to 3-storey buildings and include:-
  - o 32 no. 1-bed units;
  - o 16 no. 2-bed units;
  - o 16 no. 3-bed units;
- A 2-storey creche;
- Car parking, bicycle parking, internal roads, services infrastructure, bin stores and bicycle stores;
- Footpath improvements along Standhouse Road;
- Landscaping, play areas, boundary treatment and public lighting;
- All associated site works and services.

Following an analysis of the site, a number of factors influenced the emergence of the masterplan concept:

- The existing road network and approved link road connecting both roads from north to south along the edge of Newbridge LAP.
- The existing topography to the south and generally falling from west to east.
- Zoned laned uses for the site in Kildare County Council's CDP 2017 - 2023 of C2 - Residential.
- Established residential lands to the west and north boundaries, and on the south side of Newbridge Road.
- Phase 1 proposals (as under construction) and the opportunity for connectivity to the north and west.

The site represents a residential piece in the Newbridge LAP for the sustainable delivery of housing and the extension of local community to the area. The design of the masterplan is intended to create a neighbourhood of vibrancy and activity through its streetscape and open spaces.



In addition to the context of the site as apparent, and the wider urban and ecological context, the design proposals are cognisant of the two significant developments within this parcel of land, namely the Phase 1 housing consisting of 54 housing units, under construction, and the link road, which is also under construction and due for completion in Mid 2022.

This SHD must ensure that it is integrated into the Phase 1 development in a meaningful way through the road network, the public open space and the appropriate density proximate to the medium density Phase 1 housing.

From this, two additional north-south routes are created within the site, both connecting into the Phase 1 network, one forming a spine road through the scheme and the second route as a pedestrian friendly route across public open space and through a homezone that runs along the eastern edge of the site.

Both of these routes culminate at the north of the site at two large public open spaces with a site for a landmark building being formed.

The predominant urban design intent of the scheme is to create a strong urban form that reflects the rectilinear pattern of the landscape into which it is being placed. As part of this the intention has been to maximise connections and routes through the landholding which also ensuring that traffic speeds are calmed as much as possible.

The link road is to be delivered as a street edge with buildings facing out onto the street with the use of double fronted houses in all locations. The hierarchy of the road network in the scheme is clearly defined, with the link road being the primary north-south conduit, the central spine as a local street to provide access to all areas within the site, and the north-south homezone as a pedestrian priority street.

All streets are faced with high quality buildings and are fully overlooked, as are all public open spaces.

# DESIGN PROPOSALS

## 03.3 PROPOSED MASTERPLAN



Landmark apartment building providing punctuation to the scheme as it arrives at Standhouse Road

Significant Public Open Space over the archeological zone of the site, thus protecting heritage



Creche facility at the heart of the scheme providing a centralised and accessible child-care facility for all Phases of the development and the wider community



The western edge of the link road has been greatly enhanced with a very strong landscape design proposal and a new meandering pedestrian route through this space



Pocket Park in Homezone



High quality materials on houses with ends of urban blocks terminated with full height brick elements and all gables fenestrated



Topography of the site utilised to create a multileveled tiered landscape space that provides an innovative approach to play at the heart of the scheme



The creche of Phase 1 has been relocated out of this area to provide a really strong landscaped edge to Ballymany Road, provide a distinctive sense of place to the overall development, provides a public open space readily accessible to the wider community and forms an inviting route along the north-south link road and cycleway

## DESIGN PROPOSALS

### 03.4 PROPOSED DEVELOPMENT

The proposed development, as designed by Reddy A+U, involves the construction of a residential housing scheme comprising 245no. dwellings, 64no. duplexes and 27no. apartments (providing a total of 336 no. residential dwellings), a 616m<sup>2</sup> crèche and public open spaces on the 11.42 Ha site.

#### Site Layout Plan of proposed Development

##### Residential Standards

The scheme adheres to Statutory Guidance with regard to Housing and Apartment design in terms of space standards, optimum orientation and ancillary accommodation, while taking account of Kildare County Councils Development Plan standards.

##### Site Coverage

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

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

The proposed development provides a site coverage percentage of 15% (calculated based on 11.42 Ha of residentially zoned land) and is therefore compliant with the guidance outlined by the Planning Authority with regards to appropriate site coverage levels for residential development.

##### Plot Ratio

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

Town Centre / Brownfield 1.0-2.0

Inner Suburban 0.5 -1.0

Outer Suburban (Proximate to public transport) 0.35 - 0.5

Outer Suburban (Remote from public transport) 0.25 - 0.35

The proposed development provides a net plot ratio of 0.3 within a location that is considered representative of an 'Outer Suburban' area and is therefore compliant with the guidance outlined by the Planning Authority with regards to appropriate plot ratio levels for residential development.

##### Residential Density

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

Town Centre & Brownfield Sites Site Specific

Public Transport Corridors 50 units per ha

Inner suburban/infill Site Specific

Institutional Lands 35-50units per ha

Outer Suburban / 'Greenfield' 30-50 units per ha

The proposed development provides a residential density of 35 units per hectare within a location that is considered representative of an outer suburban/greenfield area.

##### Building Height

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

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

The proposed development has duly considered the height of adjoining built form and adjoining land uses within the immediate area to provide what is considered to be an appropriate maximum height of four storeys within the application site. It is further noted that the majority of the site is to be constructed to two-storey height thus providing a strong degree of integration with existing residential developments in the wider area.

##### Public Open Space

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

In Greenfield sites, the minimum area of open space required is 15% of the total site area. Including Phase 1 in the overall landholding, which this development forms part of, the total Public Open Space provision is at 23% of the overall site area.

##### 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'
- 'Newbridge Local Area Plan (2013-2019)'
- 'Sustainable Urban Housing: Design Standards for New Apartments 2018'
- 'Homes-zones - A planning and design Handbook'



View from Northeast of Site Looking South



View from Northwest of Site Looking South

03.5 OUTLINE ACCOMMODATION SCHEDULE

HOUSES				
Urban Block	Typology			Total
	2 Bed	3 Bed	4 Bed	
1		1	4	5
2		2	4	6
3		2	4	6
4		6	4	10
5	Creche (102 Childcare places / 16 Staff)			0
6	5	20	4	29
7		21	3	24
8		19	0	19
9		22	4	26
10	6	14	2	22
11	6	12	4	22
12		20	4	24
13		10	2	12
14		8	4	12
15		27	1	28
16	Apartment Block			0
<b>Total</b>	<b>17</b>	<b>184</b>	<b>44</b>	<b>245</b>
<b>Total</b>	<b>7%</b>	<b>75%</b>	<b>18%</b>	<b>100%</b>
Total	245			

APARTMENTS				
Urban Block	Typology			Total
	1 Bed	2 Bed	3 Bed	
1				0
2				0
3				0
4				0
5	Creche (102 Childcare places / 16 Staff)			0
6				0
7				0
8				0
9				0
10				0
11				0
12				0
13				0
14				0
15				0
16	13	13	1	27
<b>Total</b>	<b>13</b>	<b>13</b>	<b>1</b>	<b>27</b>
<b>Total</b>	<b>48%</b>	<b>48%</b>	<b>4%</b>	<b>100%</b>
Total	27			

DUPLEX				
Urban Block	Typology			Total
	1 Bed	2 Bed	3 Bed	
1				0
2				0
3				0
4				0
5	Creche (102 Childcare places / 16 Staff)			0
6				0
7	16			16
8		16		16
9				0
10				0
11				0
12				0
13	8		8	16
14	8		8	16
15				0
16	Apartment Block			0
<b>Total</b>	<b>32</b>	<b>16</b>	<b>16</b>	<b>64</b>
<b>Total</b>	<b>50%</b>	<b>25%</b>	<b>25%</b>	<b>100%</b>
Total	64			

<b>Total Units</b>	<b>336</b>
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<b>Houses</b>	<b>245</b>	<b>73%</b>
<b>Apartments</b>	<b>27</b>	<b>8%</b>
<b>Duplex</b>	<b>64</b>	<b>19%</b>

<b>GROSS Site Area</b>	<b>11.42</b>
<b>Site Density</b>	<b>35</b>

<b>NET Site Area</b>	<b>9.61</b>
<b>Site Density</b>	<b>35</b>

**Exclusions for Basis of Calculation**

- 0.01 140m<sup>2</sup> Adjoining Landowner Boundary
  - 0.59 5891m<sup>2</sup> Link Road
  - 0.21 2067m<sup>2</sup> Archeological Zone
  - 0.25 2474m<sup>2</sup> ESB 38kVa Clearance Zone\_Mast
  - 0.75 7505m<sup>2</sup> ESB 38kVa\_3m No-build Zone\_Underground Cable
- 
- 1.81 Ha

03.6 INDICATIVE PHASING

PHASE 1 COMPLETIONS

- A: 10no. Units - August 2021  
incl. Entrance Landscaping & Central Open Space
- B: 27no. Units - December 2021
- C: 17no. Units - May 2022
- C: LINK ROAD - Mid 2022

PROPOSED PHASING STRATEGY

- PHASE 2:**  
56 Dwellings + Creche Facility  
- 05no. 2 Bed Dwellings;  
- 31no. 3 Bed Dwellings;  
- 20no. 4 Bed Dwellings.
- PHASE 3:**  
88 Dwellings + Public Open Space (0.4Ha)  
- 32no. Duplex / Maisonettes;  
- 49no. 3 Bed Dwellings;  
- 07no. 4 Bed Dwellings
- PHASE 4:**  
93 Dwellings + Public Open Space (0.08Ha)  
- 16no. Duplex / Maisonettes;  
- 70no. 3 Bed Dwellings;  
- 07no. 4 Bed Dwellings
- PHASE 5:**  
38 Dwellings + Public Open Space (0.4Ha)  
- 16no. Duplex / Maisonettes;  
- 02no. 2 Bed Dwellings;  
- 16no. 3 Bed Dwellings;  
- 04no. 4 Bed Dwellings.
- PHASE 6:**  
34 Dwellings  
- 10no. 2 Bed Dwellings;  
- 20no. 3 Bed Dwellings;  
- 04no. 4 Bed Dwellings.
- PHASE 7:**  
28 Dwellings + Public Open Space (0.3Ha)  
- 13no. 1 Bed Apartments;  
- 14no. 2 Bed Apartments;  
- 01no. 3 Bed Apartment;



Aerial 3D view of Site from Southwest



3D view from Southwest corner of Archaeological Zone Public Open Space

# 04 Design Principles







- 01** **CONTEXT**  
How does the development respond to its surroundings?
- 02** **CONNECTIONS**  
How well connected is the new neighbourhood?
- 03** **INCLUSIVITY**  
How easily can people use and access the development?
- 04** **VARIETY**  
How does the development promote a good mix of activities?
- 05** **EFFICIENCY**  
How does the development make appropriate use of resources, including land?
- 06** **DISTINCTIVENESS**  
How do the proposals create a sense of place?
- 07** **LAYOUT**  
How does the proposal create people friendly streets and spaces?
- 08** **PUBLIC REALM**  
How safe, secure and enjoyable are the public areas?
- 09** **ADAPTABILITY**  
How will the buildings cope with change?
- 10** **PRIVACY AND AMENITY**  
How does the scheme provide a decent standard of amenity?
- 11** **PARKING**  
How will the parking be secure and attractive?
- 12** **DETAILED DESIGN**  
How well thought through is the building and landscape design?

## 01 Context - How does the development respond to its surroundings?

"Any new development should improve on the existing situation, and at the same time be sensitive to its context."

DEHLG - Urban Design Manual

Context - Positive Indicators:

- A development should seem to have evolved naturally as part of its surroundings
- Appropriate increases in density respect the form of buildings and landscape around the site's edges and the amenity enjoyed by neighbouring users
- Form, architecture and landscaping have been informed by the development's place and time
- The development positively contributes to the character and identity of the neighbourhood

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

- The site is located with an established residential area on the western edge of Newbridge, and it is important that the proposals provide for the necessary development density to provide efficient land use whilst also respecting the established pattern and scale of the area. The site has a very prominent aperture onto both the Ballymany Road and also onto Standhouse Road, and the proposals seek to integrate within the residential fabric of the town's periphery.
- The scheme seeks to provide a strong entrance, with a high quality landscaped edge and a landmark building (3/4 storey apartment block) announcing the presence of the development providing a new high quality streetscape into the site.
- Existing hedgerows along the boundary with the lands to the north and the existing mature treeline to the west (retained) to reflect the agricultural history of the context 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, including the provision of a new public open spaces throughout the scheme.
- A cycle and pedestrian route has been facilitated through the site alongside the previously approved (and under construction) link road which runs along the western boundary of the site and has been provided with a meandering pedestrian path through the green areas. This route provides a significant new pleasant pedestrian and cycle route for the wider community.

The context of the site as apparent, and the wider urban and ecological context, the design proposals are cognisant of the two significant developments within this parcel of land, namely the Phase 1 housing consisting of 54 housing units, under construction, and the link road, which is also under construction and due for completion in Mid 2022.

This SHD must ensure that it is integrated into the Phase 1 development in a meaningful way through the road network, the public open space and the appropriate density proximate the medium density Phase 1 housing.

From this, two additional north south routes are created within the site, both connecting into the Phase 1 network, one forming a spine road through the scheme and the second route as a pedestrian friendly route across public open space and through a homezone that runs along the eastern edge of the site.

Both of these routes culminate at the north of the site at two large public open spaces with a site for a landmark building being formed.

The predominant urban design intent of the scheme is to create a strong urban form that reflects the rectilinear pattern of the landscape into which it is being placed. As part of this the intention has been to maximize connections and routes through the landholding which also ensuring that traffic speeds are calmed as much as possible.

The link road is to be delivered as a street edge with buildings facing out onto the street with the use of double fronted houses in all locations. The hierarchy of the road network in the scheme is clearly defined, with the link road being the primary north - south conduit, the central spine as a local street to provide access to all areas within the site, and the north south homezone as a pedestrian priority street.

All streets are faced with high quality buildings and are fully overlooked, as are all public open spaces.



Aerial 3D view of Site from Northeast

## 02 Connections - How well connected is the new development?

"Successful neighbourhoods tend to be well connected to places, facilities and amenities that help to support a good quality of life. Such places include high quality open space and landscapes, leisure opportunities, shops – both for convenience and comparison goods, schools, places of worship, health centres and places of employment.

When choosing which area to live in, most people will choose a neighbourhood that permits easy or close access to the places that they need or like to visit on a regular basis. So the quality and sustain ability of a neighbourhood can be measured by both how well it is connected to important amenities, and how pleasant, convenient and safe those links are to use."

DEHLG - Urban Design Manual

Connections - Positive Indicators:

- There are attractive routes in and out for pedestrians and cyclists
- The development is located in or close to a mixed-use centre
- The development's layout makes it easy for a bus to serve the scheme
- The layout links to existing movement routes and the places people will want to get to
- Appropriate density, dependent on location, helps support efficient public transport



Aerial Sketch of Early Scheme Design

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

The main access point to the site is along the existing Newbridge Road. This entrance into the proposed development is marked by a public open space that provides a welcoming link into the placement of a new streetscape and community.

Cycle and pedestrian access has been provided through this site, which ties into Phase 1 and the link road connectivity provides for the creation of a pedestrian and cycle route along the western edge linking with Standhouse Road. The site provides linkage opportunities to the lands to the west of the site should these lands become available for development into the future.

The scheme proposals to date are the culmination of an integrated design approach that has sought to implement a sustainable community connected by well-designed streets which deliver safe, convenient, and attractive networks connecting back to the wider urban network. The street hierarchy within the site with reference to context, linkages, vehicle and pedestrian movement is shown in Proposed Site Masterplan

'Homezones' or residential streets are used in which the living environment clearly predominates over any provision for traffic. It is an environment where the design of the spaces between homes provides space for motor vehicles, but where the wider needs of residents are also fully accommodated. Having the following attributes:

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



3D View of homezone Area

### 03 Inclusivity - How easily can people use and access the development?

"Inclusive design is defined as that which meets the needs of all users, regardless of age, gender, race or sensory and mobility abilities. In its broadest sense, it also means creating places that can be enjoyed by people from all cultural and socio-economic backgrounds."

DEHLG - Urban Design Manual

Inclusivity - Positive Indicators:

- New homes meet the aspirations of a range of people and households
- Design and layout enable easy access by all
- There is a range of public, communal and/or private amenity spaces and facilities for children of different ages, parents and the elderly
- Areas defined as public open space that have either been taken in charge or privately managed will be clearly defined, accessible and open to all
- New buildings present a positive aspect to passers by, avoiding unnecessary physical and visual barriers

The proposed development has been designed with due regard to the principles of universal design. All homes have level access and inaccessible areas have been eliminated throughout the development. The public realm is designed ensure accessibility on equal terms for people of a range of ages and physical mobility and the gentle topography of the site will ensure that the streets and spaces are all comfortably accessible.

A wide number of house types have been proposed in terms of both size and design meeting the aspirations of a variety of people and households. The housing mix for the development has been developed in tandem with the applicant's property agents, Savills, to respond to the current housing market, and the overall ratios of the various house types, number of bedrooms and type of tenure was developed over a series of workshops with the design team to ensure that the emergent scheme would fulfil the needs of the local and anticipated future housing demand. As such, the development is very strong in the provision of dwelling typologies and sizes, with a particular emphasis on 3-bedroom dwellings, which is where the most pressing need is for the provision of high-quality family homes.

Housing affordability and also unit sizes a a major challenge in the current housing market, and this scheme seeks to provide a significant number of 2-bedroom houses, and own door 1 / 2 & 3 bedroom Duplex units.

Overall, we see that the scheme provides for the following demographics by way of house sypes:

- Larger family homes with the 54 units being constructed in Phase 1 and the detached and semidetached 4-bedroom dwellings as part of this application.
- 3 Bedroom homes for starter homes and smaller families. There are a number of options in the 3-Bedroom house typologies provided across the scheme to allow for choice and affordability.
- 2 Bedroom houses for small families, young professionals and downsizers.
- Ground Floor own door access 1- & 2-Bedroom Duplex which will facilitate the elderly and also people with mobility issues, as can the 27 apartments at the north fo the site.
- 1-, 2- & 3-Bedroom Duplex units to provide for young professionals and families who may not want to transition into a traditional house setting.

The variety of proposed housing typologies is 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 can be facilitated (to the West of the Site) . The network of roads, paths and cycle routes ensure full permeability throughout the scheme.



3D View of Public Open Space at Archaeological Exclusion Zone

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

*"The most successful - and sustainable - communities are the ones that contain a good variety of things to do, see and enjoy. For larger scale developments, this means providing a good mix of uses, housing, facilities and amenities that help to engender a successful community. For smaller infill developments, it means ensuring that the proposed uses and housing types complement those that already exist so that a balance is struck."*  
DEHLG - Urban Design Manual

Variety - Positive Indicators:

- Activities generated by the development contribute to the quality of life in its locality
- Uses that attract the most people are in the most accessible places
- Neighbouring uses and activities are compatible with each other
- Housing types and tenure add to the choice available in the area
- Opportunities have been taken to provide shops, facilities and services that complement those already available in the neighbourhood

Across the scheme there are 9 no. principle dwelling types proposed - 5no. house types and 3no. duplex types. These vary in formation and are terraced, semi-detached and detached. The apartment block and crèche facility also provides additional variety in the typology proposed. A combination of materiality and streetscape will create areas of character and distinction, further breaking down the housing parcels.

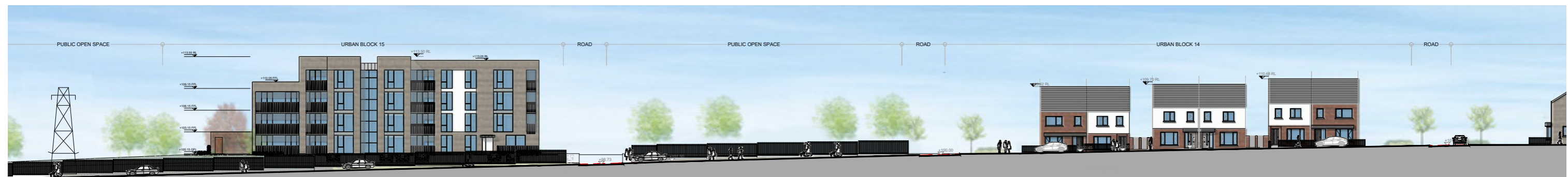
The mix of housing type and tenure will complement the adjacent existing housing developments in the area. The variety of the housing stock will add to the home choice within the immediate area and, also within the site itself, allowing for family upgrading whilst maintaining their established roots.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

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

Refer to the Quality Housing Assessment provided for the full schedule of different dwellings provided.



3D View from Link Road Looking East



Part Contiguous Elevation Looking East at Link Road

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

*“High-level Government policy in the shape of the NSS and the Climate Change Strategy establishes the importance of reducing the energy requirements and greenhouse gas emissions associated with residential development.*

*There are two main strands to designing places for climate change – mitigation and adaptation. This Criterion seeks to cover mitigation, which addresses how places can be designed to reduce the impact of development on climate change.”*

DEHLG - Urban Design Manual

Efficiency - Positive Indicators:

- The proposal looks at the potential of sustainable density, taking into account appropriate accessibility by public amenities and the objectives of good design
- Landscaped areas are designed to provide amenity and biodiversity, protect buildings and spaces from the elements and incorporate sustainable urban drainage systems
- Buildings, gardens and public spaces are laid out to exploit the best solar orientation

The proposed scheme provides a total of 336 dwelling units in this location. The houses are generally designed in a deep plan format which allow for an efficient and sustainable use of land while also providing for an efficient thermal envelope.

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

The nett density of the site is 35 units per ha. This is in line the recommendations contained in “Sustainable Residential Development in Urban Areas 2009” and therefore makes full and efficient use of the lands.

An overarching concept for the design evolution was the creation of a clearly legible streetscape punctuated by large well design ans usable public spaces. This also had to be balanced with the provision of car parking for the dwellings whilst ensuring that the development is not parking dominant.

The use of different building types 2 & 3 storey buildings, double fronted houses, and a strong landmark apartment building to the north provides a sence of defined streetscape, a nd also variety and diversity as one moves through the streets.

A significant feature is the extsnsive homezone network along eh eastern edge of the scheme, where pedestrian priority is clearly indicated, making the streets, as a connector between the public spaces a safe and pleasant enfirmment for residents to move through.



3D view of Public Ope Space at Creche



3D view of Public Ope Space at Eastern Boundary

## 06 Distinctiveness - How do the proposals create a sense of place?

"Each successful community has a distinct and special character. That is not to say that each community should compete with or try to upstage the rest – some of the most successful areas have a quiet and easy charm. Nonetheless, each successful neighbourhood will have its own *raison d'être* that makes people choose to live there over other places. Much of an area's character will be derived from elements considered in the other 11 Criteria, including – but not limited to the variety of uses, layout and architecture. But these must come together in such a way as to make the neighbourhood memorable"

DEHLG - Urban Design Manual

Distinctiveness - Positive Indicators:

- The place has recognisable features so that people can describe where they live and form an emotional attachment to the place
- The scheme is a positive addition to the identity of the locality
- The layout makes the most of the opportunities presented by existing buildings, landform and ecological features to create a memorable layout
- The proposal successfully exploits views into and out of the site
- There is a discernible focal point to the scheme, or the proposals reinforce the role of an existing centre

The overarching aim is to create a cohesive development between Phase 1 (under construction) and SHD proposals, and to link these proposals both to the urban form of Newbridge Town and also to respect the green edge as the site approached the verdant green edge to the west.

A fundamental consideration for the scheme was how to create clearly legible character areas within the site, and this task is a combination of understanding urban form and its relationship with the landscaped spaces. As such, the proposals seek to create character areas based around the key readily identifiable spaces within the site:

1. The new extended green edge to the entire development at the southernmost edge.
2. The link road edge and its relationship to the new linear park along the western edge of the site.
3. The new portion of the development that fronts onto the main public open space of phase 1.
4. The public space around the main public building of the scheme (the creche)
5. The tiered public space at the central eastern edge of the site which forms the pedestrian gateway to the homezone.
6. The main central spine road / boulevard through the site
7. The main homezone, terminating at the pocket park.
8. The large public open space at the archaeological exclusion zone and
9. The gateway public space at the north of the site and the landmark apartment building in this location.

The house typologies between the Phase 1 and SHD schemes will be connected through similar material palette which will continue through the main routes into the scheme from Phase 1. The built environment of Kildare and Newbridge town features quite a mix of construction methods and building materials, from the grey limestone of the ecclesiastical buildings to the modern rendered finish of the more contemporary residential units. Red brick is also a traditional material found within the historical town centre.



## 06 Distinctiveness - How do the proposals create a sense of place?

The overarching aim is to create a cohesive development between Phase 1 (under construction) and SHD proposals, and to link these proposals both to the urban form of Newbridge Town and also to respect the green edge as the site approached the verdant green edge to the west.

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1. The new extended green edge to the entire development at the southernmost edge.
2. The link road edge and its relationship to the new linear park along the western edge of the site.
3. The new portion of the development that fronts onto the main public open space of phase 1.
4. The public space around the main public building of the scheme (the creche)
5. The tiered public space at the central eastern edge of the site which forms the pedestrian gateway to the homezone.
6. The main central spine road / boulevard through the site
7. The main homezone, terminating at either end with significant public open spaces
8. The large public open space at the archaeological exclusion zone and
9. The gateway public space at the north of the site and the landmark apartment building in this location.





## 06 Distinctiveness - How do the proposals create a sense of place?

The house typologies between the Phase 1 and SHD schemes will be connected through similar material palette which will continue through the main routes into the scheme from Phase 1.

The built environment of Kildare and Newbridge town features quite a mix of construction methods and building materials, from the grey limestone of the ecclesiastical buildings to the modern rendered finish of the more contemporary residential units. Red brick is also a traditional material found within the historical town centre.

At Ballymany, this range of building materials will be continued, but it should be continued in a logical manner having mind to hierarchy, scale, edge conditions and movement so that the materials support an overall patina and sense of place throughout the site. The approach to materiality is based generally on presenting high quality materials at the junctions between the building and the street edge, and also to punctuate the ends of urban block with taller brick elements or colour. Generally entrances to homes are clearly defined with roof canopies or undercrofts, and the approach in terms of the streetscape is to remove as much clutter from the front of the houses as is possible.

The approach is to have family of brick and render colours and textures that are used for each of the character areas, and that this use of materiality to define once area from another will be subtle enough to ensure cohesive within the development, but have enough definition to provision visual delight, contrast and also importantly legibility for residents and visitors (i.e. 'I live in the house with the dark brick, light grey canopy and red door!'). Consistency of approach and detailing is also important. Some of the most successful planned developments in both Ireland and the UK rely on consist of approach and materiality for their strength and durability (Georgian Dublin and the New Town, Edinburgh), and this rigour to detail, with subtle change in colour and texture are an integral part of achieving consistency and quality.

For example a material such as a high quality red or grey brick and colour washed renders will be employed in the most visually exposed areas of the site along the south eastern site edge and towards the most elevated part of the site in the north western corner forming a defined edge, with softer colour and tones forming the palette in the residual defined character areas.

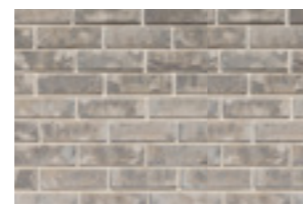
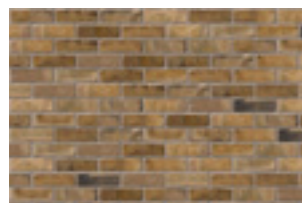
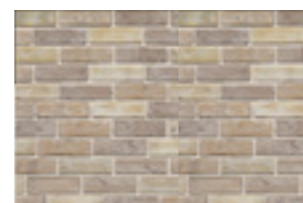
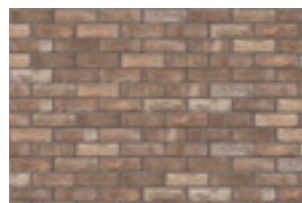
The approach to character areas has also informed the landscape proposals of Jane McCorkell, who the architects have worked with closely for the realization of the scheme.



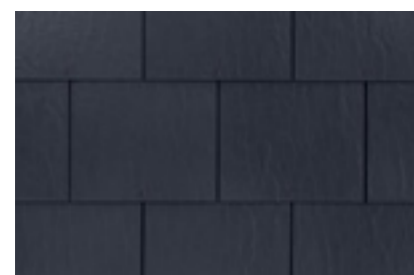
High quality public open spaces that are diverse in treatment across the masterplanned site



View at Pocket Park to the northeast of the site



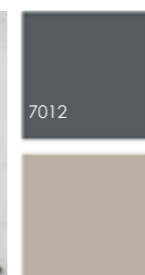
ROOF SLATES



WINDOWS / REAR DOORS



EXTERNAL FRAME



RENDER



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

"How the site is laid out is one of the key determinants of successful places. The layout of a neighbourhood can help to determine an area's character and sense of place – the same buildings arranged differently will have a very different feel to each other - its safety and security and how well it works. Many of the mistakes that are attributed to bad planning are often errors of layout – for instance, a dead end that does not connect with the route to the school, or a lonely footpath that is a haven for crime and anti-social behaviour."

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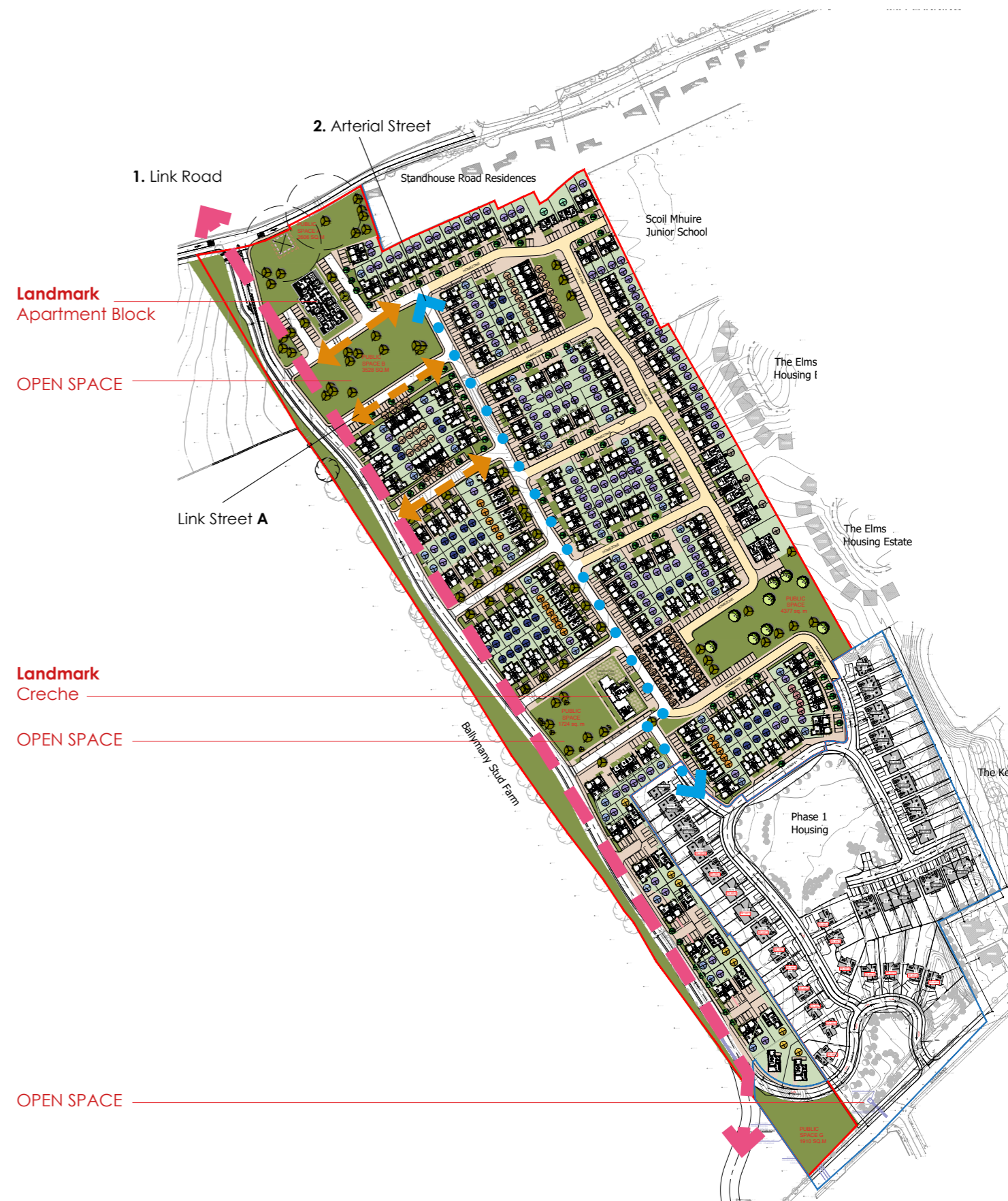
Layout - Positive Indicators:

- Layout aligns routes with desire lines to create a permeable interconnected series of routes that are easy and logical to navigate around.
- The layout focuses activity on the streets by creating active frontages with front doors directly serving the street
- The streets are designed as places instead of roads for cars, helping to create a hierarchy of space with less busy routes having surfaces shared by pedestrians, cyclists and drivers
- Traffic speeds are controlled by design and layout rather than by speed humps
- Block layout places some public spaces in front of building lines as squares or greens.

The layout is primarily informed by good design principles 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 areas to create a sense of place, orientation and progression.
- The characters of the main spaces are defined by generous widths, tree lines of native species, and continuously built frontages as well as a new pedestrian routes through the open spaces that tie in with existing neighbourhood.
- End of terrace and corner of street units are all designed so that they do not present blank gables, but added interest designed features to avail of long views and approaches.
- Street Hierarchies, smaller clusters and transitional zones feeding from the main spine routes serving the more intimate housing areas and clusters. These streets are smaller in scale and incorporate tree species and landscaping different from the primary routes and have transitional home zones.
- The crèche has been positioned in an accessible pocket of open space visible from the main link road.
- Quality public open spaces are distributed throughout the scheme, all overlooked by housing.
- The rear gardens of the existing houses along the eastern edge and within Phase 1 have all been adequately protected.
- The creations of a number of 'Homezone' street environments throughout the h development will calm the traffic, and help to strengthen the relationship between the houses and the adjacent public open spaces.



## 08 Public Realm - How safe, secure and enjoyable are the public areas?

"The most successful neighbourhoods contain streets, squares, parks and public gardens that are as good quality – if not better, than the private buildings and spaces within the neighbourhood. A neighbourhood with poor quality public spaces will rarely be improved by even the highest quality architecture – whilst a neighbourhood of ordinary buildings can be transformed through improvements to the public realm."

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Public Realm - Positive Indicators:

- All public open space is overlooked by surrounding homes so that this amenity is owned by the residents and safe to use
- The public realm is considered as a usable integrated element in the design of the development
- Children's play areas are sited where they will be overlooked, safe and contribute to the amenities of the neighborhood
- There is a clear definition between public, semi-private, and private space
- Roads and parking areas are considered as an integral landscaped element in the design of the public realm

All public realm areas will be landscaped to a high standard in a combined hard/soft landscaped plan, and the locating, sizing and final design of the public opens spaces has been carefully considered by the design team in preparing this application.

Car parking has been provided within the landscaped curtilage of the majority of houses in configuration so as to avoid a car dominated streetscape. Dedicated communal car parking areas are provided which have been landscaped to mitigate visual impact from dwellings and streets.

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.



3D view from Northwest looking Southeast



Excerpts from Landscape Design Report



Plan and Section of Tiered Natural Play area, using the site topography as a positive asset

## 09 Adaptability - How will the buildings cope with change?

"The success and sustainability of a housing development can be measured by its longevity. Much of the most successful housing of the past is still in use because it has been able to adapt to changing circumstances – for example by adapting to changing family sizes, different forms of space heating and increased car ownership."

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### Adaptability - Positive Indicators

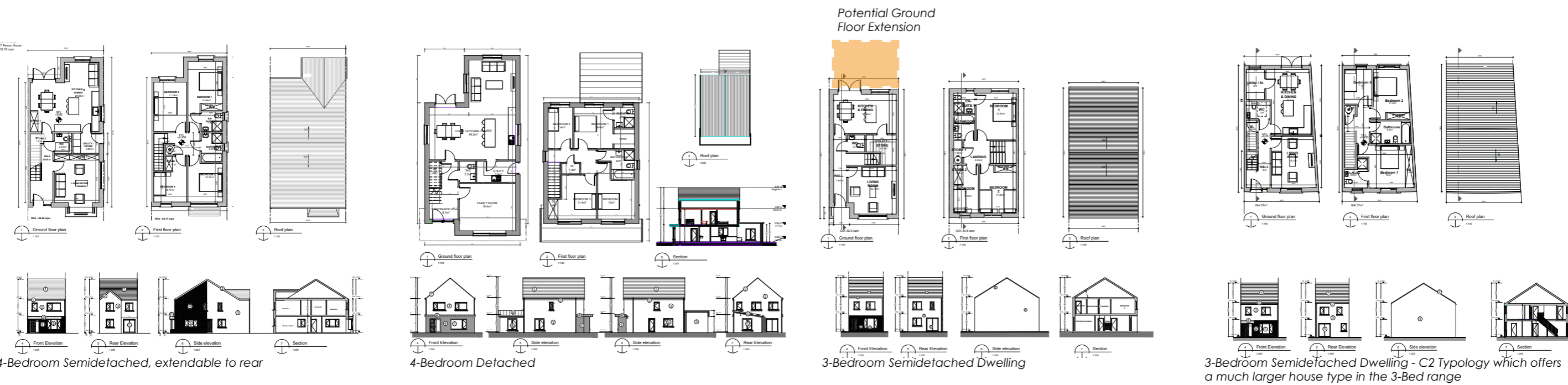
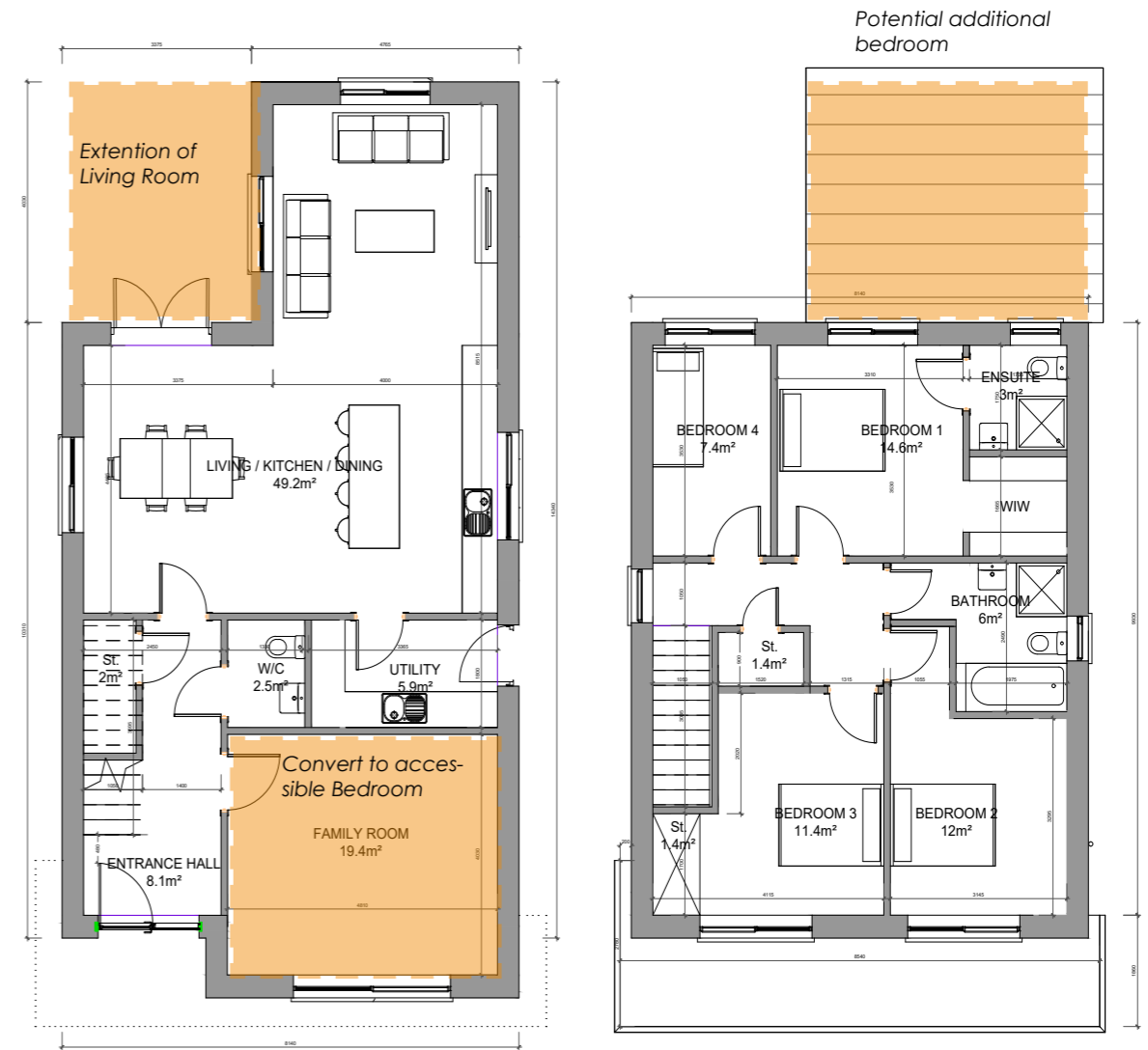
- Designs exploit good practice lessons, such as the knowledge that certain house types are proven to be ideal for adaptation
- The homes are energy-efficient and equipped for challenges anticipated from a changing climate
- Homes can be extended without ruining the character of the types, layout and outdoor space
- The structure of the home and its loose-fit design allows for adaptation and subdivision, such as the creation of an annex or small office
- Space in the roof or garage can be easily converted into living accommodation

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 most likely built utilising timber frame construction, heavily insulated with internal layouts that can be easily adapted in the future.

There is also potential for future expansion with an annex of certain dwellings, the rear gardens of which have been generously sized in some cases.

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



# 10 Privacy & Amenity - How do the buildings provide a decent standard of amenity?

"Privacy and amenity are extremely basic human needs. Such matters are particularly important in higher density schemes where good space standards, sound insulation and access to private open space can make the difference between acceptable urban living and a poor living environment."  
 DEHLG - Urban Design Manual

Privacy & Amenity - Positive Indicators:

- Each home has access to an area of useable private outdoor space
- The design maximises the number of homes enjoying dual aspect
- Homes are designed to prevent sound transmission by appropriate acoustic insulation or layout
- Windows are sited to avoid views into the home from other houses or the street and adequate privacy is affordable to ground floor units.
- The homes are designed to provide adequate storage including space within the home for the sorting and storage of recyclables.

Each residential unit proposed in this scheme is served by an exclusive area of private open space in accordance with Table 11.5 Private Open Space (POS) Requirements for Houses of the Kildare County Development Plan and Appendix 1 of the Sustainable Urban Housing: Design Standards for New Apartments 2018 Guidelines.

All dwellings have access to usable private outdoor space including play areas. Particular care has been given to ensure that private amenity spaces are adequately protected whilst simultaneously providing active facades and streetscapes.

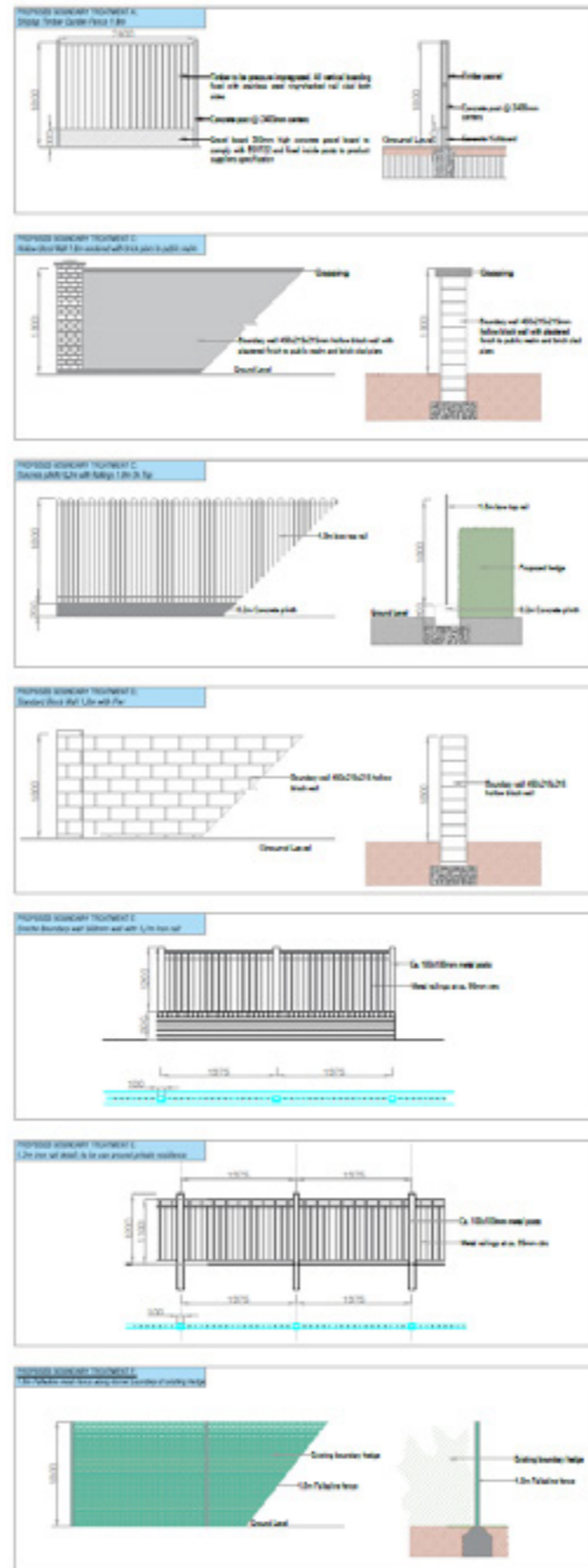
Blank walls and gables have been designed out of the scheme in a instances, and all streets and public open spaces are overlooked.

There is a diversity of street typology provided, with the following key typologies:

- The Link Road, providing a new vehicular, cycle and pedestrain route from north to site, with a woodland linear park providing a public amenity to the wider community
- The spine road 'main street' throught eh centre of the site is a slightly narrower street that forms the roles of a central boulevard in the site, connecting the public open spaces together
- The homezome to the east of the site providing a safe pedestrian dominant neighbourhood street.

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

Where terraced units are provided, bin and bicycle storage to the front of the dwellings is provided.



Typical Boundary Treatments



Part Plan of Typical Urban Block, demonstrating how the buildings and urban realm are inte-



Street Corner Treatment

# 11 Parking - How will parking be secure and attractive?

"How parking is dealt with on a development site can significantly affect the success of a development. The most successful developments tend to provide sufficient parking to cope with demand in a way that does not overwhelm the appearance and amenities of the public realm."  
DEHLG - Urban Design Manual

Parking - Positive Indicators:

- Appropriate car parking is on-street or within easy reach of the home's front door.
- Parked cars are overlooked by houses, pedestrians and traffic, or stored securely, with a choice of parking appropriate to the situation.
- Parking to be provided communally to maximise efficiency and accommodate visitors without the need to provide additional dedicated spaces
- Materials used for parking areas are of similar quality to the rest of the development
- Adequate secure facilities are provided for bicycle storage

All 3 and 4 bedroom houses are provided with 2 no. on-plot car parking spaces.

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

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

Car parking forms an integral part of the public realm and will be understated so as not to dominate, as previously mentioned. The proposals have fragmented the carparking so it doesn't read as large swathes of vehicles and hard-scaping.



Early design sketch of evolving designs



On Curtilage Parking for the majority of units



Visitor Parking at Public Open Spaces



Shared on-Street Parking at Duplex Units to the south of the site

## 12 Detailed Design - How well thought through is the building and landscape design?

"While strategic considerations such as location, connections, and sustainability will determine much of the success of a scheme, the finished quality can have a significant effect on a development's character, sense of place and legibility."

DEHLG - Urban Design Manual

Detailed Design - Positive Indicators:

- The materials and external design make a positive contribution to the locality
- The landscape design facilitates the use of the public spaces from the outset
- Design of the buildings and public space will facilitate easy and regular maintenance
- Open car parking areas are considered as an integral element within the public realm design and are treated accordingly

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

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

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

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

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

The character zones offer variations on the brickwork and render combinations. The colour palette chosen will be sympathetic to the existing residential properties adjacent to the development.

Bin stores in public areas are to be minimised where possible. These will be built from matching finishes and the openings & lid will be clad from hard-wearing 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. Duplex dwellings are provided with shared bin and cycle storage facilities set subtly within landscaped courtyards.

Overall the purposed scheme provides:

- High quality landscaping proposals and palettes of materials
- Mix of unit types
- Range of boundary treatments
- Connectivity within the site and contextually



Nodes and Homezone Diagram



3D view from Northwest corner of Archaeological Zone Public Open Space looking Southeast



05

Site Statistics  
&

Schedule of  
Accommodation



## 05.1 SITE STATISTICS

### SITE AREA

Gross Site Area: 114 268m<sup>2</sup> | 11.42Ha [ RED LINE BOUNDARY ]  
 Developable Site Area: 96,191m<sup>2</sup> | 9.61Ha

### Exclusions for Basis of Calculation

140m<sup>2</sup> Adjoining Landowner Boundary  
 5891m<sup>2</sup> Link Road  
 2067m<sup>2</sup> Archaeological Zone  
 2474m<sup>2</sup> ESB 38kVa Clearance Zone\_Mast  
 7505m<sup>2</sup> ESB 38kVa\_3m No-build Zone\_Underground Cable

### Density

9.61 Ha / 336 dwellings = 35DPH

### Public Open Space:

Requirement 15% of GROSS Site / 17,065m<sup>2</sup> | 1.7Ha

SHD Application Site: 17,626m<sup>2</sup> | 15.4% Public Open Space  
 Phase 1 Permission: 11,269m<sup>2</sup>

Overall Public Open Space: **25%** / 28,895m<sup>2</sup> | 2.88Ha

### Car Parking Provision:

Dwellings: 561 Spaces  
 Apartments: 35 Spaces / 3no. UD Spaces / 3no. EV Charging Spaces

Total 596no. Parking Places

Creche: 21 Spaces / 1no. UD Spaces / 1no. EV Charging Spaces

### Cycle Parking:

48no. Visitor Spaces  
 28no. Cycle Spaces for Apartment Block (UB16) (Dedicated Cycle Store)  
 64no. Cycle Spaces for Duplex / Maisonettes

Creche: 6no. Secure Spaces (Covered Cycle Shelter)

### Dual Aspect Units:

27no. Apartments 21no. Dual Aspect / 77%

### PROPOSED HOUSING MIX

Houses: **245** | **73%** Apartments / Duplex: **91** | **27%**

<b>2 BED HOUSES</b>	<b>1 BED Apartment</b>	<b>2 BED Apartment</b>	<b>3 BED Apartment</b>
17   7%	13no. 14%	13no. 14%	1no. 1%

**3 BED HOUSES**  
 184 | 75%

<b>4 BED HOUSES</b>	<b>Duplex / Maisonette:</b>	
44   18%	1 Bed Maisonette:	32no. 35%
	2 Bed Duplex:	16no. 17.5%
	3 Bed Duplex:	16no. 17.5%



