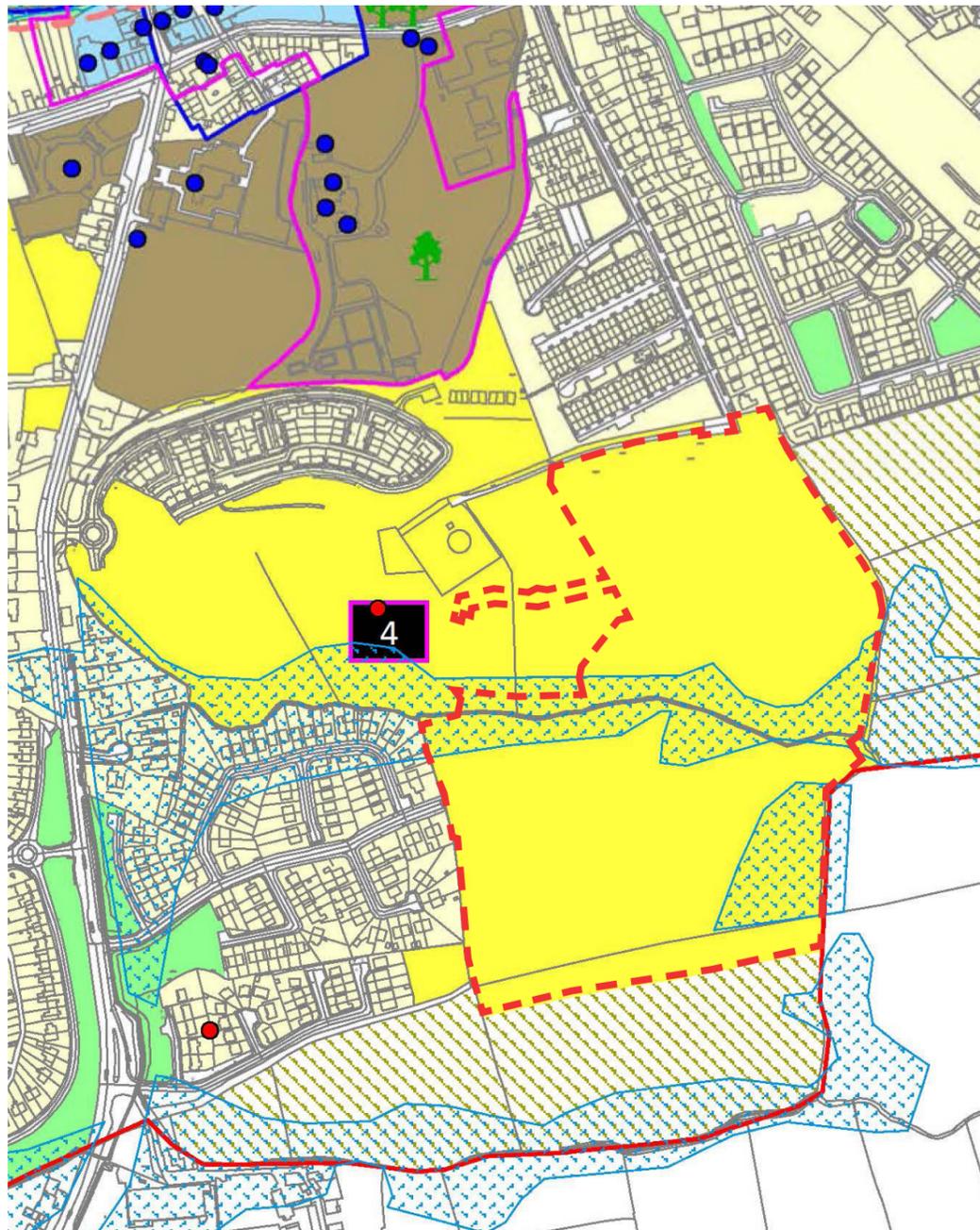
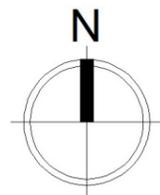




Section 1 - Introduction



▲ Subject Site outline dashed red overlaid on Louth CDP 2021-2027



This Design Statement has been prepared in support of an application to An Bord Pleanála, on behalf of The Ardee Partnership for a mixed use development at Bridgegate, Ardee.

This Statement provides details of the site analysis, the concept/ masterplan and compliance with relevant national and local design criteria and standards structured in accordance with the 12 criteria of the Urban Design Manual, EHLG 2009 and also addresses specific items identified in our meeting with Louth County Council.

The 13.032ha subject greenfield site is located approx. less than 1km south of Ardee Towncentre, adjacent Bridgegate Residential Development designed in 3 phases with phase 1 having now completed construction. The site is divided by the existing stream flowing east west along the use boundary as illustrated in the County Development Plan zoning extract reproduced here. It is a challenging steeply sloped site to the north known as Mulladrillen Hill, and is zoned as New Residential.

The proposed mixed use scheme is in compliance with the zoning objectives of the Louth County Development Plan 2021-2027, & the residential development proposed will address the current local market demand for larger family homes with private back gardens while offering high quality apartment / duplex living options as the proposed development at Bridgegate is currently under construction to the west and north of the subject site. The application also includes 649.1 sqm of non-residential development

in the form of a Community building and a Creche to accommodate 100 childcare spaces for the overall Bridgegate development.

We are presenting a robust site strategy that will harness the significant amenities of the location to deliver a quality, sustainable residential neighbourhood, maximising the potential of an important greenfield site in close proximity to Ardee towncentre. The proposed scheme described in the following pages proposes an approx.

35u/ha density housing/ duplex development for 272 no. 1, 2, 3 & 4 bedroom units -

66 no. Duplex units - 24%

1 Bed	17 no.	26%	(6.3% of total units)
2 Bed	24 no.	36%	(8.8% of total units)
3 Bed	25 no.	38%	(9.2% of total units)

206 no. Houses - 76%

2 Bed	50 no.	24.3%	(18.4% of total units)
3 Bed	145 no.	70.4%	(53.3% of total units)
4 bed	11 no.	05.3%	(4.0% of total units)

The scheme will compliment the adjacent residential developments at Cherrybrook, Rathgory, De La Salle Crescent & Bridgegate and in conjunction with the proposed creche & community centre will extend the built form and create a legible network of neighbourhoods.

Sections 2 & 3 describe the site and the proposed development, the urban design strategy and built form including the Architectural treatment & Building finishes/ materials proposed and the elevation & unit type strategy that has been developed

Summary of 4 phases			
158no. units Permitted in 3 phases minus 31no. Units proposed to be omitted plus 272no. Proposed units = 399no. Units total			
Total Unit Mix	1 bed unit	4.3%	17
	2 bed unit	25.6%	102
	3 bed unit	64.2%	256
	4 bed unit	6.0%	24
Total No. of Units			399

to ensure variety and quality across the scheme. The Housing Quality Assessment (HQA) is a separate document and demonstrates compliance with the Sustainable Urban Housing: Design Standards for New Apartments 2020 and the residential dwelling standards in the Louth County Development Plan 2021-2027.

The proposed landscape masterplan, landscape details and green infrastructure strategy is provided by Stephen Diamond Associates Landscape Architecture in a separate document. We have worked closely together to produce a holistic design to achieve a sense of place.

CS Consulting Engineers also have been an intrinsic Design Team member ensuring that the street layout, access, parking & sustainable drainage supports the architecture and landscape design and complies with best practice DMURS.



▲ Main Road (N2) site boundary looking East - Existing Bridgegate Entrance

Section 1 Introduction

Bridgeway Residential Development
by The Ardee Partnership



▲ Site Plan of Bridgeway residential development, comprised of recently constructed & emerging/future Phases 1-3



▲ Aerial view of recently constructed Bridgeway development

The Bridgeway residential development is currently under construction with 3 phases as per Reg. Ref. 10-174, 19-336, 19-353, 19-875, 19-549. The scheme is located to the north & west of the current application site that shares the main access off the N2 Drogheda Road. Bridgeway has permission for 158no. 2 & 3 storey units of 2, 3 and 4 bed houses with a creche & community centre.

Development commenced on this site in 2018 and Phase 1 has been completed & fully occupied. The 'A3' rated houses employ use of solar panels & condensing gas boiler systems. Materials used include quality self finished render with brick detailing, tiled roofs, with extensive hard/ soft landscaping with curtilage & on-street parking.

This SHD application aims to extend Bridgeway to provide a fourth phase with a distinct new character area to include a linear park about the River Dee tributary that flows east west across the site and a park at Mulladrillen hill to link into the established residential neighbourhoods & increase the permeability & residential amenity for all.

PHASE 1 - Permitted	41 no. houses
PHASE 2 - Permitted	65 no. houses
PHASE 3 - Permitted	52 no. houses

PHASE 4 (Subject Application) - Proposed Omission of 31no. houses from Phase 3 & provision of 206 no. houses + 66 no. duplex units.



▲ Wide Plot rear gardens
Emerging Bridgeway development (looking east) with entrance from N2
▲ Terrace on Bridgeway Drive with rear parking court



Bridgegate
Combined permitted development



There are currently 158 houses, a creche, community centre and public park permitted & under construction.

- parent permission 10/174, modifications 19/549 (change 6 houses in phase 1),
- 19/875 (delete 1 house in phase 1),
- 19/336 (modification of part of phase 1 & all of phase 2),
- 19/353 (modification of phase 3).

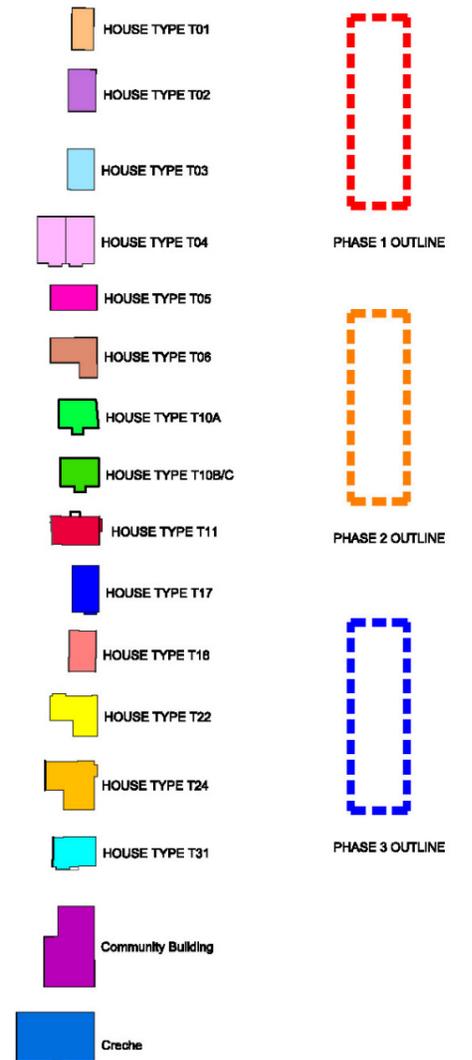
It is proposed to omit 31no. permitted houses from Phase 3 to accommodate a new coherent urban plan for the site south of existing stream .

Therefore there would be 127no. permitted units plus 272 no. proposed for Phase 4 resulting in a total development of 399no. residential units, and the proposed development will supercede the permitted developemnt where the site boundaries overlap as indicated.

Summary of 4 phases

1 bed unit	4.3%	17
2 bed unit	25.6%	102
3 bed unit	64.2%	256
4 bed unit	6.0%	24
Total No. of Units		399

← extent of the overlap of this application with the permitted scheme outlined & shaded in red



Urban Design & Built Form

Urban Design Manual - Summary of 12 Criteria addressed

NEIGHBOURHOOD

The Proposed site layout accommodates a network of distinct character neighbourhoods including residential mixed unit types that address a series of public open spaces and retain an existing stream & group of mature trees.

The area is within the inner suburbs of the established commercial town of Ardee which includes many existing residential amenities such as the shopping, Schools & library.



▲ 01 CONTEXT
- the development is informed by the Louth CDP 2021-2027 & responds to specific boundary conditions

▶ 02 CONNECTIONS -
attractive routes for pedestrians & cyclists, close to creche & public parks



▲ 03 INCLUSIVITY
- DMURS layout with easy access by all, with open space clearly defined with passive surveillance

▶ 04 VARIETY
- the mix of housing types range from 2- 4 bed dwellings. 1- 2-3 bed duplex units



SITE

The proposed site design harnesses the layout, public realm and intensity of development to create a strong suburban estate that will foster a strong sense of belonging and ownership for those that live there.

There is a variety of spatial scales described in the Character areas that respond to the existing mature landscaping. The 3 storey duplex blocks continue the Bridgewater Avenue block pattern to provide an active street frontage with a legible hierarchy of spaces throughout the scheme.



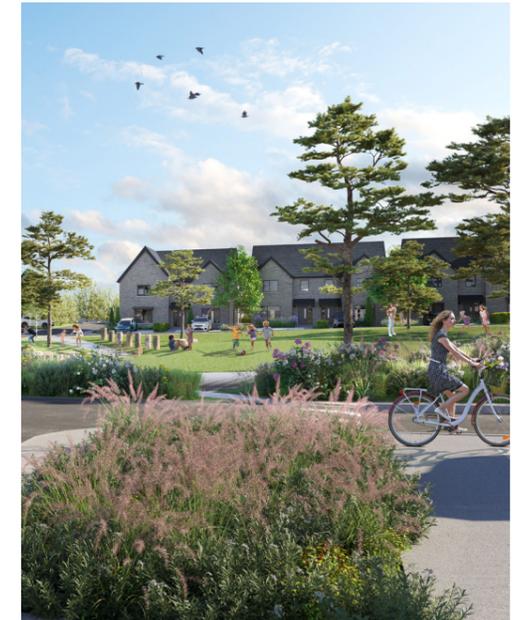
▲ 05 EFFICIENCY
- of land use & high density achieved with regular street layouts & innovative SUDS

▶ 06 DISTINCTIVENESS
- sense of place achieved by reinforcing strong mature landscaping with distinctive House Types & Neighbourhood streets.



▲ 07 LAYOUT
- all public spaces are overlooked, interconnected series of routes with a clear hierarchy.

▶ 08 PUBLIC REALM
- high quality safe amenity spaces capitalising on existing views & green boundaries & design of Neighbourhood streets.

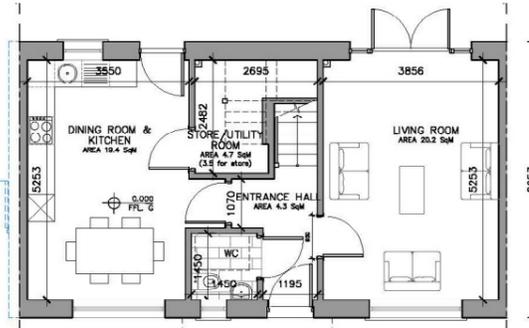


Urban Design Manual - 12 Criteria addressed - con't

HOME

There is a variety of house types proposed ranging from 2 to 4 beds, and duplex 1, 2 to 3 beds that have been designed to address current market needs that are adaptable to enable people live comfortably through different stages of their lives.

The immediate surroundings to each dwelling has been considered with a 1.5-2m transition private planted strip with easy access to carparking spaces on cutilage or on street & within easy reach of a communal public open space. Care has been taken with the architectural facades, orientation, rhythms, proportions & proposed detail to ensure quality & an attractive environment is provided that will endure.



▲ 09 ADAPTABILITY - house types & duplex/ apartments are designed for ease of internal alteration & houses can be extended to the rear or convert attic.



▲ 10 PRIVACY & AMENITY - all house types have private rear gardens with 100% dual aspect & 1st floor separation distances of habitable accommodation are maximised where possible as per this 26m separation, to ensure no overlooking.



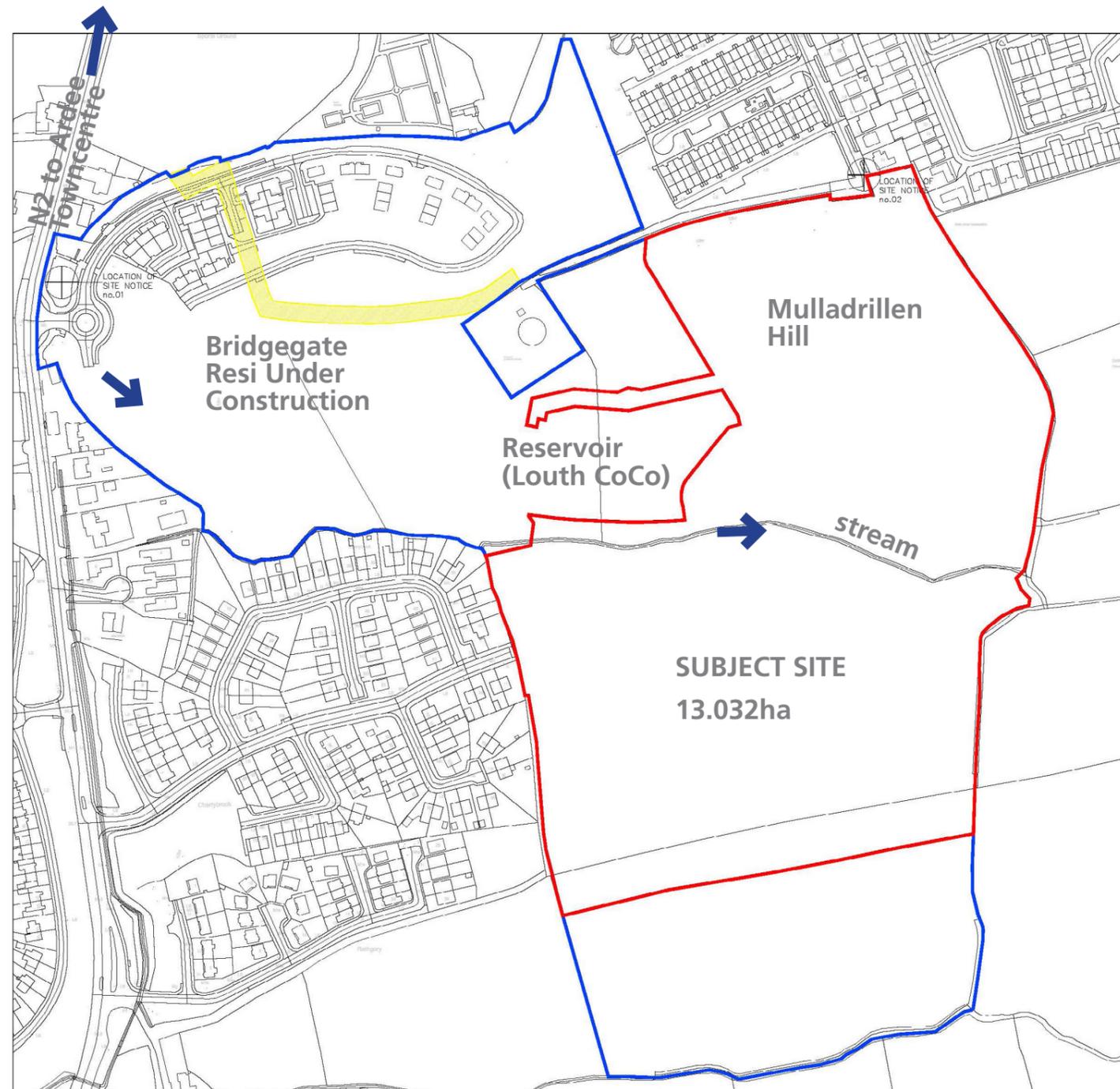
▲ 11 PARKING - passively supervised on curtilage & on-street car & bike parking within easy reach of houses & duplex entrances.

▲ 12 DETAILED DESIGN - Quality detailing proposed for all residential amenity spaces, carparking & bin storage for ease of maintenance & taking-in charge.



01 Context

1.1 Application Site



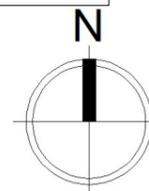
- ▲ Aerial view of Bridgeway phases under construction
Drone Image Autumn 2021
- ◀ Ordnance Survey Map with site outlined - reproduced under copyright licence number AR0050521

The existing site comprises an undeveloped greenfield site with a site Area of 13.032ha (approx 32 acres) located to the south of Ardee towncentre.

The subject site has no frontage onto the main road into Ardee (N2) and is accessed off the N2 via the permitted residential scheme under construction - Bridgeway.

The Bridgeway residential development has commenced to the north & west of the subject site on lands in the ownership of the Applicants in accordance with reg ref 10/174 for 158 houses, creche, community centre & a public park at the top of the hill - Mulladrillen Hill.

This submission will outline a robust site strategy to extend the established urban planning principals and harness the significant amenities of the location to deliver a quality, sustainable residential neighbourhood, maximising the potential of an important greenfield site in close proximity to Ardee Towncentre.

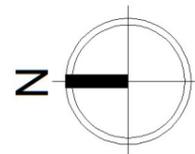


01 Context

1.2 Existing Site Photos

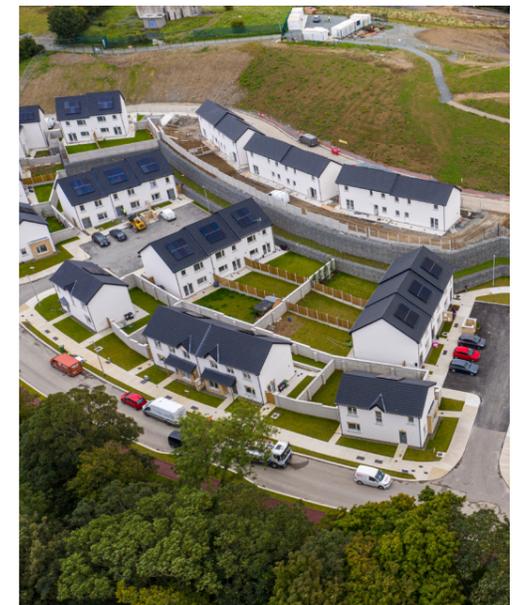


▲ Bridgegate under construction
Drone Image Jan 2020
view looking east from site entrance



▲ Bridgegate under construction
Drone Image Autumn 2021
view looking north

▼ Bridgegate under construction
Drone Image Autumn 2021
view looking east of 1st cluster of Phase 1



▲ Bridgegate under construction
Drone Image Autumn 2021
view looking east of 2nd cluster of Phase 1



Site Context photos



▲ View facing west across site, capturing existing terrain & hedgerow/stream alignment



▲ View across site facing south-west capturing existing housing development in background - Hale St & De La Salle Crescent



▲ View across site facing south capturing existing housing development of Rathgory & Cherrybrook to the west, and the existing Ardee reservoir



▲ View from site of adjacent residential development

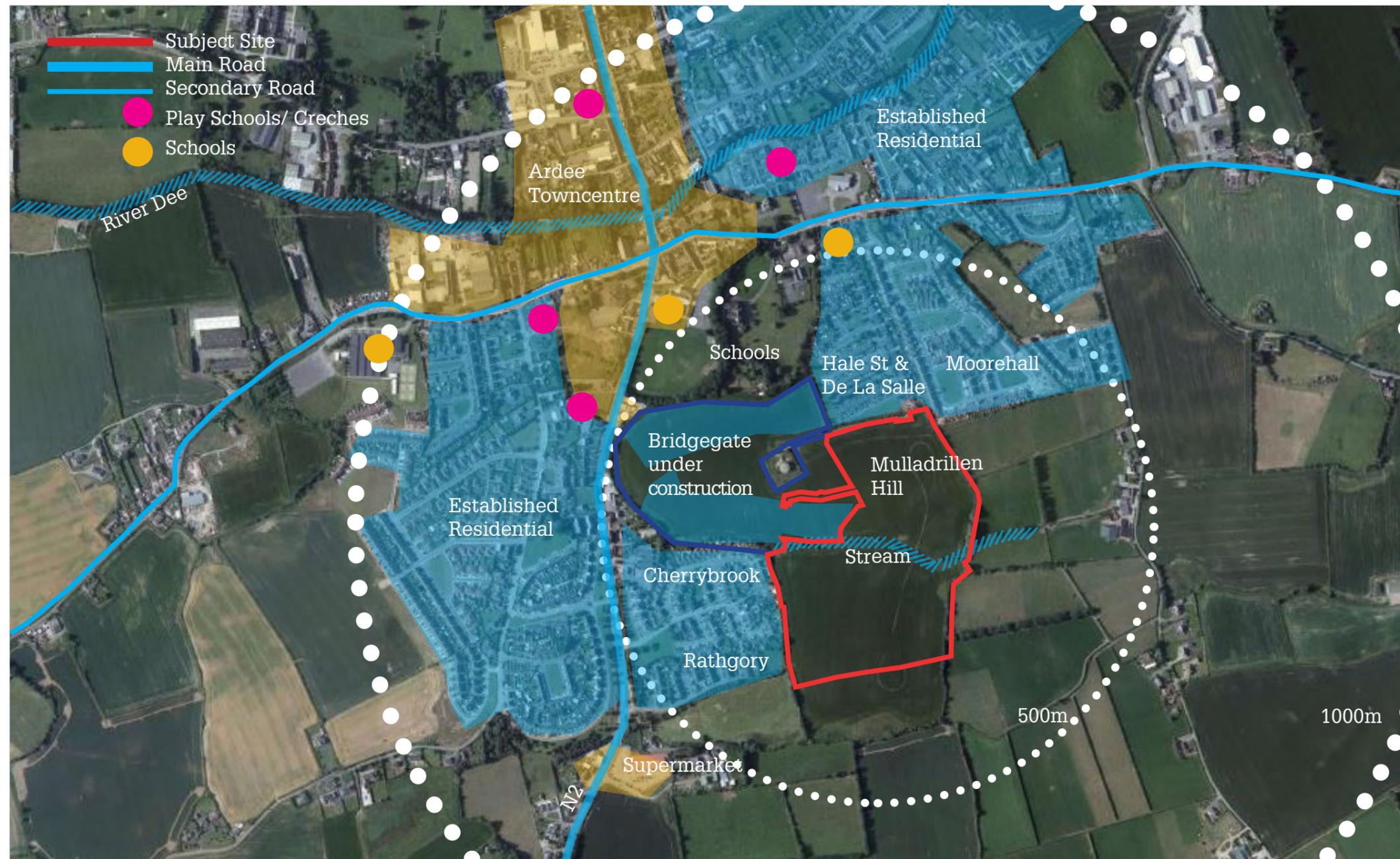
▲ View of water tower/ reservoir site to North West of Site



▲ View from area of site with visual connection to wider Ardee area from Mulladrillen Hill

01 Context

1.3 Location of the site in Context



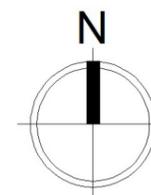
The proposed neighbourhood will be pleasant and well connected to many high quality existing residential amenities including shops, places of employment, health centres located in Ardee towncentre and leisure facilities.

- To the north & west are established residential developments of medium & low density estates & roadside ribbon residential development.
- The subject site is zoned for residential & Public Park & the proposed development will infill the eastern edge of the built landscape off the Main Road (N2 south of the River Dee).



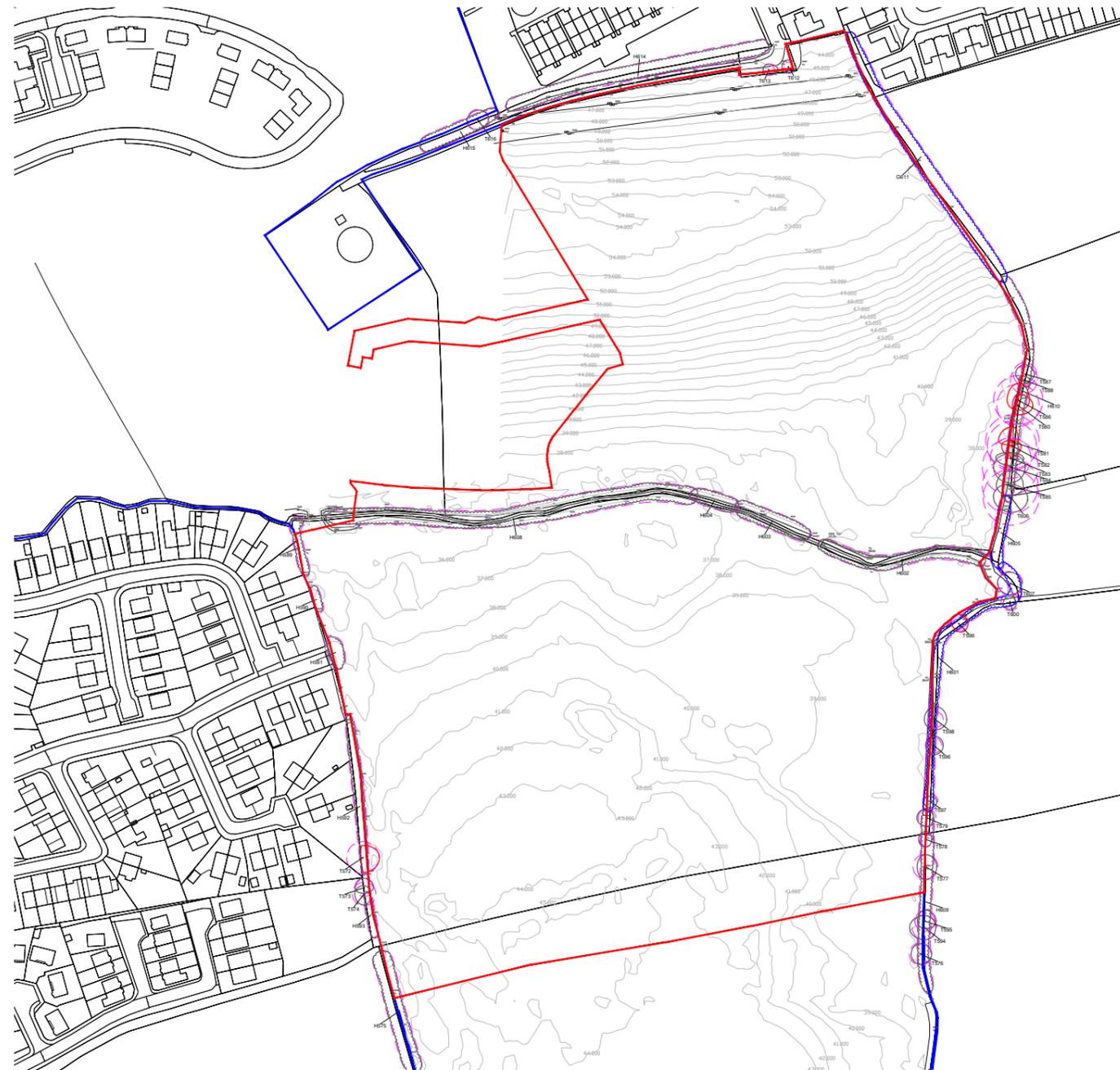
▲ Ardee Main Street

▲ Aerial Map highlighting the site in context
Greenfield site 13.032 ha site in close proximity to Ardee Towncentre with established residential neighbourhoods



01 Context

1.4 Site & Tree Survey



BS5837:2012 Tree Categorisation

-  **Category A**
Trees of high quality with an estimated remaining life expectancy of at least 40 years
-  **Category B**
Trees of moderate quality with an estimated life expectancy of at least 20 years
-  **Category C**
Trees of low quality with an estimated life expectancy of at least 10 years, or young trees with a stem diameter below 150mm
-  **Category U**
Those in such a condition that they cannot realistically be retained as living trees in the context of the current land use for longer than 10 years

Key

-  **Root Protection Areas**
The minimum area around a tree deemed to contain sufficient roots and rooting volume to maintain the trees viability.
-  **Tree, Shrub or Hedgerow Group.**
- T582** Reference Number for Tree, Group or Hedgerow.
-  Existing site levels.
-  Site boundary.
-  Applicants Ownership.

The greenfield site includes Mulladrillen Hill to the north with steep slopes falling south towards the stream valley. The land then slowly rises again to the south.

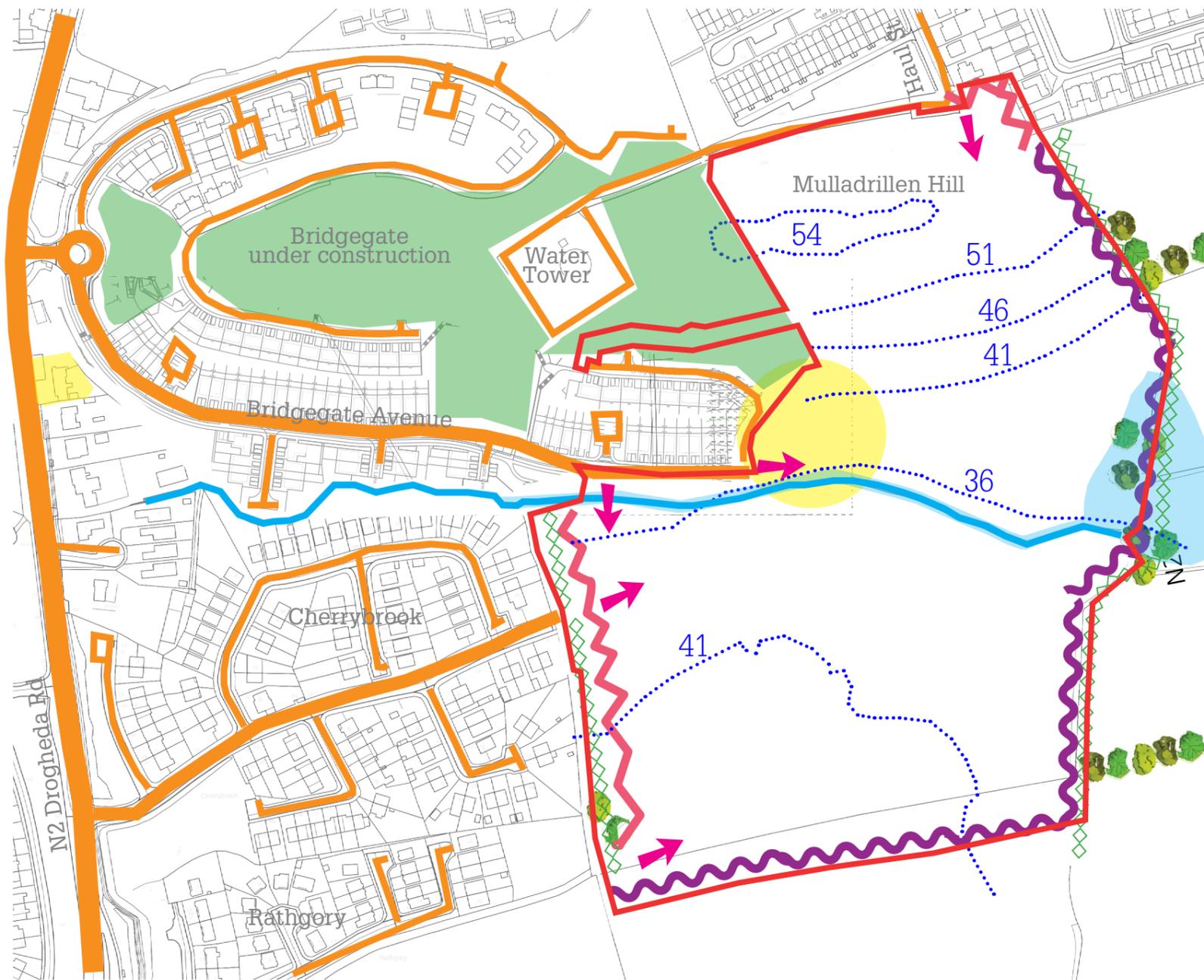
The Tree survey by Charles McCorkell Arboricultural Consultancy identified a number of valuable mature trees on the eastern boundary that are worth retaining as part of the open space strategy of the site.

The Proposed residential layout aims to successfully link established residential areas to create a new permeable neighbourhood and enhance future Public open Spaces.

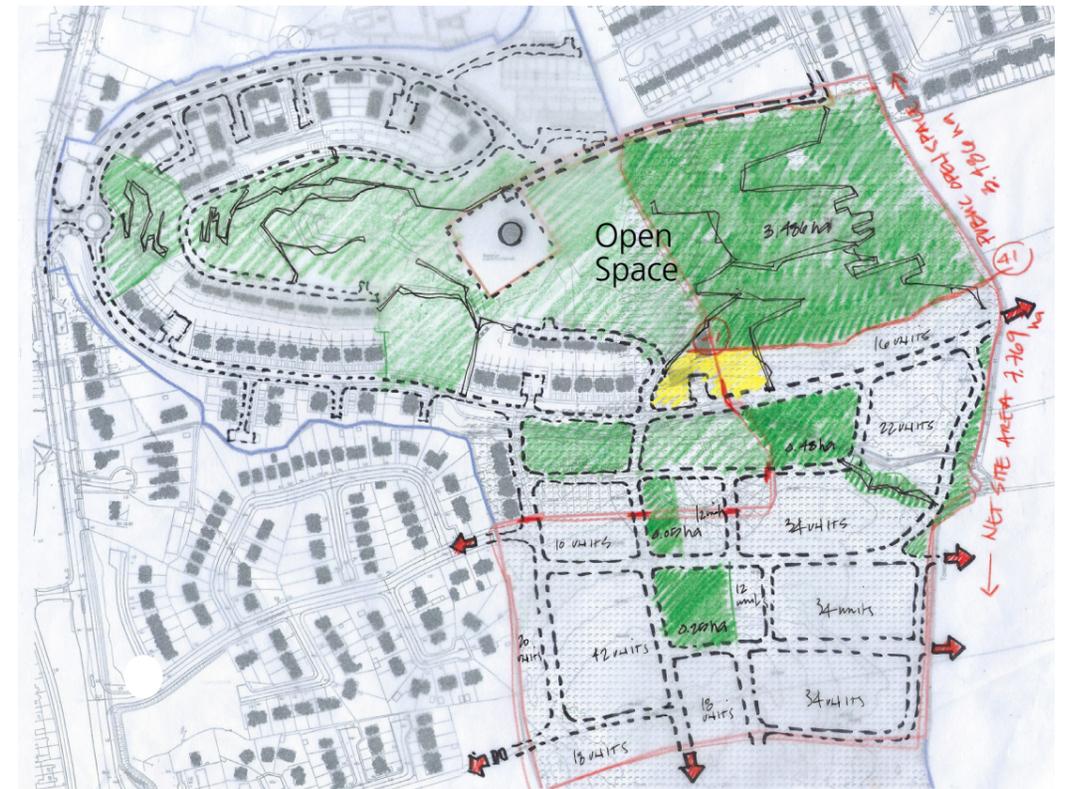
▲ Tree survey by Charles McCorkell
Arboricultural Consultancy



01 Context
1.5 Site Analysis



▲ Site Analysis diagram identifying site restraints & opportunities



▲ Early design sketch exploring potential Site parcels & Approximate areas & links

- Community & Creche Neighbourhood Zone
- Strategic Street Network
- Secondary Street Network
- Public Open Spaces
- Stream & Flood Plains
- Tree Groups
- Hedge Row
- Poor Residential Aspect
- Good Residential Aspect
- Potential Access Points (Vehicular & Cycle/Pedestrian)
- Contours
- Site Boundary

Section 2
Neighbourhood

01 Context

1.6 Development Strategy/ Concept Plan



- - - - Creche/Community Hub - 1/2 storey blocks
- - - - Urban Edge - 3 storey dual frontage duplex units
- ● ● ● Woodland Walk linking green network of public open spaces
- - - - Urban Blocks - 2 storey with 3 storey end of terraces
- ← - - - - → Potential Connections

The context review included the review of existing patterns of development in the surrounding area which contributed to the design solutions & have helped define a series of urban blocks and four character areas - refer to section 6.1.

Key features of the context review & analysis included:

- Proposed cycle lane along Bridgewater Avenue, with potential connection to eastern lands.
- An opportunity to create street frontage for a strong urban edge to the extension of Bridgewater Avenue & define edge of a linear park.
- Potential for pedestrian / cyclist linkages to Cherrybrook, Rathgory to the West, Hale Street to the North & future developments to the West & South boundaries.
- Opportunity for a large central open space area south of the stream overlooked by houses

An early influence on the design evolution and site layout is the street hierarchy. Two vehicular entrances to the site are available - one to the western boundary as a natural extension of Bridgewater Avenue and the second on the north west boundary similar to the permitted layout. At present the opportunity to access the site via Cherrybrook or Rathgory are not simple procedures as neither roads have yet been taken in charge - not withstanding this we propose to terminate our roads inside our boundary to allow future connectivity.

A network of roads & local streets was developed that will allow pedestrian & cycle permeability throughout the site in accordance with DMURS with potential future connections provided to the site boundaries East & South.

This street network generates a number of distinctive development zones on the site, punctuated by strategically located open space areas that are connected by a Woodland Walk following the desire lines through the estate.

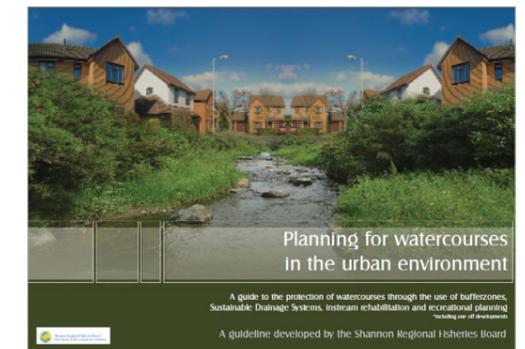
Design solutions include creating a three storey urban edge to the gently curved perimeter of the extended Bridgewater Avenue with a hard landscaped landing zone proposed between a Community Hub & Duplex Terrace with a pedestrian road crossing to the linear park providing a celebrated pedestrian & cycle site entrance from the Public Park of Mulladrill Hill.

The Design Team have strived to maintain & enhance the existing character of the established Bridgewater estate and the alignment of the old field boundary to the east with the linear group of mature specimen trees remain as the edge of the linear park. The stream is to be realigned to tighten up the land take so that an efficient layout can be provided south of the stream with a strong urban edge.

The massing has been informed by a consideration of how the amenity of others will be affected - views, privacy and height are used to articulate character areas, primarily on corner sites.

The proposed density at over 35 u/ha is more intensive than that of adjacent residential communities & is considered appropriate for the location of the site & the proximity to public transport.

Existing site features such as the mature trees & hedgerow to the east boundary and stream will be retained. These are not only important habitats for wildlife but are also part of the historic fabric and identity of the site which will retain its character, amenity and ecological value.



▲ The Design Team have consulted Planning for Watercourse in the Urban Environment document in the realignment & landscape treatment of the stream.



02 Connections

2.1 Transport & Local Connectivity

The existing site comprises an undeveloped greenfield site with a site Area of 13.032ha with with no road frontage to the main N2 Drogheda Road.

Access to the site is currently through the emerging Bridgegate housing development, and potential future secondary connections through Cherrybrook housing development.

The close proximity of the site to the main centre of Ardee town allows it to enjoy all of the local amenities available within a

2 kilometer radius of the site including schools, retail, community and recreational facilities.

The town itself is well served in regards to transport, as there are a number of bus routes connecting Ardee to local towns. A range of services run for the convenience of commuters to larger hubs such as Dundalk, Drogheda, Dublin City Centre, and Dublin Airport. Bus Eireann routes also pass through Ardee, which allows for wider connections nationally.



▲ Ardee Castle, a prime tourist attraction to the town - Built in the 15th Century, is significant for being the largest fortified medieval Tower House in Ireland



▲ Bus Eireann routes which run from Dundalk & Dublin daily through Ardee, serving a wider transport network also.



▲ Collins bus who run a reliable fleet of connections to central towns in County Louth, & Dublin City Centre. Allowing for an accessible commute.

TO DUBLIN:

Stop	Monday - Friday									
Carrickmacross Town	06:00	06:45	06:45	07:45	09:00	11:00	14:45	16:30		
Carrickmacross Bypass	06:02	06:47	06:47	07:47	09:02	11:02	14:47	16:32		
Brady's Cross	06:07	06:52	06:52	07:52	09:07	11:07	14:52	16:37		
Ardee - Susie's Newsagents	06:15	07:00	07:00	08:00	09:15	11:15	15:00	16:45		
Ardee - Church	06:16	07:01		08:01	09:16	11:16	15:01	16:46		
Ardee - Slabh Breagh	06:17	07:02		08:02	09:17	11:17	15:02	16:47		
Collon	06:25	07:10		08:10	09:25	11:25	15:10	16:55		
Slane Village	06:35	07:20		08:20	09:35	11:35	15:20	17:05		
McGruders Cross	06:40	07:25		08:25	09:40	11:40	15:25	17:10		
The Brink	06:42	07:27		08:27	09:42	11:42	15:27	17:12		
Curtis Cross	06:45	07:30		08:30	09:45	11:45	15:30	17:15		
Balrath Cross	06:47	07:32		08:32	09:47	11:47	15:32	17:17		
Rathfeigh Cross	06:50	07:35		08:35	09:50	11:50	15:35	17:20		
Dublin	07:35	08:20	08:15	09:20	10:35	12:30	16:15	18:00		

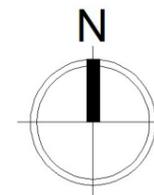
FROM DUBLIN:

Stop	Monday - Friday									
Abbey Street Lower	09:00	13:00	14:45	16:40	16:50	17:25	18:15	19:15		
Rathfeigh Cross		13:40	15:25	17:50	18:15	18:55	19:55			
Balrath Cross		13:45	15:30	17:55	18:20	19:00	20:00			
Curtis Cross		13:48	15:33	17:58	18:23	19:03	20:03			
Service Station, The Brink		13:50	15:35	18:00	18:25	19:05	20:05			
McGruders Cross		13:53	15:38	18:03	18:28	19:08	20:08			
Slane Village		13:55	15:40	18:05	18:30	19:10	20:10			
Collon		14:05	15:50	18:15	18:40	19:20	20:20			
Ardee - Slabh Breagh		14:13	15:58	18:23	18:48	19:28	20:28			
Ardee - Church		14:14	15:59	18:24	18:49	19:29	20:29			
Ardee - Susie's Newsagents	10:10	14:15	16:00	17:50	18:25	18:50	19:30	20:30		
Brady's Cross		14:23	16:08	18:33	19:03	19:38	20:38			
Carrickmacross Bypass	10:23	14:28	16:13	18:03	18:38	19:08	19:43	20:43		
Carrickmacross Town		10:25	14:30	16:15	18:05	18:40	19:10	19:45	20:45	



▲ Diagram of subject site & connectivity to the wider context of Ardee town and its environs

● Bus stops serving Ardee town



Section 2 Neighbourhood

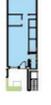
03 Inclusivity
3.1 Designing for Everyone



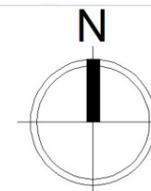
A wide mix of dwelling types were designed with a variety of integrated open spaces from public linear parks, to a communal garden that create places that can be enjoyed by all.

The range of new home types and sizes proposed range from 1 bedroom duplex at 62sqm, up to 4 bedroom semi-detached houses at 135sqm, to meet the aspirations of a range of people & households to help create a balanced, sustainable community.

There are 6no. house types & 8no. duplex types in total proposed - please refer to the Housing Quality Assessment (HQA) for more detail. This proposed mix can support a variety of people through all stages of their lives and accommodate residents desire to upsize or downsize within the neighbourhood.

- | | | | |
|---|--|---|--|
|  | HOUSE TYPE 1
2 BEDROOM |  | Duplex D1 & D2
2 & 3 BEDROOM |
|  | HOUSE TYPE 2
3 BEDROOM |  | Duplex D3 & D4
2 & 3 BEDROOM
END UNIT |
|  | HOUSE TYPE 3
3 BEDROOM
WIDE PLOT |  | Duplex D5 & D6
1 & 2 BEDROOM |
|  | HOUSE TYPE 4
4 BEDROOM |  | Duplex D7 & D8
3 & 1 BEDROOM
CORNER UNIT |
|  | HOUSE TYPE 5
4 BEDROOM | | |
|  | HOUSE TYPE 6
3 BEDROOM
CORNER | | |

▲ Proposed Site plan - Built Form with 272 residential units on a Net residential site of 7.696 ha. This is comprised of 206no. houses & 66no. duplex units



Section 2
Neighbourhood

03 Inclusivity
3.2 Accessibility



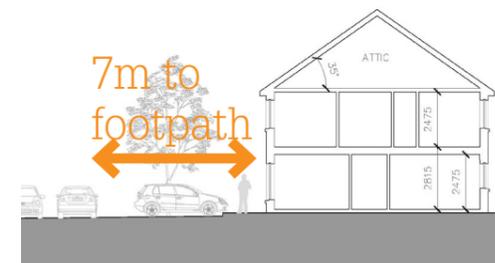
▲ CGI model for illustrative purposes only exploring the enclosure of the central POS 01 & 02

Layout

Careful consideration was given to balance the distance that all dwelling units were placed from the public realm to provide a privacy buffer while ensuring that the public spaces are overlooked to provide safety and a sense of community and ownership. Each of the 3no. principal public open spaces are passively supervised by dual frontage units at corners and streetscapes of own door housing units, own door duplex units D7 & D8 and duplex blocks A,B,C & D.

Accessibility

Access to individual dwellings are designed to provide a minimum of one level entrance to each house & own door ground floor duplex apartment - 206no. units & 33no. duplex units are provided for in this provision. The 22no. first floor own door duplex entered off an external half landing that is accessed by generous accessible stair flights that are in compliance with Building Regulations Part M. An additional 9no. duplex are accessed by an internal stair, which is also in compliance with Building Regulations Part M.

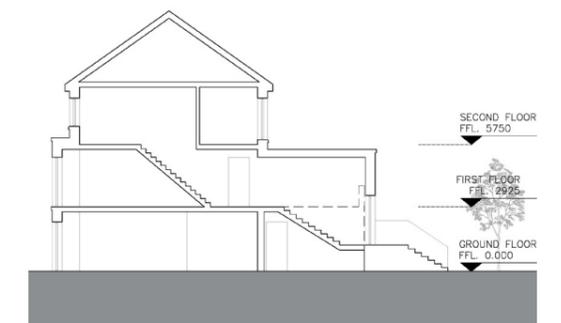


▲ Typical section of 2 storey traditional house with level access & on curtilage parking

Home design

All house structures are designed to accommodate the homeowner to carry out various extensions in the future without acquiring subsequent individual permissions. This creates significant flexibility within the scheme to vary the mix, allowing families to grow and evolve in the same house, and also increases the potential population density of the scheme over time.

All house & duplex type layouts comply & exceed where possible TGD M 2010 in compliance with the Building Control Regulations and the Design Team have sought to comply with the principles of Universal Design, to encourage access and use regardless of age, size, ability or disability. The layouts will also meet their changing needs over time so that people can continue living in their own homes and communities as they get older or become disabled.



▲ Typical section of 3 storey duplex block with own door access off level approach & Part M steps to own door upper unit with on street parking

04 Variety

4.1 Dwellings & Duplex



For this greenfield development, the proposed residential use & housing/ duplex types complement the existing adjacent developments so that a balance is struck - nearby existing developments include Cherrybrook & Rathgory, and proposed residential at Bridgegate (under construction).

Housing Variety

The mix of housing types provided range from traditional semi-detached houses, terraced houses and dual-frontage units to end a housing terrace & overlook public amenity spaces. This variety of housing is complemented by the range of public amenities and recreational spaces incorporated into the scheme.

2, 3 & 4 bedroom houses throughout the scheme vary from traditional semi-detached units, to dual fronted corner sites, and terraced streets. House type 6 is used to optimize corner conditions, and act as urban markers that bookend the edges of the character areas. All houses have generous rear garden private open space, as well as the vast majority having off street parking spaces provided within their front gardens or immediate curtilage. Proposed neighbourhood streets allow for a variety of landscaped spaces for residents and creates a pleasant space and streetscape for future residents.

3 storey duplex units with well-proportioned openings in simple brick & render volumes grouped to create distinct elements & character area

Duplex Variety

With regard to the 66no. proposed duplex, 48no. units are proposed in 4no. blocks of dual frontage 1,2 & 3 bedroom 3 storey duplex units. These have been site specifically located to make best use of the road frontage to POS 01 & public park, & corner conditions to act as urban markers that bookend the building lines of the proposed development. These blocks are in easy reach of the public park to the north, public open spaces to the south, and areas of communal amenity space for future residents.

Proposed dual frontage corner duplex units D7 & D8, are located at end of terraces in order to harness nodal points in the scheme, and provide enclosure to neighbourhood



Terrace over-looking POS 03, with house type 6 used as a device to 'bookend' the terrace

Dual frontage corner duplex units D7 & D8

street areas. External recessed terraces at second level further animate and enliven the façade, with canopy cover featured to acknowledge the dual entrances at street level.

With regard to the duplex & houses types provided, the designs range from 1 bedroom to 4 bedroom units across a wide variety of styles. There is a play of natural brick cladding set against rendered facades to ensure a variety in the streetscapes & character areas.

The development is well connected to the centre of Ardee town and its environs, and there is a good range of facilities within walking distance of the proposed development.



04 Variety

4.2 Schedule of Accommodation

House Type	Description	Mix %	No. of units	Unit GFA (m ²)	Total GFA (m ²)
House Type 1	2 Bed/4 Person/ 2 Storey	24.3	50	87.9	4395
House Type 2	3 Bed/ 5 Person/ 2 Storey	55.8	115	110.9	12753.5
House Type 3	3 Bed/ 5 Person/ 2 Storey	5.3	11	108.7	1195.7
House Type 4	4 Bed/ 7 Person/ 2 Storey	3.4	7	135	945
House Type 5	4 Bed/ 7 Person/ 2 Storey	1.9	4	132	528
House Type 6	3 Bed/ 5 Person/ 2 Storey	9.2	19	109.1	2072.9
			206		21890.1

Houses	2 bed unit	24.27%	50	4395
	3 bed unit	70.39%	145	16022.1
	4 bed unit	5.34%	11	1473
			206	21890.1

Duplex Type	Description	Mix %	No. of units	Unit GFA (m ²)	Total GFA (m ²)
Duplex Type D1	2Bed/4 Person/ 1 Storey at Ground	18.2%	12	87.7	1052.40
Duplex Type D2	3Bed/5 Person/ 2 Storey at 1st/ 2nd	18.2%	12	118.4	1420.80
Duplex Type D3	2Bed/4 Person/ 1 Storey at Ground	6.1%	4	93	372.00
Duplex Type D4	3Bed/5 Person/ 2 Storey at 1st/ 2nd	6.1%	4	123.3	493.20
Duplex Type D5	1Bed/2 Person/ 1 Storey at Ground	12.1%	8	63.9	511.20
Duplex Type D6	2Bed/4 Person/ 2 Storey at 1st/ 2nd	12.1%	8	88	704.00
Duplex Type D7	3Bed/5 Person/ 2 Storey at Ground/1st	13.6%	9	115.5	1039.50
Duplex Type D8	1Bed/2 Person/ 1 Storey at 2nd	13.6%	9	62.3	560.70
			66		6153.80

Duplex	1 bed unit	26%	17	1,071.90
	2 bed unit	36%	24	2128.40
	3 bed unit	38%	25	2953.50
			66	6,153.80

Total Unit Mix	1 bed unit	6.3%	17	1,071.90
	2 bed unit	27.2%	74	6523.40
	3 bed unit	62.5%	170	18975.60
	4 bed unit	4.0%	11	1473
	Total No. of Units			272

1,071.90
6523.40
18975.60
1473
28,043.90

05 Efficiency
5.1 Density



▲ Proposed Site Plan with illustration of areas for density calculation

	ha
Gross Site Area	13.032 ha
Public Park Area	3.623 ha
Preliminary Net Site	9.409 ha
POS 01 & POS 02 Land parcels	1.713 ha
Final Net Site Area	7.696 ha

Proposed no. of Residential Units	272
Total GFA of Residential Units	28043.90 sq m
Net Site Area	7.696 ha
Density u/ha	35.34 u/ha
Site Coverage	12.39%
Plot ratio	0.22

GFA of non-residential development	649.10 sq m
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GFA of residential development	28168.9 sq m
--------------------------------	--------------

Total GFA of proposed development	28818.00 sq m
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Principal Public Open Spaces included in net site area	
POS 01	1.054 ha
POS 02	0.432 ha
POS 03	0.289 ha
Total	1.775 ha
% of Residential Site Area	18.86%

Communal Amenity Space - (478sqm minimum required)	
Duplex Communal Amenity Space	499 sqm
TOTAL	499 sqm

This development proposes 272 units split between houses and own door duplex apartment style dwellings.

The gross site area is calculated at 13.032ha and includes 3.623 ha of land at Mulladrillen Hill in the northern part of the site to be used as a public park, together with a linear park highlighted in orange on the adjacent plan. This will be landscaped & in part terraced to provide active residential amenity in the form of a public park known as Mulladrillen Hill Public Park.

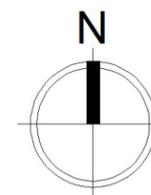
The net site density was calculated by excluding this undevelopable land of the steeply sloped Mulladrillen Hill to the north, and the Linear Park referred to as POS 1 & 2 which is proposed to serve the wider area of Ardee. The Linear Park follows the existing stream which is to be realigned in part & accommodates the associated min. 10m wide riparian corridor.

The net site area therefore is 7.696 ha giving a proposed residential density of over 35u/ha residential units to the hectare which represents an efficient use of lands in close proximity to the towncentre and good transport links.

Using the orientation and shape of the site, the scheme has been designed to cluster the highest density of units to the north to form a strong urban edge to the linear park which allows for less dense clusters of housing to the south of the Linear Park.

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. All units will be constructed to current building regulation standards delivering at least an A2 energy rating. Further energy efficient devices to be included in the design are solar/ pv panels.

The total area of the 3no. principal Public open Spaces (POS) is 18.86% of the net site area.



05 Efficiency
5.2 Height

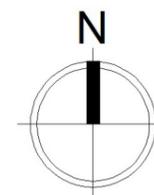


▲ Proposed Site Plan with Colour coded height diagram

The scheme design responds to its immediate context with the height of the proposed buildings reflecting a variety of residential density & as an urban planning tool to provide distinct character areas.

On the northern boundary of the site, due to the steeply sloped Hill it was considered appropriate to continue the relatively level gently curved streetscape of Bridgegate Phase 3 with a robust terrace of 3 storey dual aspect duplex to give enclosure & a strong edge to the Linear Park.

The Bridgegate Community Hub disrupts the rhythm of the permitted terraces of 2 storey semi-detached houses onto Bridgegate Avenue with a change of scale & use. The traditional pitched roof single storey volume of the Community Building steps up to the 2 storey southern volume of the Creche, also employing similar design language.



Section 2
Site

A landscaped space between the creche & duplex marks the entrance to the Mulladrillen Hill Park beyond.

The proposed north south Greenway/ Woodland Walk and east west linear park are designed to serve existing and proposed developments alike.

South of the linear park is a network of broadly rectilinear streets about a centrally located open space/ square. Ends of terraces have dual frontage units to turn corners & keep cluster edges animated on all sides.

Three storey dual frontage duplex units mark prominent corners/ nodes within the site to act as gateways or to bookend terraces.

The western site edge bounds with the established Cherrybrook estate which will be secured by the proposed terraces of 2 storey houses with minimum 22m separation distance.

05 Efficiency

5.3 Sustainable Drainage & Recycling Facilities



▲ Proposed Site Plan indicating areas of sustainable facilities

Sustainable Drainage is integrated as an amenity within the public spaces and Woodland walk. Refer to SDLA Landscape Design Statement & CSC Engineering report.

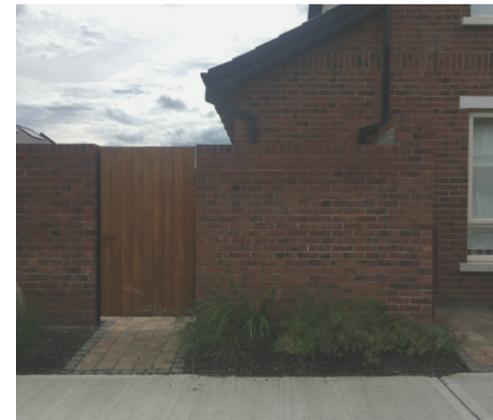
- Duplex & Community/ Creche Recycling Facilities
- secure passageways serving mid terrace dwellings
- Permeable paving, soak aways in rear private gardens

Recycling Facilities

The proposed housing development includes provision for recycling facilities by means of access provided to rear garden via secured passageways, to eliminate bin stores to the front landscape of the terraced townhouses.

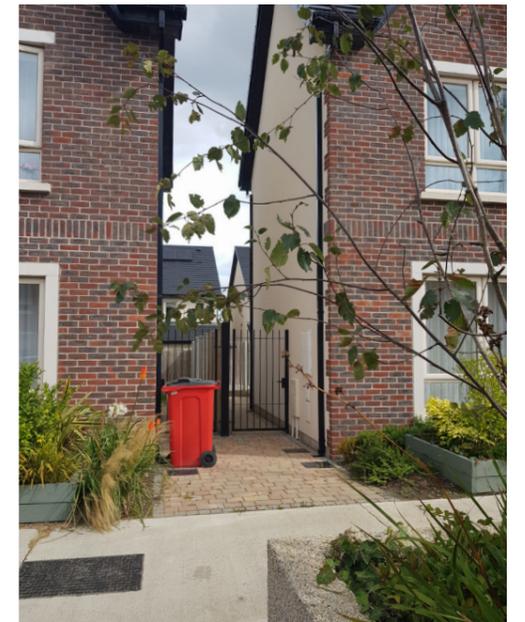
The duplex & apartments are provided with secure bin enclosures that are well ventilated, adjacent secure bike shelters. All bin enclosures will be managed by a Management Company, and located so as to be easily accessible by all duplex residents while not causing a nuisance to adjacent duplex or houses.

Refuse stores are for corner Duplex Units D7 are located in the rear gardens of each unit, and for Duplex Units D8, refuse stores are located to the side or rear of each plot within the side or rear boundary wall



▲ example of rear garden private access gate within public realm brick boundary wall

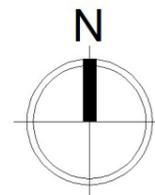
▶ example of rear garden private access gates between gables



06 Distinctiveness
6.1 Character Areas



▲ Proposed Site Plan outlining character areas



Section 2
Site

The subject scheme delivers a coherent urban network of streets and public realm spaces that respond to the existing context in terms of height, scale, uses and open space, to create a comfortable extension of the existing residential development at Bridgegate in conjunction with a 2/3 storey housing scheme south of a generous linear Park.

On the following pages, each study area is examined in further detail -

1. COMMUNITY HUB & HILL PARK ACCESS
2. LINEAR PARK EDGE
3. CENTRAL POCKET PARK ENCLOSURE
4. NEIGHBOURHOOD STREETS

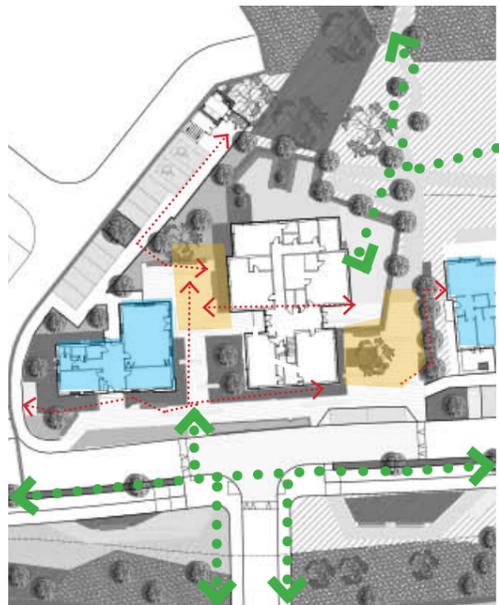
An essential quality of new urban form is the creation of new character areas.

Such character areas will create a sequence of spaces and routes about which residential neighbourhoods will evolve, linking existing development areas with existing/ proposed elements of landscape.

The new character areas includes the development of Mulladrillen Hill as a public park, accessible to this proposed development & the wider area. Please refer to Stephen Diamond Associates Landscape Architecture Design Statement & Drawings for detail.

A green corridor/ woodland walk links the 3no. principal open spaces/ parks with homezones and local streets defining individual neighbourhoods.

06 **Distinctiveness**
6.1.1 **Community Hub & Hill Park Access**



▲ Diagram to illustrate the proposed landing zone enclosed by the creche & duplex as an entrance to the Hill Park to the north



▲ View from the Linear Park area towards the proposed landing zone enclosed by the creche & duplex as an entrance to the Hill Park to the north



▲ The Community Hub & Hill Park Access character area - refer to SDLA report for the landscape character that compliments this architectural response

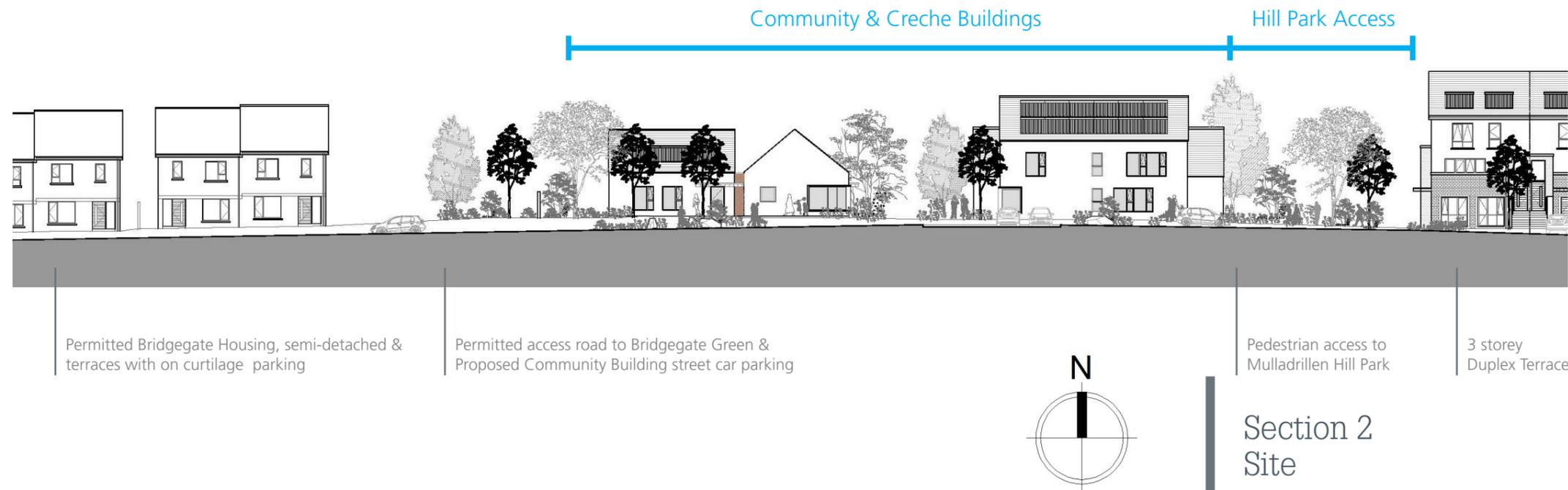
▼ extract of **Site Section AA** illustrates the proposed Community Building, Creche & Duplex Terrace in relation to the permitted 2 storey Bridgegate Phase 3 housing

The Community Hub & Hill Park Access character area is a centrally located public hub that refines & expands the permitted development to provide a distinct transition zone from the permitted rows of semi-detached 2 storey houses to the west to the proposed higher density residential development of 3 storey duplex to the east.

The proposed creche & Community building have been designed together to form an attractive entrance courtyard off the public street using similar materials & design language. Their prominent south facades hold the building lines of adjacent east west aligned developments and address the primary north south vehicular axis that traverses the linear park opposite.

The tall gabled east facade of the creche encloses a hard landscaped space with the west facade of the Duplex terrace. This space will act as a Landing Zone to the steep landscaped Hill Park rising to the north linking to the established De La Salle Crescent & Ardee towncentre beyond.

This Hill Park Access will be overlooked & passively supervised by the dual aspect Creche & gable ground floor entrance unit of the Duplex terrace.



06 **Distinctiveness**
6.1.2 **Linear Park Edge**



▲ CGI view looking south west illustrating the urban edges proposed to the Linear Park



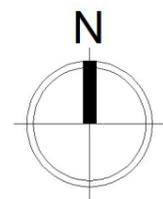
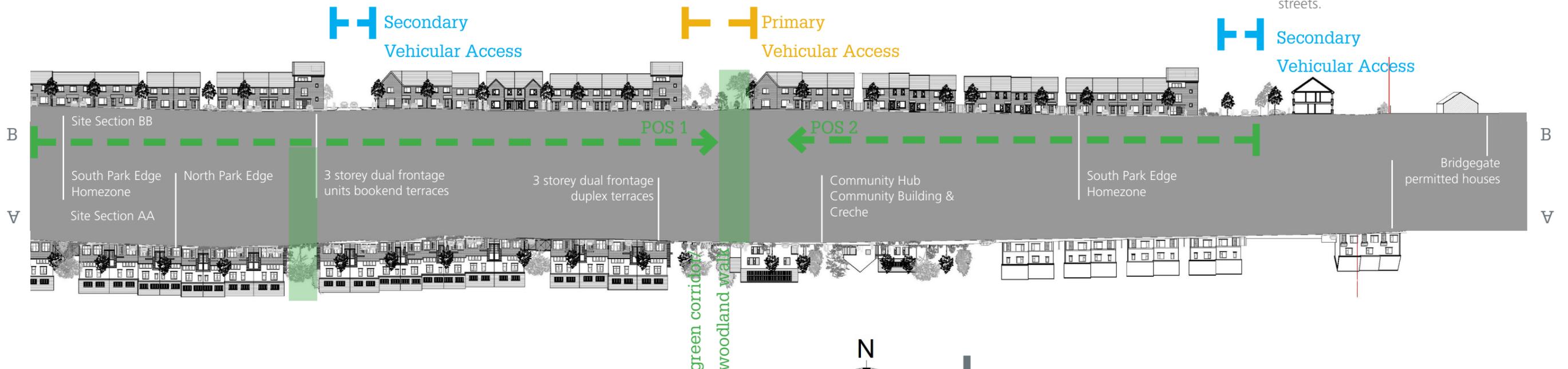
▲ The Public Edge to the Linear Park area - refer to SDLA report for the landscape character that compliments this architectural response

The Linear Park is an extension of the permitted Bridgegate park centred on the existing stream which is to be realigned to provide a significant recreational amenity & is part of the sustainable drainage system for the site.

This park acts as a buffer zone between the distinct character areas north & south. To the north the redesigned community hub building line is carried to the most easterly edge of the site with a sweeping curved street aligned with the existing site contours to provide an attractive dual frontage 3 storey edge to the Hill park to the north & linear Park to the south. Street parking with duplex own door entrances will animate this street that seamlessly extends the fluid geometry of Bridgegate now under construction. Brick clad projecting two storey duplex bays also add depth & texture to the elevations and become corner wrap arounds that define the ends of terrace with living accommodation overlooking the communal open space at ground floor.

To the south are 3no. groups of terraces of 2 storey houses with 3 storey dual aspect Duplex units to end of terraces that address the edge of the park with neighbourhood streets.

▼ extract of Site Section AA & BB to illustrate the northern & southern Edges of the Linear Park



Section 2
Site

06 **Distinctiveness**
6.1.3 Central Pocket Park Enclosure



▲ **Part Plan** with 3 storey duplex units highlighted in blue & 2 storey dual frontage houses highlighted in pink holding and articulating the corners of streets.



▲ **CGI view looking south** illustrating the east square terrace of 2 storey terraced units with 3 storey end of terraces



▲ Central Pocket Park Enclosure character area - refer to SDLA report for the landscape character that compliments this architectural response

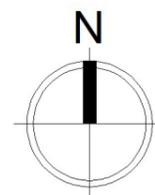
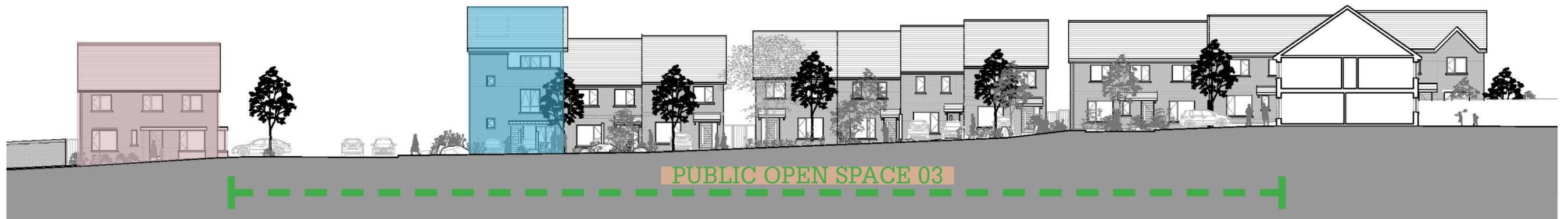
This formal park is approx square in shape at 54 x 53m and is located centrally, within 150m of each dwelling south of the Linear Park. (POS 3)

The eastern Park Edges will be a tree lined route that is pleasant & safe to walk & cycle along as part of a green corridor linking the 3no. primary open spaces on a north south axis through the site.

The edges are defined by a variety of semi-detached and terraced rows of two & three storey dwellings that have been composed with a controlled building line to provide distinct edges to the Square.

2 storey dual aspect houses, and 3 storey dual frontage duplex units are located on corners to form bookends to the terraces of houses and as a gateway from the linear park to the north.

▼ **Site Section CC** illustrates the enclosure of the Central pocket park or Square with 3 storey duplex and 2 storey dual frontage houses articulating end of terraces



Section 2
Site

06 **Distinctiveness**
6.1.4 **Neighbourhood Streets**



▲ Ref Image: Urban street with on-street parking ref Parkside, Balgriffen



▲ CGI of Neighbourhood Street Type B articulated with 3 storey duplex to define gateways. This streetscape has an approx ratio of 1:3 ratio for height/ width to achieve a strong sense of enclosure..

▼ **Site Section DD** illustrates the 2no. types of Neighbourhood Streets proposed. Neighbourhood Steet A addresses the linear park to form a pedestrian priority edge and enclose the park southern edge



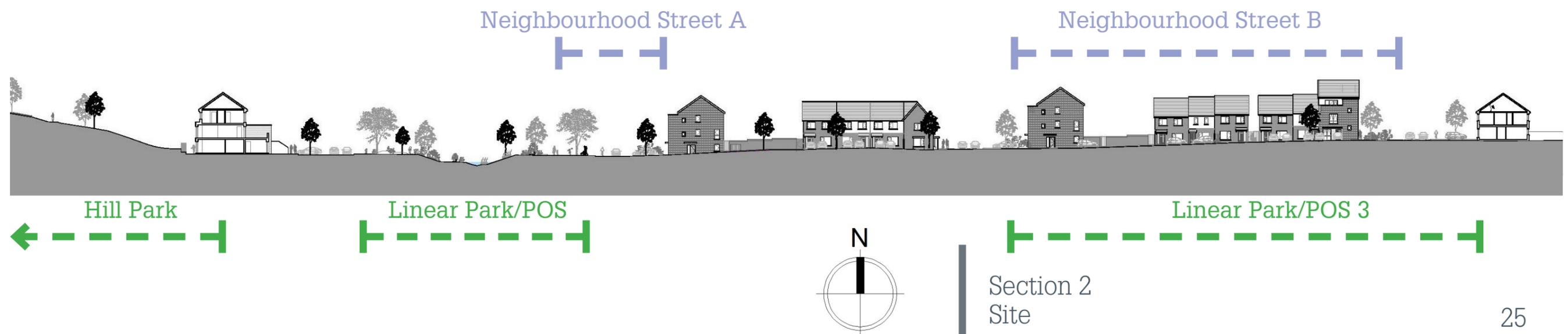
▲ Neighbourhood Streets character areas - refer to SDLA report for the landscape character that compliments this architectural response

The Neighbourhood Street character areas are a more enclosed small scale urban space that are defined by 2/3 bedroom terraced & semi-detached housing rows.

The semi-detached & terraced houses that define the Neighbourhood Street areas type B will be a mix of wide & narrow plot 2,3 & 4 bedroom houses with a continuous 2 storey eave & roof line with rows of gables with soft & hard landscaping detail to give each Neighbourhood Street an individual & distinct character.

The linear park residential south street - Neighbourhood Street type A - will consist of residential gardens – often narrow areas of planting acting as a buffer between private homes and the footpath /street with on-curtilage parking with build outs to accommodate trees where feasible.

Street materials and layout will encourage a Neighbourhood Street type character with the public open spaces within easy walking distance encouraging permeability and movement between the surrounding residential areas.



07 Layout

7.1 Proposed Site Layout



The proposed layout has been carefully arranged to create a permeable interconnected series of routes that extend/ integrate with adjacent established communities to the west & potential future developments to the south & east that are easy and logical to navigate around.

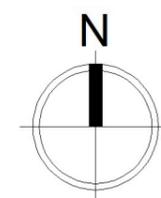
The proposed development aspires to combine traditional housing strategies with a mix of urban streetscapes and housing clusters while prioritising the pedestrian and public realm.

This scheme was developed based on the following guiding principles;

- To provide a tree lined north south Woodland walk & increase potential connectivity to communities at Cherrybrook & Rathgory where feasible
- To integrate the proposed layout with the Bridgewater layout under construction to the west while creating a distinct sense of place with a sustainable increase in density
- Protect & enhance the existing stream & riparian corridor to provide a valuable residential amenity area
- Develop micro-communities

The overall strategy was developed around pockets of dwellings and multifunctional spaces utilising shared surfaces, varied parking arrangements and softened building lines. This approach provides a traditional housing arrangement with a more urban feel while still affording the residents a sense of community and identity within their clusters.

▲ Proposed Site Plan



Section 2
Site

07 Layout

7.2 Road Hierarchy



A progressive design approach is used to develop streetscapes throughout the layout. Traditional house types including front garden with on curtilage parking spaces towards more urban landscapes and shared surfaces as per the 2no. north-south neighbourhood streets, and the curved street to the duplex terraces.

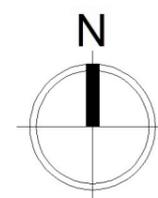
Public open space was located centrally to the scheme to ensure pedestrian connectivity between the micro-communities. Arrangement of these spaces is key to ensure movement of people throughout the site and to facilitate a vibrant active residential development.

Road sections

The proposed roads within the development have been developed in close consultation with engineers to ensure an effective feeder network to all dwellings. The roads vary in width from 6m wide main link roads to 5.5m wide and accommodate a variety of pedestrian pathways and vehicular parking areas. Pedestrian paths are 2m wide. Shared surfaces are raised and changed in texture and material to provide for pedestrian priority areas. The road serving the duplex parking has off street parking.

- 6m wide road
- 5.5m wide road
- 5.5m wide road/
Neighbourhood street
- Vehicular Entrance

▲ Proposed Site Plan with road network outlined



Section 2
Site

07 Layout

7.3 Pedestrian and Cyclist Connectivity



The Design Team have strived to provide Pedestrian and cyclist priority in the design of this scheme and encourage connections with the adjacent existing & future communities.

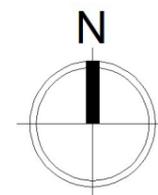
The existing pedestrian pathways permitted for the emerging Bridgegate scheme are extended through the proposed development.

A cycle lane is proposed to Bridgegate Avenue on the northern edge of POS 01 & POS 02 to extend the north south green corridor & continues eastwards to potentially link the adjacent land. Marked pedestrian crossings of the internal roads are provided at several locations, with raised junctions, raised streets and horizontal deflections to calm vehicular traffic.

A bus stop is proposed on Bridgegate Avenue, on the northern edge of POS 02, and additional local bus stops are within walking distance on the main Ardee Road N2 via Bridgegate Avenue with potential pedestrian links on the western boundary to Cherrybrook & Rathgory.

The north south tree lined Woodland Walk within the subject site will incorporate a 2m footpath separated by a 1-2m min. soft landscaped strip to the adjacent line of street with enclosing trees. Where this pathway crosses the internal roadways, a raised table is provided to afford pedestrians a level access route throughout the site. This pathway provides visual and pedestrian friendly links to the 3no. different character open spaces.

▲ Proposed Site Plan outlining pedestrian and cyclist connectivity



Section 2
Site

08 Public Realm

8.1 Public Open Space



The proposed layout has been carefully arranged to create permeable interconnected Public Open Spaces linked by a tree lined green corridor/ Woodland walk.

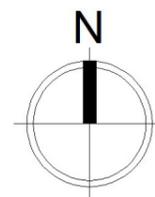
Generously sized public open spaces have been located to the north & centrally in the scheme so that there is no dwelling greater than 150m from each space. Three distinctive character areas of open spaces have been designed - refer to SDLA report for more detail.

Mulladrillen Hill Public Park (3.62ha) is positioned to the steeply sloped area north of the site as an extension to the permitted park to the west, with a proposed connecting pathway for permeability. The park slopes down to contour line 41m where a curved terrace of Duplex overlooks. Accessible pathways & an active nature based playspace will be terraced out and linked to the Linear Park south via the Community Hub & mid-way on the curved street.

POS 1 & 2 - A linear park (1.486 ha) approximately 38 metres wide and 320 metres long with a realigned stream & overlooked by a significant number of houses & duplex, fully accessible by all. This is an informal open space and provides for active recreation. The east west orientated space forms a distinct visual / pedestrian break/ link through the site mediating the steeply sloped site to the north to the high density housing to the south in keeping with Bridgegate emerging layout. It is a key feature of the residential scheme and presents a high quality, amenity space.

POS 3 - is a formal open space located to the centre of the high density housing overlooked & enclosed on all sides. This park is accessible by all (0.289 ha).

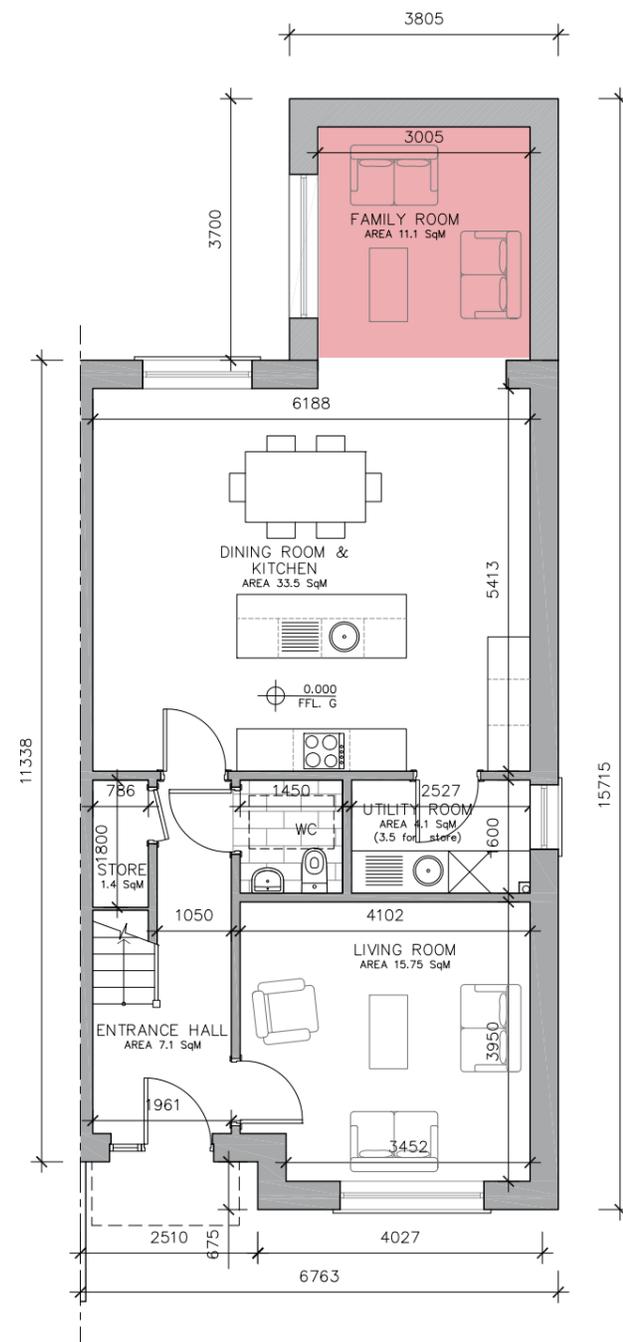
▲ Proposed Site Plan with proposed public & green spaces



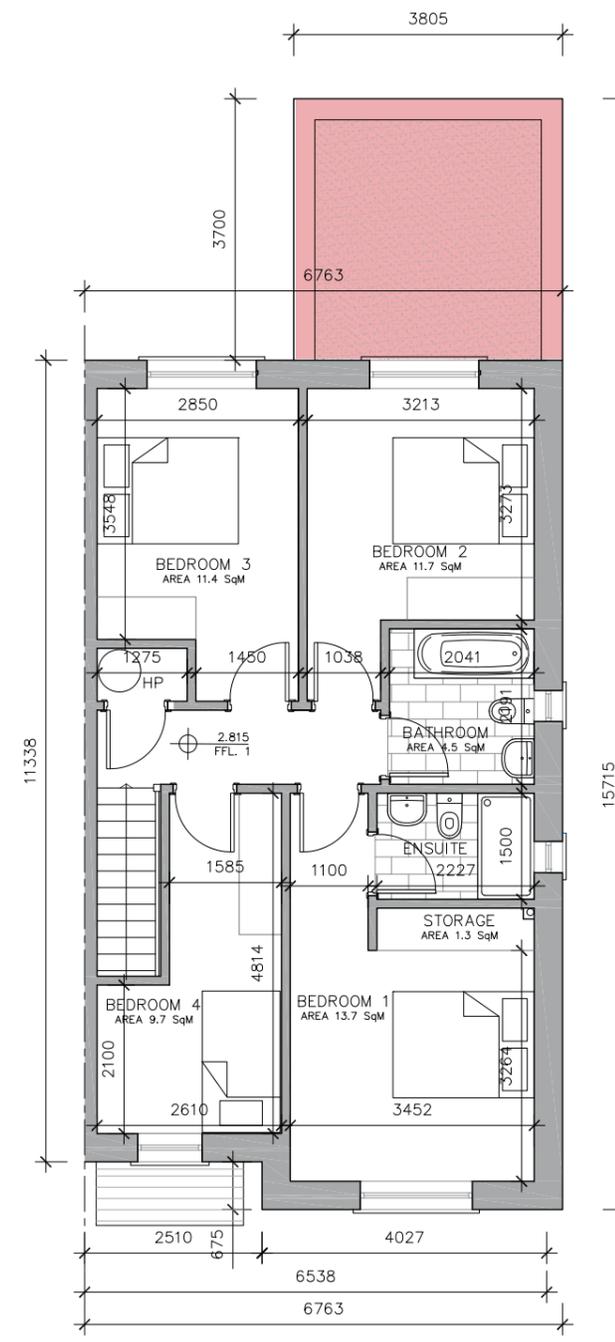
Section 2
Site

09 Adaptability

9.1 Flexible Home Design



▲ House Type 4 - Ground Floor Plan



▲ House Type 4 - First Floor Plan

CASE STUDY - House Type 4

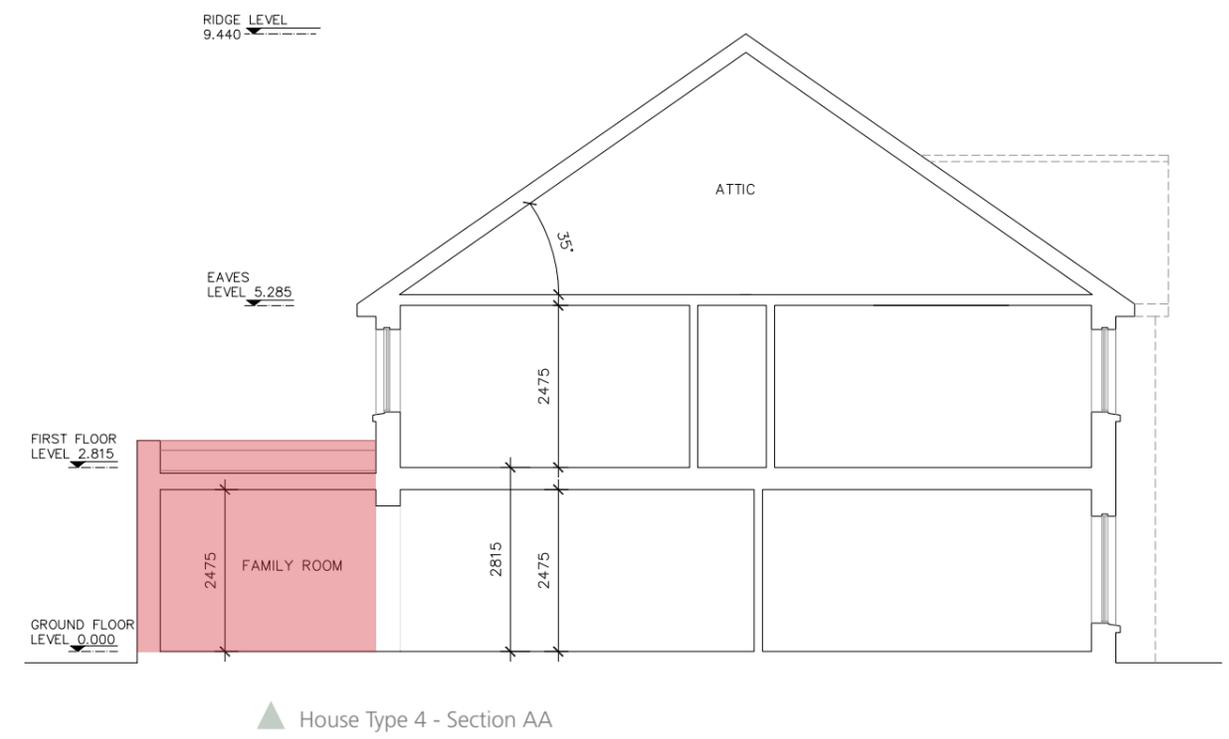
Each house has been designed with future development or expansion in mind. The layout of the Housing units have been designed to be adaptable from the following perspectives;

- All the rear walls of the houses are straight to allow for easy future extension to the rear without significantly compromising the private amenity space and with minimal interference to adjacent buildings or imposing on the overall character of the development. We have illustrated here how unit type 4 can be extended.
- There are specific Housing units which

are targeting Universal Design & Lifetime Homes Guidelines and allow for ease of internal alteration to provide for a ground floor bedroom and bathroom or incorporate a soft spot for the insertion of a lift (unit types 3, 5 & 6).

These adaptations could be carried out without affecting the character of the relevant house type and without the requirement of any future planning applications.

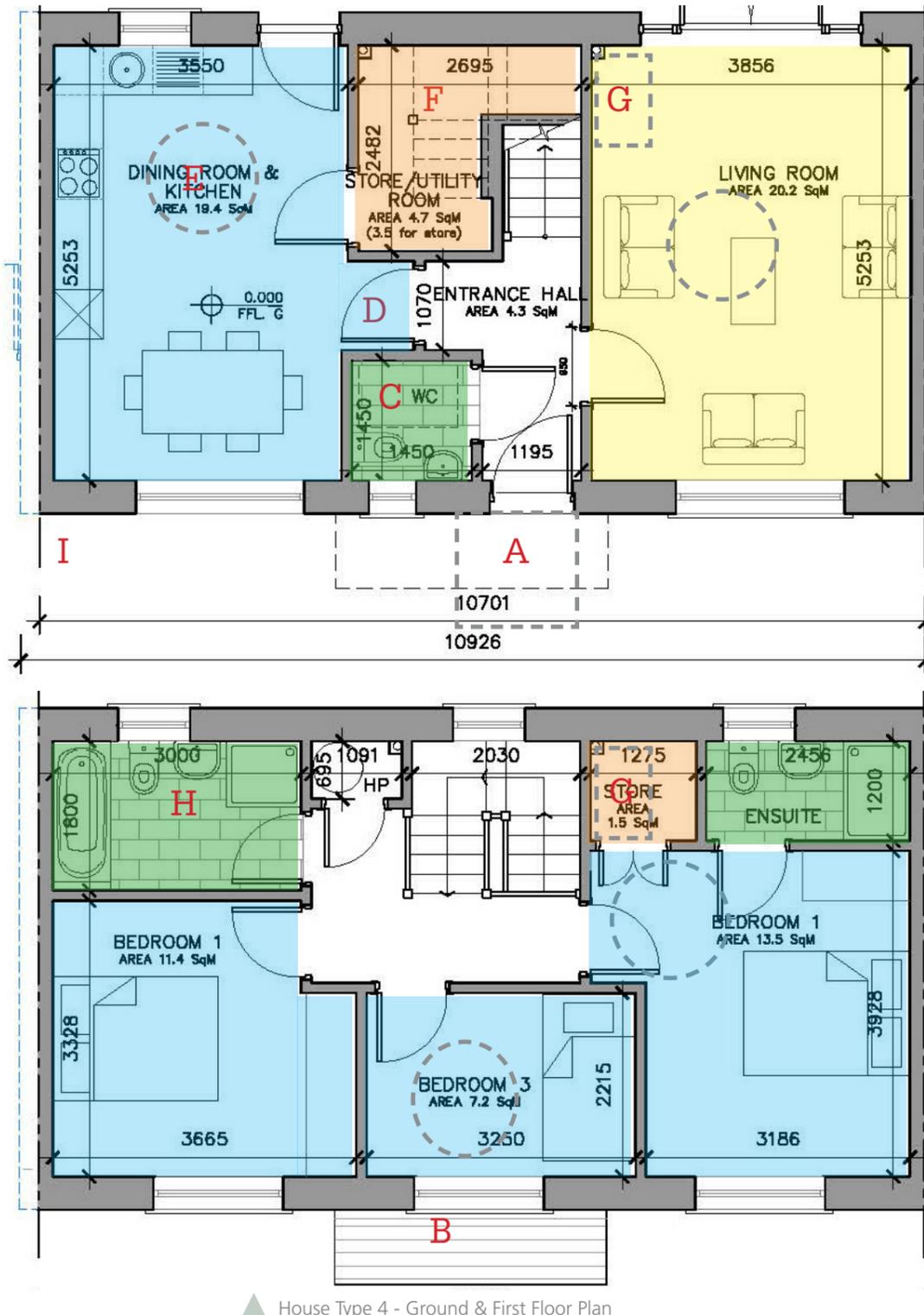
Each dwelling will achieve the minimum energy performance standards as outlined by the SEAI, including NZEB standards for all dwellings occupied after 31st December 2020.



▲ House Type 4 - Section AA

09 Adaptability

9.2 Universal Design Statement - Houses



CASE STUDY - House Type 3

3 Bedroom 5 Person Terraced House Design Features that are in line with a Universal Design approach (note also relevant to House type 5 - 4 bedroom 7 person end of terrace house)

- A Level or gently sloping external landing outside each entry point of circa 1500 x 1500mm with a wide front door.
- B Entry with wide entrance hall with natural light.
- C Entry level WC of circa 1400 x 1450mm with side transfer space and outward opening door.
- D Level transition at all doors.
- E Easily adaptable kitchen with space for occasional eating & ease of movement through kitchen.
- F Utility room with space for washer and dryer adjacent to kitchen.
- G Possible through Floor lift location.
- H Bathroom of circa 1800 x 3000mm that can be easily converted at a later date into a shower / wet room.
- I Homes are integrated into the neighbourhood, with clear, safe, routes from bike, car or public transport to the entrance of the home - refer to the Site Plan

All house type layouts comply & exceed where possible TGD M 2010 in compliance with the Building Control Regulations and the Design Team have sought to comply with the principles of Universal Design of the proposed Strategic Housing Development, to encourage access and use regardless of age, size, ability or disability. They will also meet their changing needs over time so that people can continue living in their own homes and communities as they get older or become disabled.

Other documents consulted include National Disability Authority's "Building for Everyone: A Universal Design Approach" & "Universal Design Guidelines for Homes in Ireland".



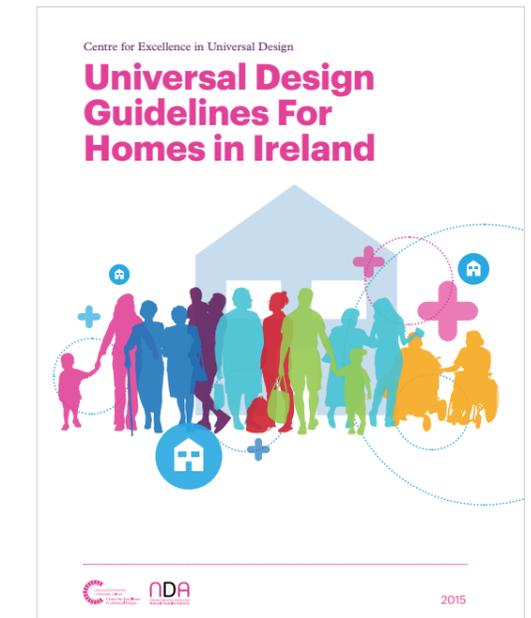
▲ Living areas should be large enough for furniture to be arranged in different ways

▶ "Universal Design Guidelines for Homes in Ireland"

The composition of the site plan & proposed residential unit types have been designed so that units can be accessed, understood and used to the greatest extent possible by all people regardless of their age, size, ability or disability and are designed to 4 key Principles:

1. Integrated into the neighbourhood.
2. Easy to approach, enter & move about in.
3. Easy to understand, use and manage.
4. Flexible, safe, cost effective and adaptable over time.

There are 6no. house/home types & 8no. Duplex types proposed that have been designed in line with the Universal Design approach & future proofed so that the layouts can be easily modified to accommodate an individual's personal factors, circumstance or choice.



10 Privacy & Amenity
10.1 Public & Private Realms



▲ First floor separation distances



▲ Reference CGI of wide plan, House Type 3 set back from building line with generous landscaped buffer zone

It was a key design requirement that each new dwelling enjoyed dual aspects in it's design. Particular care was taken to mitigate against the risk of overlooking of adjoining properties,

In particular with regard to the 'wide front' houses, types 3 & 5, where the rear gardens might not be as deep, habitable rooms were designed to look to the front rather than the rear of the house. Guidelines and standards regarding the sizes of internal spaces were referred and adhered to throughout.

All dwellings maintain a substantial setback distance separating the house/ duplex units from the public realm or footpath by landscaped front and side gardens and landscaped private on-curtilage parking spaces (houses). This separation provides for both good visibility of the public realm for occupants, and a level of privacy / transition zone but not as far as to not afford

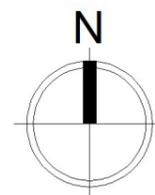
overlooked public areas. This also allows for high density and privacy to go hand in hand, with each house also having private rear gardens with the minimum back-to-back separation requirements satisfied.

Duplex block (A,B,C & D) units at ground floor will have a strip of defensible terrace to each facade in order to provide a positive transition to the public lands of the northern public park and curved street to the south.

This is echoed on the southern side of these units, which has active street frontage from terraces/patios at ground & first floor levels. This public/private transition also combines communal private open spaces which when combined, exceed the required provision for these units. The corner duplex unit D7 has their own private rear garden, and D8 its own terrace on the second floors allowing for their individual open space provision adjoining their residence. All units are located in close proximity to high quality POS provision also.



▲ Part section CC - 2 storey terrace houses with Duplex corner unit overlooking POS 03. No overlooking from House Type 03 at first floor to the rear of their properties. Note, rear access is provided for all units to back gardens for private access & bin storage



Section 3
Home

10 Privacy & Amenity
10.2 Residential Amenity - Duplex Units



▲ Part Site Plan illustrating the 2no. private amenity spaces allocated for Duplex Blocks A, B, C & D.

● Duplex Bin & Bike stores with sheffield stands adjacent



▲ Proposed 'gateway' to public park between Creche & residential duplex blocks

Private amenity space provision for each duplex unit it provided for in each individual unit. Shared amenity space for the residents of the 48no. proposed duplex units in Blocks A, B, C & D include 2no. communal landscaped gardens (communal open space) in the landscaped area north of Blocks B & C.

These two spaces are easily accessible for all residents, with pathways linking them to their unit entrances, and also signalise the transition between the public and private spaces of this character area.

bin stores (Bin & Bike Stores A) serving these units, and they are located between Block A & B, and C & D. These enclosures are private and may only be accessed by the residents themselves. Adjoining these, a number of Sheffield bike stands are proposed, to allow for a 'short-stay' provision.

The space between Duplex Block A and the creche building serves as a natural gateway to the public park and lands north. Residents of the duplex units in this area of the scheme have this amenity in easy reach. In creating this transition space, the public realm boasts an enjoyable transition from the public and private zones within the scheme.

Communal Amenity Space - (478sqm minimum required)	
Duplex Communal Amenity Space	499 sqm
TOTAL	499 sqm

There are 2no. enclosed secure bike stores &

11 Parking

11.1 Variety of Provisions



▲ Reference Project - Parkside, Belmaine
Mix of on curtilage & off street parking



▲ Outline perimeter of residential cells with on-curtilage parking for residents



▲ Neighbourhood street which offers a variety of parallel & perpendicular street parking for residents and suitable landscape in between

A mix of car parking arrangements are provided within the scheme to reflect the varied nature of the proposed housing & duplex units. A minimum of 2 no. car parking spaces on curtilage per house are provided and one space for the narrow frontage 2 bedroom houses on curtilage, and a number of visitor spaces on streets nearby.

The Duplex units at Blocks A,B,C & D are provided with street parking adjacent their own doors on a curved street. Units D7 & D8 have their parking spaces adjacent to their unit, and vary between on and off-curtilage depending on their location.

Where on-street parking & Neighbourhood Streets are provided, the landscape is suitably integrated. Landscaping is sensitively integrated with parking spaces breaking up rows of spaces to visibly attractive provisions, resulting in a safe and calmer streetscape for all future residents of the scheme. Vehicles are parked on a level surface outside or immediately adjacent to each house & duplex unit and is conveniently accessible for each resident.

Bicycle parking for the duplex blocks A,B,C & D are proposed in secure and sheltered locations as indicated on the drawings. Duplex unit D7 have access to their own private garden to the rear of each unit, and all units are located close to Sheffield stands which provide for short-stay bicycle parking provision.

Further information can be found in CS Consulting's traffic report attached to this submission.



▲ example of 2m min. planting zone between dwelling & path or street parking



▲ example of access to short stay communal laneway serving rear access to houses

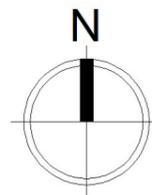
12 Detailed Design

12.1 Building Finishes & Materials



▲ Proposed Site Plan indicating proposed finishes & material selection

- Full soft tone brick units
- - - Partial soft tone brick & partial render Units
- Render, & selected feature cladding



▲ Reference Image of light toned brick which compliment external spaces



▲ Reference Image of tall 2/3 storey units with feature elements & light toned brick

A contemporary palette of materials is proposed for the scheme which is comprised of complementary tones of brick and render.

A quality brick cladding will define the materiality tone & will be complimented with a natural self-finished render to particular units at first level. The selected brick will also be applied to part of the duplex at the corner bay windows and to the half landing entrance volumes - with reconstituted stone surrounds to windows/ doors & first floor banding.

This is contrasted with a pre-coloured neutral acrylic render when indicated for first floor levels. This is supplemented with standing seam metal cladding to canopies, dormer windows, and a selection of cladding to the fenestration of the Community & Creche buildings. The use of render as the primary finish of these two buildings allows for a distinctive and subtle character to be achieved. Its quiet tone created with pre-coloured acrylic render will allow for a respectful character for it community users.

The nodal/corner dual frontage House Type 6, and Duplex type D7/D8 area proposed in full brick and a light mortar. This is to 'book-end' local streets, and the give a deeper sense of enclosure for important spaces. In doing so, a simple yet modest contemporary aesthetic is achieved.

12 Detailed Design

12.2 Elevation Strategy - Houses



▲ Dual frontage house type used to turn the corner of a street with further animation of bay window & Canopy over front door
ref: Parkside by Cairn Homes Properties Ltd.



▲ Two Storey Terrace with with gabled eave.
Elevation strategy of House Types 4 & 5

Terrace Rhythm

The two storey terraces provide enclosure to the internal streets within the scheme, which are animated by architectural elements such as recessed entrances and privacy wing walls & are differentiated by alternating rows of simple continuous eave lines, rows with gabled eave lines & terminated by L shaped dual frontage 3 storey unit types, and corner duplex units.

Facade materials

A quality clay light toned brick & selected mortar will be chosen to define the tone of the development & will be further complemented with a natural self-finished render applied to the upper level facades of select house types - note all terrace/ street corners to be a full brick facade.



▲ Two Storey Terrace with simple eave line with recessed entrances & part rendered.
Elevation strategy of House Types 1 & 2

Threshold & Fenestration

The threshold to each dwelling is defined by either a recessed entrance or a canopy which will afford a sheltered welcoming space for each house as a transition from the public to private realm with an 1800mm high privacy brick wall between terraced units. Fenestration will be double glazed units to one selected colour throughout, an anthracite grey, with low cills to maximise light into the living spaces.

Bay windows are used on corner house sites so as to encourage implied pedestrian progression around the corner to the next street. Side garden spaces have been designed to wrap around corner houses to continue boundary treatments and integrate adjacent spaces. A rhythm of trees and street landscape planting provides a buffer between the dwellings and the street.



▲ Two Storey Terrace with simple eave line wide frontage with Bay window. Elevation strategy of House Types 3 & 6

Roof

Pitched Roof - traditional tiled/ slated pitched roofs proposed throughout with simple pediments to the wide fronted units to provide another layer of variety & a rhythm to the street elevations.

Brick gables, changes in level & short terraces of break the roof line, and provide a further rhythm in the terraced elevation.

12 Detailed Design

12.3 Elevation Strategy - Duplex



▲ Dual frontage duplex units with own door access used to activate the end of Block A,B,C & D.



▲ Three Storey stepped facades with selected brick to the lower bays, and lower gable returns. Elevation & street frontage is further animated with patio and terraces to ground & first floor levels.

Terrace Rhythm

The three storey terraces provide a strong enclosure and edge to the northern public park & public open space 01. The proposed units are all built of traditional construction. There are 4 blocks with a total of 48no. units that are expressed as 3 paired bays per block. The 4no. Blocks overlook the public park to the north, and POS 01 & 02 to the south. These follow the existing site slope creating an attractive terrace rhythm with a vertical emphasis. With the pairing of own doors of the upper units, the southern facade is given further articulation.

Materials

As with the public realm areas, the proposed Duplex will be finished to a high standard of materials suitable for the context/location of the scheme finished with materials similar to the houses comprising of light toned brick & render to the façades. All openings within

the brick will be lined with reconstituted stone bands. Metal type clad canopies are proposed to the ground floor apartment entrances while the upper units are accessed by own doors off a half landing of a TGD Part M 2010 compliant flight of steps.

Corner Units

All corner duplex units have been designed as a distinct unit type in order to enliven and activate each of its elevations. The corner gables have wrap around three storey projecting brick bays that are a variant of the mid terrace bays. This affords dual frontage as these corners will be visible from a distance off the public realm. Units D7 & D8 turn each corner with a distinctive volume to enliven and animate each facade. This proposition guides the user to the adjoining street and creates an inviting dual frontage character.



▲ Dual frontage duplex units D7 & D8 with own door access used to activate internal street network

12 Detailed Design

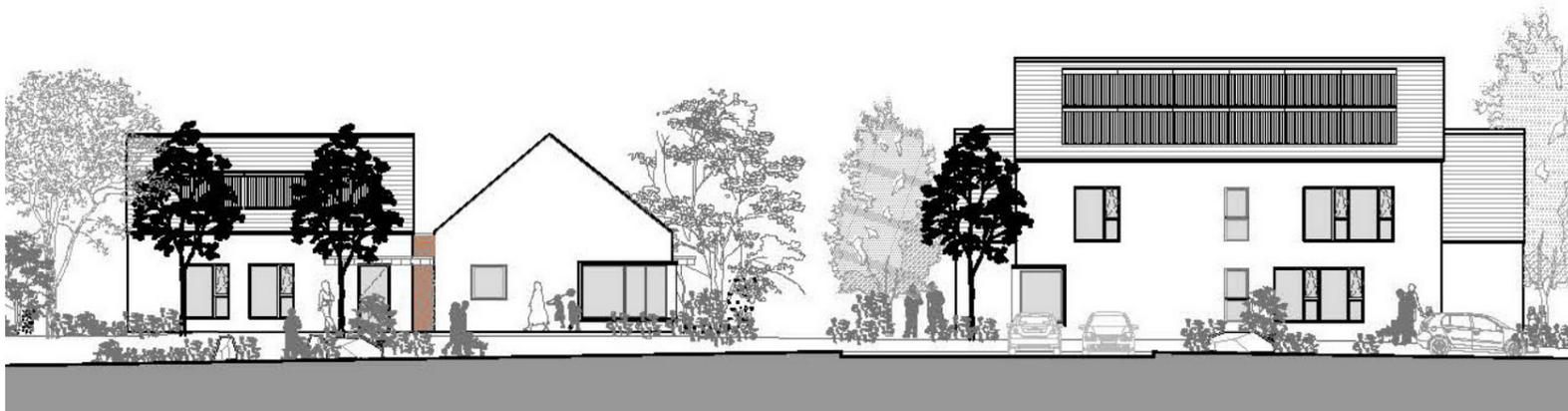
12.4 Elevation Strategy - Creche & Community



▲ Ref Image; high proportioned openings in façade, in order to create rhythm & continuity



▲ Ref Image; Adjoining vernacular forms with central spine of circulation and additional adjoining spaces to provide linkage and connection



▲ Proposed contextual elevations of Community & Creche buildings

A contemporary palette of materials is proposed with complementary tones of selected render as the principal finish to the proposed Community & Creche buildings.

Serving the wider community, the character and composition of these two buildings are important in creating a respectful and attractive design. Vernacular forms of the local countryside are adhered to in creating simple forms for each building, in which to provide an inviting exterior. The use of well-balanced composition of openings to the façade allows for the users to connect to the external spaces and the surrounding public realm.

Internally, the design of the Community building holds its focus on the primary community space. Additional meeting rooms and facilities are available when required, for members of the community. The entrance to this building is from an internal courtyard which is in direct connection to that of the proposed Creche. This allows for a welcoming place which can be a central part of the Ardee community life, and is further connected on the north-south spine of the scheme.

Internal spaces of the creche building comprise facilities for all children 0-6 years of age. Its simple volume belies a variety of rooms each with distinct character. Externally, timber and aluminum louvers create further animation to glazing and fenestration, amidst a well balanced and sensitive landscape proposal.



▲ Ref image - expressive openings to each floor allowing for distinctive character and levels of natural light



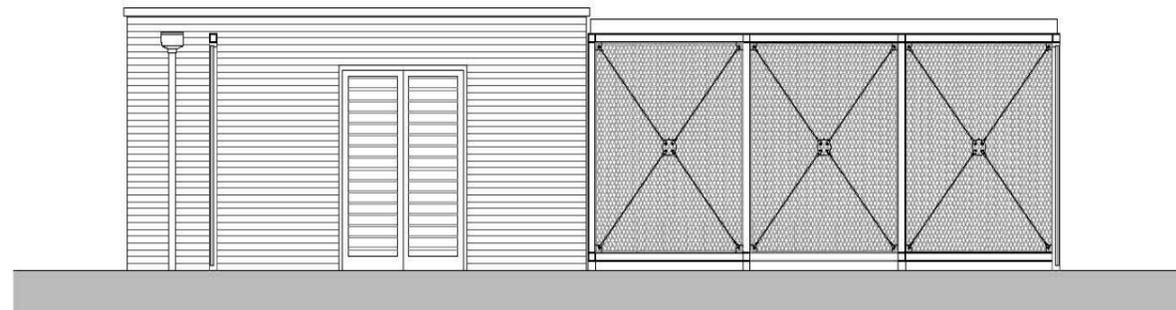
▲ Ref image - public building set in soft landscape and subtle elevation treatment creating balance & rhythm

12 Detailed Design

12.5 Bike & Bin Stores

A contemporary palette of materials is proposed to create the bin and bicycle enclosures within the scheme, that will blend and be easily screened to the proposed soft landscaping.

Each of the proposed Bin & Bike store units A are single storey in form and have been designed for secure and discrete storage for all residents. These are located in close proximity to all duplex units and entrances for ease of access by residents. One is located between Block A & B, and the second is located between Block C & D.



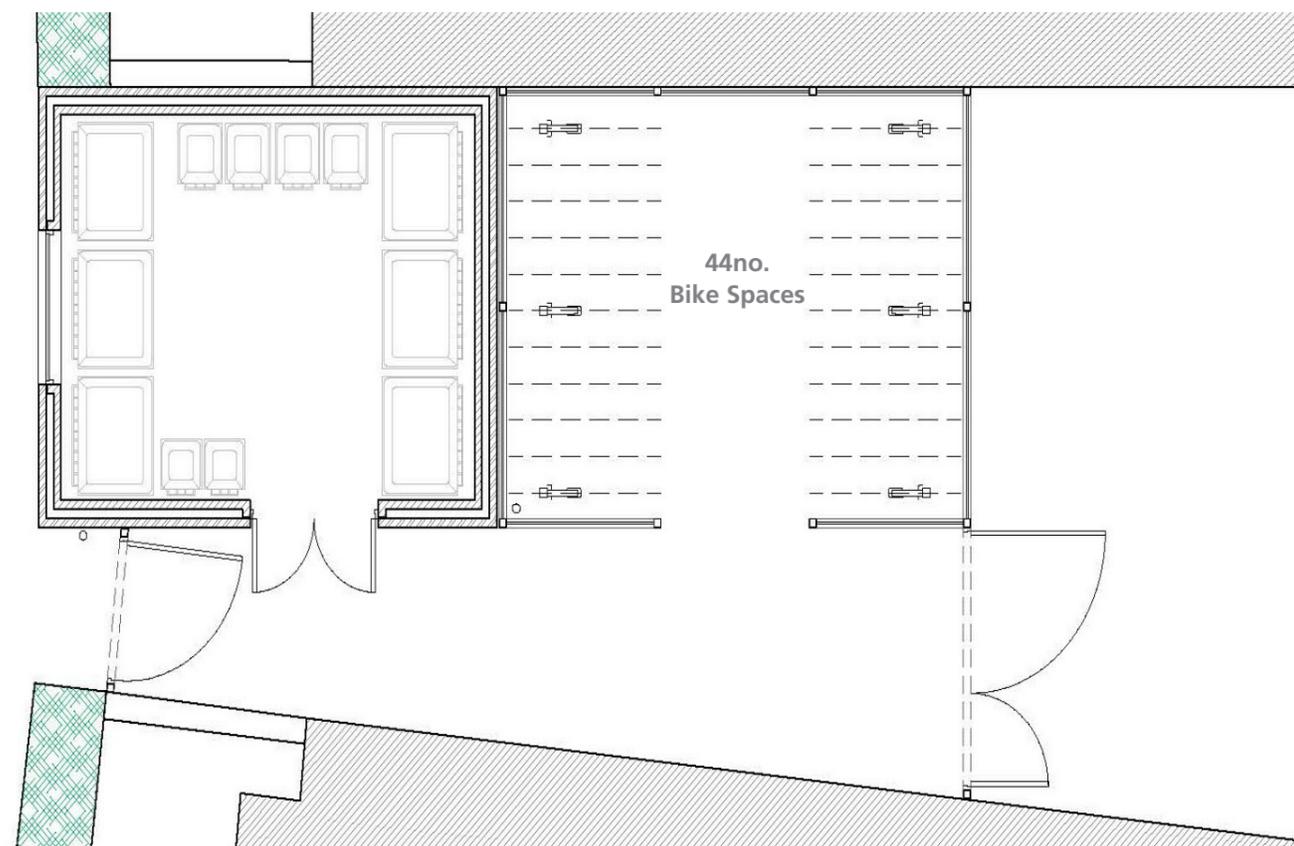
▲ Proposed Bin & Bike Store A - Elevation

The bike units are enclosed by a galvanised steel frame construction, with infill steel mesh panels, and timber panels as ventilated doors or cladding panels with brick cladding where appropriate. This allows for an attractive and robust enclosure which allows for an attractive solution to the external and public spaces within the scheme.

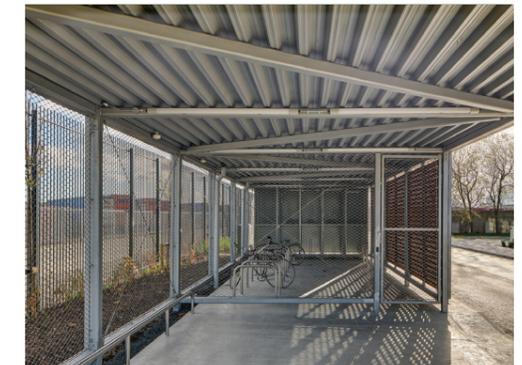
Bin & Bike store unit B is located in the grounds of the Creche & Community buildings and is simple in form, in order to match the surrounding architecture of the proposed Creche & Community buildings.

The 2no. Bin & Bike store A combined accommodate 88no. enclosed and secure bike spaces, and the required provision of 12x 1100L, 7x 240L, 3x 120L for waste management. (See Drawing PA-400 details)

Bin store B accommodates 3x 1100L & 2x 120L for waste management purposes, and 12no. bike spaces. (See Drawing PA-401 for details)



▲ Proposed Bin & Bike Store A - Plan



▲ Ref Image; Interior of Enclosed Bike shelter at Dublin Port Centre by Darmody Architecture



▲ Ref Image; Josta double-stacking bike storage units



▲ Key plan: location of Bin & Bike store units

Schedule of Accommodations

		ha
Gross Site Area	13.032	ha
Public Park Area	3.623	ha
Preliminary Net Site	9.409	ha
POS 01 & POS 02 Land parcels	1.713	ha
Final Net Site Area	7.696	ha

Proposed no. of Residential Units	272
Total GFA of Residential Units	28043.90 sq m
Net Site Area	7.696 ha
Density u/ha	35.34 u/ha
Site Coverage	12.39%
Plot ratio	0.22

GFA of non-residential development	649.10 sq m
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GFA of residential development	28168.9 sq m
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Total GFA of proposed development	28818.00 sq m
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Principal Public Open Spaces included in net site area		
POS 01	1.054	ha
POS 02	0.432	ha
POS 03	0.289	ha
Total	1.775	ha
% of Residential Site Area	18.86%	

Communal Amenity Space - (478sqm minimum required)		
Duplex Communal Amenity Space	499	sqm
TOTAL	499	sqm

Creche Building sqm	484.1
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Community Building sqm	165
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BIN & BIKE STORES

Type	No. proposed	GFA sqm	TOTAL GFA sqm
Bin & Bike Store A (serving Duplex Block A,B,C & D)	2	51	102.0
Bin & Bike Store B (serving Creche & Community Buildings)	1	23	23.0
TOTAL	3		125

House Type	Description	Mix %	No. of units	Unit GFA (m ²)	Total GFA (m ²)
House Type 1	2 Bed/4 Person/ 2 Storey	24.3	50	87.9	4395
House Type 2	3 Bed/ 5 Person/ 2 Storey	55.8	115	110.9	12753.5
House Type 3	3 Bed/ 5 Person/ 2 Storey	5.3	11	108.7	1195.7
House Type 4	4 Bed/ 7 Person/ 2 Storey	3.4	7	135	945
House Type 5	4 Bed/ 7 Person/ 2 Storey	1.9	4	132	528
House Type 6	3 Bed/ 5 Person/ 2 Storey	9.2	19	109.1	2072.9
			206		21890.1

Houses	2 bed unit	24.27%	50	4395
	3 bed unit	70.39%	145	16022.1
	4 bed unit	5.34%	11	1473
			206	21890.1

Duplex Type	Description	Mix %	No. of units	Unit GFA (m ²)	Total GFA (m ²)
Duplex Type D1	2Bed/4 Person/ 1 Storey at Ground	18.2%	12	87.7	1052.40
Duplex Type D2	3Bed/5 Person/ 2 Storey at 1st/ 2nd	18.2%	12	118.4	1420.80
Duplex Type D3	2Bed/4 Person/ 1 Storey at Ground	6.1%	4	93	372.00
Duplex Type D4	3Bed/5 Person/ 2 Storey at 1st/ 2nd	6.1%	4	123.3	493.20
Duplex Type D5	1Bed/2 Person/ 1 Storey at Ground	12.1%	8	63.9	511.20
Duplex Type D6	2Bed/4 Person/ 2 Storey at 1st/ 2nd	12.1%	8	88	704.00
Duplex Type D7	3Bed/5 Person/ 2 Storey at Ground/1st	13.6%	9	115.5	1039.50
Duplex Type D8	1Bed/2 Person/ 1 Storey at 2nd	13.6%	9	62.3	560.70
			66		6153.80

Duplex	1 bed unit	26%	17	1,071.90
	2 bed unit	36%	24	2128.40
	3 bed unit	38%	25	2953.50
			66	6,153.80

Total Unit Mix	1 bed unit	6.3%	17	1,071.90
	2 bed unit	27.2%	74	6523.40
	3 bed unit	62.5%	170	18975.60
	4 bed unit	4.0%	11	1473
			Total No. of Units	272
				28,043.90

Creche Building sqm	484.1
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Age Range of Accommodation*	Min. Required Space (Per m2)	Area sqm	No. of Spaces
0-1 Years (Room 01)	3.5	45.6	13
1-2 Years (Room 02)	2.8	33.2	13
2-3 Years (Room 03)	2.35	33.6	14
3-6 Years (Room 04)	2.3	44	19
3-6 Years (Room 05)	2.3	46.6	20
3-6 Years (Room 06)	2.3	46.6	20
Total allocation for childcare		156.4	100

Other Accommodation	Area sqm
Sleep room	16.3
Foyer/Entrance	58.5
Staff Room/Kitchenette	51.3
Office & Administration	8.9
Toilets & WC	43
Storage/Laundry	12.4

Secure Outdoor Play Space	267
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Gross Floor Area sqm	484.1
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Other Information - Full day care service or Part-time day care service*			
Age Range	Adult Child Ratio	estimate no. of staff	
0 - 1 Years	1:3		4
1 - 2 Years	1:5		2
2 - 3 Years	1:6		2
3 - 6 Years	1:8		8
Admin staff			1
Total Staff numbers (Approximate)			17

Parking Provision	No. of spaces provided
484 sqm GFA (1 space per 6 children@100 Children)	17
* Guidelines are attained from; Child Care Act 1991 (EARLY YEARS SERVICES) Regulations 2016	

COMMUNITY BUILDING AREA SCHEDULE

Gross Floor Area sqm	165
Accommodation	Area sqm
Community Space	67.3
Meeting Room 01	21.1
Meeting Room 02	23.7
Kitchen	4.7
Entrance Foyer	24.1
WC(unisex)	6.7
Store	1.75

Gross Floor Area sqm	165
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Parking Provision	No. Required
165 sqm GFA (1 space per 30sqm)	6

Section 7 Conclusion



▲ CGI of the proposed Neighbourhood street with 3 storey gateway dual frontage duplex - for illustrative purposes only

The design proposals described in this document are a culmination of an **Intensive collaboration process with an experienced Design Team to develop a sustainable urban layout that will foster a sense of place.**

The proposal is for the development of the greenfield site which is on zoned serviced land in the established residential area and represents an opportunity to complete another phase of the mixed use masterplan begun with the emerging Bridgegate development which is under construction to the west.

We have strived to address the issues highlighted in the Louth County Council meetings and the Tripartite meeting with An Bord Pleanala in particular by refining the layout to create a higher density residential scheme, providing a strong urban edge to the linear park with a hierarchy of high quality, functional and amenable public spaces with maximum surveillance, appropriate enclosure, children's play, amenity and pedestrian connectivity.

The well serviced site in close proximity to Ardee Towncentre, the challenging topography and the ambition to meet Louth CDP 2021-2027 objectives to create a new character area are the principal generators that have influenced the architectural approach and overall layout to create a sustainable neighbourhood that connects and enhances the built form & open space of the adjacent developments and make a place where people will want to live.

Appendix A - Response to An Bord Pleanála Pre-Application Consultation Opinion

An Bord Pleanála: ABP-308283-20

An Bord Pleanála has considered the issues raised in the pre-application consultation process and, having regard to the consultation meeting and the submission of the planning authority, is of the opinion that the documents submitted with the request to enter into consultations require further consideration and amendment to constitute a reasonable basis for an application for strategic housing development.

An Bord Pleanála considers that the following issues need to be addressed in the documents submitted that could result in them constituting a reasonable basis for an application for strategic housing development.

Settlement Strategy

1. Further consideration of the requirement for a 10-year planning permission. Demonstrate that the proposed development and the remaining phases of extant permission (ABP PL15.238053) on the lands to the north west of the subject site, within the ownership of the applicant, can be delivered in a timely manner.

Response:
1) Please refer to JSA Statement of Response for further detail, as a 5 year permission is now proposed.

2. Justification for the proposed development having regard to the core strategy of the Louth County Development Plan.

Please refer to a report which has been prepared by the Planning Consultant (John Spain Associates) which outlines the justification for the residential development of these lands, with adherence to the strategy outlined in the Louth County Council Development Plan 2021-2027.

Open Space

3. Further consideration / amendment of the proposed public open space / public park on the northern portion of the site. Demonstrate that the proposed public open space complies with the zoning objective for the site and that it integrates with the previously permitted open space approved under ABP PL15.238053 to the north west of the site.

Response:
Please refer to SDA Landscape Architects drawings which demonstrate the proposed open spaces/public parks. A pedestrian pathway has been designed to ensure permeability to the previously permitted open space, which allows a direct connection to Bridgegate Green and further integration of the previously permitted open space and lands to the west.

An area schedule which outlines the combination of the permitted and proposed open space provision, and the public parks areas. Please refer to JSA Statement of Response for further detail.

Combined Public Open Spaces

Proposed POS Combined Phases 1-3	1.201	ha
Proposed POS Phase 4	1.775	ha
Permitted Park	3.72	ha
Proposed Park	3.62	ha

Total	10.3156	ha
Subtract Overlap	0.168	ha
Subtract Omitted area	0.7774	ha
Combined POS	9.3702	ha
% of Combined Site Areas (23.50ha)	39.87%	ha

Road Infrastructure

4. Further consideration / amendment of the location of the link road as required by Objective INF13, having regard to the development potential of lands to the east of the site, which are zoned as Strategic Reserve and to the zoning objective of the northern portion of the site which seeks to provide a '12 acre' area of open space.

Response:
An indicative location for a link road is noted and has been identified in response to Objective INF13. Please refer to the Architectural Masterplan and Proposed Site Plan drawings (PA-001, PA-002, PA-002-A), and the Landscape Architects proposed site plan drawing (20-547-SDA-PD-DR-001). Please refer to JSA Statement of Response for further detail.

Water Services

5. Further consideration / amendment of the design of the storm water management proposals having regard to the existing high potential for flood risk to residential properties downstream of the site. Further consideration of the concerns raised in the report of the planning authority's Infrastructure Directorate dated 21st October 2020. A site-specific Flood Risk Assessment should be submitted.

Response:
A proposal for the design of storm water management has been prepared and implemented by Environmental Engineers (JBA Consulting) which addresses the issues raised in the report of the planning authority's Infrastructure Directorate 2020. Please refer to this document for a response to all concerns raised.

Please refer to JSA Statement of Response for further detail.

6. Further consideration / amendment of the layout of the linear park having regard to Inland Fisheries Ireland: 'Planning for Watercourses in the Urban Environment: A Guide to the Protection of Watercourses through the use of Buffer Zones, Sustainable Drainage Systems, Instream Rehabilitation, Climate / Flood Risk and Recreational Planning'.

Response:
An amendment of the linear park with regard to Inland Fisheries Ireland has been undertaken by the Ecologist (Altemar) and Environmental Engineers (JBA), in conjunction with the Landscape Architects (SDA) and Civil and Structural Engineers (CS Consulting Engineers). Please refer to these consultant's documentation for a response to all concerns raised in regard to Inland Fisheries Ireland.

Please refer to JSA Statement of Response for further detail.

Appendix A - Response to LCC Recommendations raised in the Pre-Application Process

In summary the Planning Authority is of the opinion that the documentation submitted requires further consideration and amendments. The Planning Authority would request that further consideration/clarification is given in relation to the following:

1. Justification for 10 year permission

Justification for a 10 year permission in respect to the development proposed, demonstrate that the remaining phases of the extant permission (File Ref. No. 10/174 I ABP PL15.238053) on these lands will be delivered in a timely manner prior to the expiration of the appropriate period on 15th January 2022 and the feasibility to deliver the further units proposed in a timely manner having regard to existing phasing arrangements of the extant permissions. Any permitted development should not compromise the draft core strategy as set out in the Draft Louth County Development Plan 2021-2027 .

Response:
Please refer to the Design Team's response to an Bord Pleanala Opinion Item 2 that deals with similar issues.

Please refer to JSA Statement of Response for further detail, as a 5 year permission is now proposed.

2. Area of Public Park

Confirm the total area of the public park as set out in this development and that provided to the west of this site equates to a minimum of 12 acres. Furthermore the PA would have concerns in relation to the functionality of the layout of public park as proposed which does not demonstrate regard or an inter-relationship with the remainder of the park as granted planning permission and to be provided under planning reference 10/174 (ABP PL15. 238053) or the link road to be provided from this development and Black Road to the east.

Response:
Please refer to the Design Team's response to an Bord Pleanala Opinion Item 3 that deals with similar issues.

Please refer to SDA Landscape Architects drawings which demonstrate the functions proposed within the public parks. A pedestrian pathway has been designed with regard to ensure permeability between the

Permitted Public Open Spaces of Bridgegate	
POS Total	1.978 ha

POS omitted @ Bridgegate Crescent	0.7774 ha
Remaining POS	1.201 ha
% of Net Site Area (15.27)	7.9%

permitted and proposed public parks. This is located north-east of the community hub area of the proposed development, allowing a direct connection to Bridgegate Green. By including this connection in the development, a direct connection between the permitted and proposed public parks is allowed for. An area schedule which outlines the combination of the two public parks equates to 7.17ha, (approximately 17.7acres), which is substantially in excess of Spot Objective 4 of the Louth County Development Plan 2021-2027, of 4.9ha / 12 acres.

Please refer to JSA Statement of Response for further detail.

Combined Public Parks	
*Permitted Park to west	3.72 ha
**Proposed Park at Mulladrillen Hill	3.62 ha
Total Public Park	7.34 ha

*Includes area of overlap for pathway connection	0.168 ha
Resultant Public Park	7.172 ha

**Includes area of road reserve in Public Park	0.225 ha
Resultant Total Public Park	6.947 ha

3. Development Strategy

The development strategy for the site in so far as it relates to layout potential linkages for vehicular, pedestrian and cycle movements to the east, south and west of this development. As proposed there is only one access available to the development from the Drogheda Road (N2) through the newly developed entrance to the first phase of the Bridgegate development. The applicant should demonstrate that the connections indicated will be delivered in a timely manner contiguous to the phased development of this site to provide for connectivity with the town and surrounding areas.

Response:
Please refer to Traffic Impact Assessment (TIA) report which has been prepared by CS Consulting Engineers which outlines details of proposed and potential connections within the development, and the delivery of these access points. A cycle track has also been included along the northern edge of POS 01 & POS 02, which allows for future connections and permeability of the lands to the east. PA-003 Site Phasing Plan, demonstrates the delivery of the phases for the proposed development.

Please refer to Section 1.6, Page 12 of this document for the Architectural Development Strategy/Concept Plan for the scheme.

Please refer to JSA Statement of Response for further detail.

4. Public Transport Provision

Demonstrate penetration of the development by public transport and provision for bus stop(s) in a location(s) where the majority of dwellings are at a maximum distance of 400 metres.

Response:
Please refer to Traffic & Transport Assessment (TTA) report which has been prepared by CS Consulting Engineers which outlines details of proposed public transport connections for the proposed development, and a proposed bus stop on the southern side of Bridgegate Avenue, which will serve future residents.

Please refer to JSA Statement of Response for further detail.

Appendix A - Response to LCC Recommendations raised in the Pre-Application Process

5. School capacity assessment

Provide a school capacity assessment to ascertain that adequate capacity exists to cater for the predicted demand for primary school places.

Response:

Please refer to a report which has been prepared by the Planning Consultant (John Spain Associates) which outlines the school capacity to cater for the predicted school places. This has been prepared in a report titled 'School Demand and Concentration'.

Please refer to JSA Statement of Response for further detail.

6. Traffic Impact Assessment

a. Consult Transport Infrastructure Ireland as development traffic will access on National Primary Road, N2 and TII are a stakeholder in assessing planning applications that access and/or are developed along national roads.

b. Clarify anomaly in Section 4.0 — Traffic Generation & Trip Distribution where Predicted Subject Development Residential Trips have been incorrectly factored up from Cherrybrook Estate figures and correct inaccuracies in Section 4.1.2 in respect of factoring up of Non Residential Trip Generation from Table 4 to Table 5.

c. Address the conflict between the assertion in Section 5.3 of the TIA where it is stated that the addition of vehicular traffic generated by the proposed development will result in only minor increases in vehicle queues and delays to the N2/Bridge Street/William Street/John Street junction and with the assessment results presented in Table 16 of the TIA, whereby the Degree of Saturation, Mean Maximum Queue (PCU) and Mean Delay per PCU (secs) increase considerably for each of the assessment years when comparing 'Without Subject Development' against 'With Subject Development'.

d. Note that an assumption on the delivery proposed by pass to the south east of Ardee linking the N2 to the south of Ardee with the R170 and N52

to the east and how its delivery would significantly reduce traffic loading at the N2/Bridge Street/William Street/John Street junction in future years, referenced in Section 5.3, cannot form part of the TIA as no commitment for implementation of this major capital project has been given at this time.

e. Demonstrate how the results presented in Table 18 for instance, the Mean Maximum Queue (PCU) for the Development Access Arm in the AM Peak is 1 at the junction of the N2 with the newly constructed access permitted under ref 10/174, have been arrived at. This appears very low when compared to other residential developments of similar size and scale.

f. Consider provision for car parking and cycle parking at the Public Park & Landscape Amenity Space.

g. Address the anomaly where the indicative alignment of the proposed connector road in Figure 10 of the TIA shows Bridgegate Drive as forming part of the connector road and Section 7.3 make reference to future east-west connector road and show how Bridgegate Avenue will receive cycle facilities in the event that it will form part of the connector road.

h. Clearly identify the route of the connector route to Jumping Church Road (Black Road) and develop in a

masterplan approach this link which will involve engagement with third parties. The junction assessments within the applicant's TIA documents clearly the adverse affect the additional traffic generated by the development will have on the surrounding road network, particularly the N2/Bridge Street/William Street/John Street junction. Louth County Council considers that the construction of the east-west connector road to be essential for the proper planning and sustainable development of these residential zoned lands and a prerequisite in the consideration of this planning application. The projected line of the connector road is shown as traversing the Public Park & Landscape Amenity Space, albeit the developer does not have control over a portion of land located between the subject site and the Jumping Church Road.

Response:

Please refer to Traffic & Transport Assessment (TTA) report which has been prepared by CS Consulting Engineers. This is accompanied by a DMURS Compliance Statement and Road Safety Audit also. This report addresses the points raised by LCC, which includes the points raised.

Please refer to JSA Statement of Response for further detail.

7. Drainage/Flood Risk how

a. Louth County Council consider that the proposed development and Storm Water Management proposal is premature pending an upgrade of the existing inadequate storm water drainage network in this area. On completion of a detailed design to upgrade the existing drainage infrastructure, a funding application will be made to the OPW. Please note that Louth County Council has grave concerns that the existing high flood risk to residential properties downstream of the subject site will be exacerbated on implementation of the applicant's proposal to discharge storm water at a controlled rate, from the developed site into the Rathgorey River via Rathgorey Tributary. As recently as November 2019, the Rathgorey River burst its banks upstream from where it is culverted under the National Road, N2, causing flooding and threatening properties within the neighbouring Cherrybrook Housing Estate. Furthermore, in December 2015, the bottom floor of the Riverside Apartment Block was inundated with flood waters, emanating from a constriction within the drainage channel along Stoney Lane.

b. Undertake further assessment of flood risk to the site. Hydraulic modelling of the channel diversion, taking cognisance of the proposed culverts to facilitate vehicular and pedestrian access will be required. Consents from OPW are needed prior to implementation of these

Appendix A - Response to LCC Recommendations raised in the Pre-Application Process

proposals. The areas of the subject site are identified and mapped as benefitting lands in the submitted preliminary Flood Risk Assessment need to be addressed within a detailed Flood Risk Assessment.

Response:

Please refer to the Flood Risk Assessment report which has been prepared by Environmental Engineers, JBA Consulting. This report addresses the points raised by LCC, which includes the points raised.

Please refer to JSA Statement of Response for further detail.

8. Miscellaneous infrastructure issues

a. Introduce staggered junctions in the layout where crossroads junctions are proposed to avoid driver indecisiveness and confusion regarding right of way.

Response:

A traffic flow and right of way system has been prepared and is identified by CS Consulting Engineers in their accompanying Traffic reports which indicate right of way movements through the layout to ensure safe transport movement.

Please refer to JSA Statement of Response for further detail.

b. Avoid perpendicular parking along opposite sides of the carriageways within the development and along straight sections of carriageway.

Response:

Care has been taken in the layout to avoid perpendicular parking on opposite sides and straight sections of the carriageway. Where perpendicular parking does occur, the parking spaces are on-curtilage, and have a 2m footpath places in between the parking space and the carriageway.

Please refer to JSA Statement of Response for further detail.

c. Provide an Autotrack analysis of a scenario, whereby simultaneous traffic movements involving a car and refuse vehicle are negotiating at all internal junctions. The kerb radiuses within the development appear tight.

Response:

A vehicular Autotrack has been undertaken by CS Consulting Engineers for the development, and all issues raised in relation to sightlines, internal junctions, and kerb radiuses have been addressed in the proposed layout.

Please refer to JSA Statement of Response for further detail.

d. Submitted drawings illustrates Road 3 having a direct link with an existing road within the adjacent Cherrywood development and the overland flood Route map shows flood paths traversing the site boundary. Please note that the roads pertaining to Cherrywood are within the ownership of a private entity and as such consent is required in this regard.

Response:

Proposed transport links have been reviewed and considered by CS Consulting Engineers for proximity to the adjacent 'Cherrybrook' development. Please refer to their 'Road Infrastructure Design Report, and 'Traffic and Transport Assessment Report'.

Please refer to JSA Statement of Response for further detail.

Computer Generated Image 01

View of the proposed landing zone enclosed by the Creche & Duplex as an entrance to the Hill Park to the North



▲ Key Location Map indicating the location for CGI 01

Computer Generated Image 02

View illustrating the urban edges proposed to the Linear Park



▲ Key Location Map indicating the location for CGI 02

Computer Generated Image 03

View south illustrating enclosure by the 2 & 3 storey terraced units east and south of the central pocket park



▲ Key Location Map indicating the location for CGI 03

Computer Generated Image 04

View of Neighbourhood Street Type B articulated with 3 storey duplex to define gateways



▲ Key Location Map indicating the location for CGI 04

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