

October 2022

ARCHITECTURAL DESIGN STATEMENT & URBAN DESIGN REPORT

PROPOSED RESIDENTIAL DEVELOPMENT at WATER ROCK, MIDLETON CO. CORK.

HAVEN FALLS LTD.



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Chapter 1 INTRODUCTION

1.1 General Description of Development

The application Site comprises of a main residential development site of gross site area c. 9.49 hectares, to the north of the proposed local are distributor road, serving the wider Water Rock Cork County Development Plan 2022-28 (CCDP) zoned lands.

The site is further bisected by the proposed north – South local distributor road as part of the Water Rock CCDP zoning.

The site is bounded on the:

- East by the proposed Local authority Riverside Park
- West by proposed school development site
- North by proposed second level school site and further development lands- with the East West pedestrian avenue acting as a buffer.
-

The proposed development consists of a total of 330 residential units, comprising:

- 199 No. semi-detached or terraced houses of 2, 3 or 4 bed configurations with 7 distinct house types.
- 44 No. 2 bed maisonette apartment units in end terrace 2-storey feature blocks.
- 87 No. 1 and 2-bedroom apartments in 7 No. primarily 3-storey apartment blocks
- Creche facility at Neighbourhood Centre
- 4 No. Retail / Commercial units at Neighbourhood Centre.

As series of Public Parks, open spaces and pocket parks, providing, are proposed throughout the development site to serve the proposed development.

The proposed development facilitates a number of future potential pedestrian, cycle and vehicular links to adjoining development lands.

The primary site vehicular access is via allocated junctions to the proposed CCDP Spine Road on the southern boundary with the permitted service link corridor bisecting the site north south.

The proposed development provides for all associated and ancillary infrastructure, landscaping, boundary treatments and development works on the total site of 9.49 hectares



TABLE 1.1- KEY STATISTICS

WATERROCK - SUMMARY SCHEDULE SITE LAYOUT				
		Area m ²	Area hA	% of Gross Site Area
Gross Site Area		94884	9.49	
Exclusions:	MD-U-03 Link Road, 6m width + 2m footpath either side	1918	0.2	2.02
	Public	0	0	0
	Lands owned by C.C.C	0	0	0
Total exclusion area		1918	0.2	2.02
Net Site Area		92966	9.3	
Total number of Units		330		
No. of Apartments	131			
No. of Houses	199			
Creche Floor area	600 m ² within commcl. I fp	600		
Apartment Floor Area		10692.1		
Apartment Ground Floor Area	excl TC. Commercial Footprint	4004		
Neighbourhood Centre Commercial Area:				
Community Café	133			
Community Medical	212			
Convenience Retail	201			
Pharmacy	100			
Service Spaces	30			
Total Commercial Area		676		
Housing Floor Area		22651.7		
Housing Ground Floor Area		11457.5		
Gross building floor area	Incl. creche & apartments	33943.8		
Gross building ground floor area	Incl. creche & apartments	16737.5		
Net Density	units per hectare	35.6		
Plot coverage:		0.18		
Plot ratio:		0.37		

Open Space Schedule		Area m ²	Area hA	% of Gross Site Area
Gross Site Area		94884	9.49	
Open Space breakdown:		14369	1.44	15.14
Active Open Space		9934	0.99	10.47
Passive open space (incidental)		16888	1.69	17.8
Private rear gardens		24303	2.43	25.61
Total Public Open Space				

WATER-ROCK SUMMARY SCHEDULE - HOUSING UNITS		AREAS in m ²																														
Total Number of Unit Types	House Type- A,B,C etc , (m) - mirror, (t)- terraced	Reference Name (Unit Identity)	Description	No. of Levels	No. of Bedrooms	No. of Bed Spaces	Minimum Overall Floor Area Required (DoEHLG)	Overall Floor Area Achieved	Ground Floor Area Provided	Minimum Aggregate Living Area Required (DoEHLG)	Aggregate Living Area Achieved	Main Living	Kitchen/ Dining Minimum dimension of Living Area Required (DoEHLG)	Minimum dimension of Living Area Achieved	Minimum Aggregate Bedroom Area Required (DoEHLG)	Aggregate Bedroom Area Achieved	Minimum Master Bedroom Area Required (DoEHLG)	Master Bedroom Area Achieved	Minimum dimension of Master Bedroom Required (DoEHLG)	Master Bedroom Area Achieved	Minimum Second Bedroom Area Required (DoEHLG)	Second Bedroom Area Achieved	Minimum dimension of Second Bedroom Required (DoEHLG)	Second Bedroom Area Achieved	Minimum dimension of Third Bedroom Required (DoEHLG)	Third Bedroom Area Achieved	Minimum dimension of Third Bedroom Achieved	Fourth Bedroom Area Achieved	Minimum dimension of Fourth Bedroom Achieved	Minimum Storage Area Required (DoEHLG)	Storage Area Achieved	Minimum Private Amenity Area Required (DoEHLG)
14	A	Achill	3 Bedroom (5P) Semi-detached	2	3	5	92	116	58	34	44	20	22	3.8	3.8	32	35	13	16	2.8	3	11.4	10	2.8	2.8	9	2.6	-	-	5	5	60
14	A(m)	Achill	3 Bedroom (5P) Semi-detached	2	3	5	92	116	58	34	44	20	22	3.8	3.8	32	35	13	16	2.8	3	11.4	10	2.8	2.8	9	2.6	-	-	5	5	60
20	B	Aran	3 Bedroom (5P) Semi-detached	2	3	5	92	100	50	34	34.2	15.7	18.5	3.8	3.6	32	29.5	13	11.7	2.8	2.8	11.4	10.5	2.8	2.8	7.3	2.8	-	-	5	4	60
20	B(m)	Aran	3 Bedroom (5P) Semi-detached	2	3	5	92	100	50	34	34.2	15.7	18.5	3.8	3.6	32	29.5	13	11.7	2.8	2.8	11.4	10.5	2.8	2.8	7.3	2.8	-	-	5	4	60
13	C1	Garnish	3 Bedroom (5P) End of Terrace, side entrance	2	3	5	92	151.8	83.6	34	52.5	27.5	25	3.8	3.9	32	41.4	13	17	2.8	3.9	11.4	12.7	2.8	3	11.7	3	-	-	5	9.3	60
10	C1(m)	Garnish	3 Bedroom (5P) End of Terrace, side entrance	2	3	5	92	151.8	83.6	34	52.5	27.5	25	3.8	3.9	32	41.4	13	17	2.8	3.9	11.4	12.7	2.8	3	11.7	3	-	-	5	9.3	60
13	C2	Garnish	3 Bedroom (5P) End of Terrace, side entrance	2	3	5	92	126	63	34	41.8	24	21.8	3.8	4	32	24.4	13	15.5	2.8	3.6	11.4	12.1	2.8	3.1	11.1	2.9	-	-	5	7.6	60
10	C2(m)	Garnish	3 Bedroom (5P) End of Terrace, side entrance	2	3	5	92	126	63	34	41.8	24	21.8	3.8	4	32	24.4	13	15.5	2.8	3.6	11.4	12.1	2.8	3.1	11.1	2.9	-	-	5	7.6	60
27	D	Inisheer	3 Bedroom (5P) Semi-detached	2	3	5	92	100	50	34	36.1	15.8	20.3	3.8	3.6	32	33	13	15.3	2.8	2.8	11.4	10.4	2.8	2.8	7.3	2.6	-	-	5	4	60
17	D(t)	Inisheer	3 Bedroom (5P) Semi-detached / Terrace	2	3	5	92	100	50	34	36.1	15.8	20.3	3.8	3.6	32	33	13	15.3	2.8	2.8	11.4	10.4	2.8	2.8	7.3	2.6	-	-	5	4	60
27	D(m)	Inisheer	3 Bedroom (5P) Semi-detached	2	3	5	92	100	50	34	36.1	15.8	20.3	3.8	3.6	32	33	13	15.3	2.8	2.8	11.4	10.4	2.8	2.8	7.3	2.6	-	-	5	4	60
2	E1	Lambay	4 Bedroom (7P) Semi-detached	2	4	7	120	141.3	63.9	40	48.5	23.7	24.9	3.8	4.2	43	45.5	13	12.9	2.8	3.4	11.4	10.7	2.8	2.8	9.4	2.8	9.6	2.8	6	3	75
2	E1(m)	Lambay	4 Bedroom (7P) Semi-detached	2	4	7	120	141.3	63.9	40	48.5	23.7	24.9	3.8	4.2	43	45.5	13	12.9	2.8	3.4	11.4	10.7	2.8	2.8	9.4	2.8	9.6	2.8	6	3	75
2	E2	Lambay	4 Bedroom (7P) Semi-detached	2	4	7	120	141.3	63.9	40	48.5	23.7	24.9	3.8	4.2	43	45.5	13	12.9	2.8	3.4	11.4	10.7	2.8	2.8	9.4	2.8	9.6	2.8	6	3	75
2	E2(m)	Lambay	4 Bedroom (7P) Semi-detached	2	4	7	120	141.3	63.9	40	48.5	23.7	24.9	3.8	4.2	43	45.5	13	12.9	2.8	3.4	11.4	10.7	2.8	2.8	9.4	2.8	9.6	2.8	6	3	75
2	F1	Valentia	4 Bedroom (5P) Semi-detached	2	4	7	120	133.5	69.6	40	43.6	23.6	21	3.8	4.2	43	47.1	13	12.8	2.8	3.4	11.4	10.6	2.8	2.8	14.9	3.4	9.6	2.8	6	4	75
1	F1(m)	Valentia	4 Bedroom (5P) Semi-detached	2	4	7	120	133.5	69.6	40	43.6	23.6	21	3.8	4.2	43	47.1	13	12.8	2.8	3.4	11.4	10.6	2.8	2.8	14.9	3.4	9.6	2.8	6	4	75
2	F2	Valentia	4 Bedroom (5P) Semi-detached	2	4	7	120	127.8	63.9	40	50.5	29.3	21	3.8	4.2	43	42.7	13	12.8	2.8	3.4	11.4	10.6	2.8	2.8	9.4	3.4	9.6	2.8	6	4	75
1	F2(m)	Valentia	4 Bedroom (5P) Semi-detached	2	4	7	120	127.8	63.9	40	50.5	29.3	21	3.8	4.2	43	42.7	13	12.8	2.8	3.4	11.4	10.6	2.8	2.8	9.4	3.4	9.6	2.8	6	4	75

199 TOTAL UNIT NUMBER

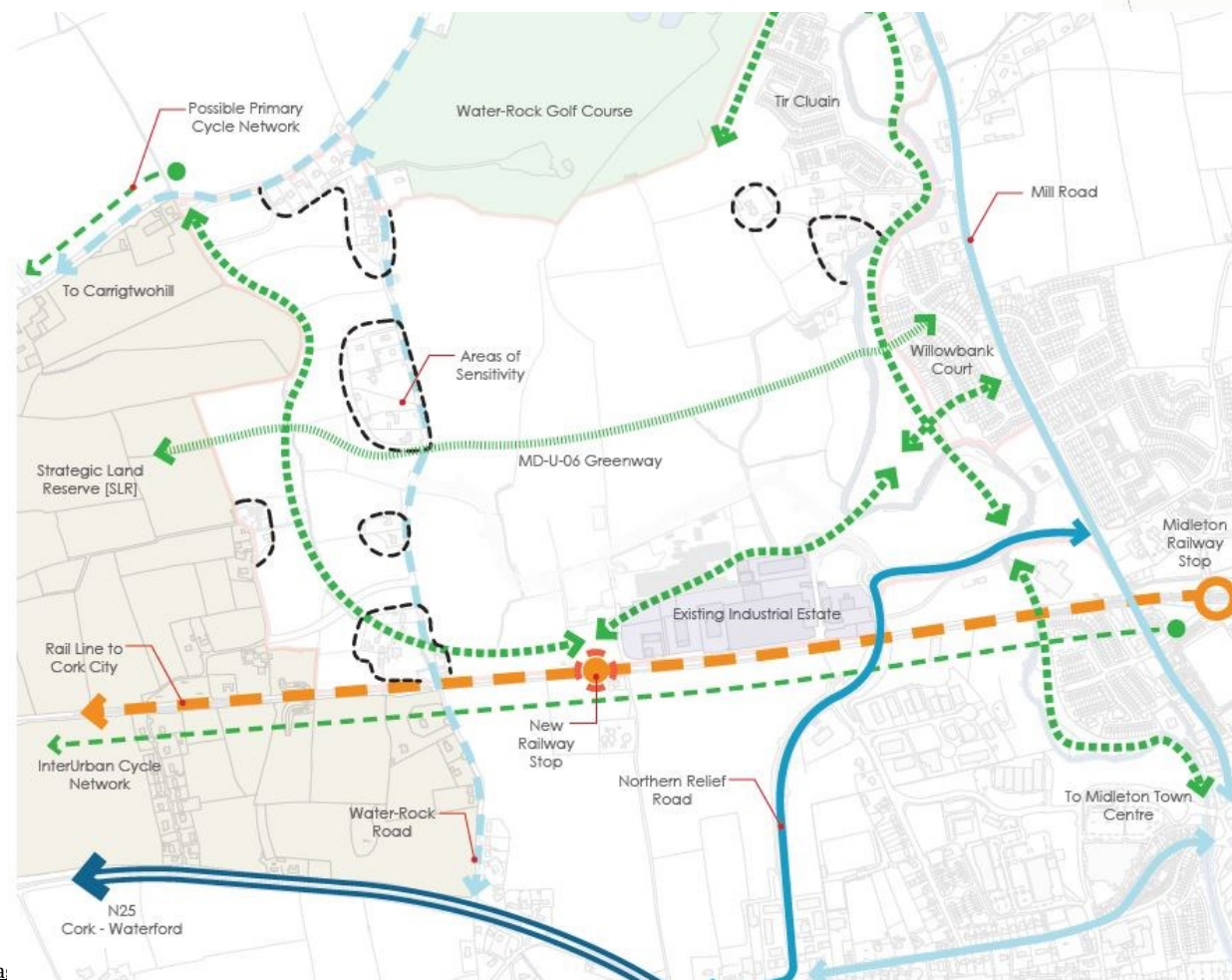
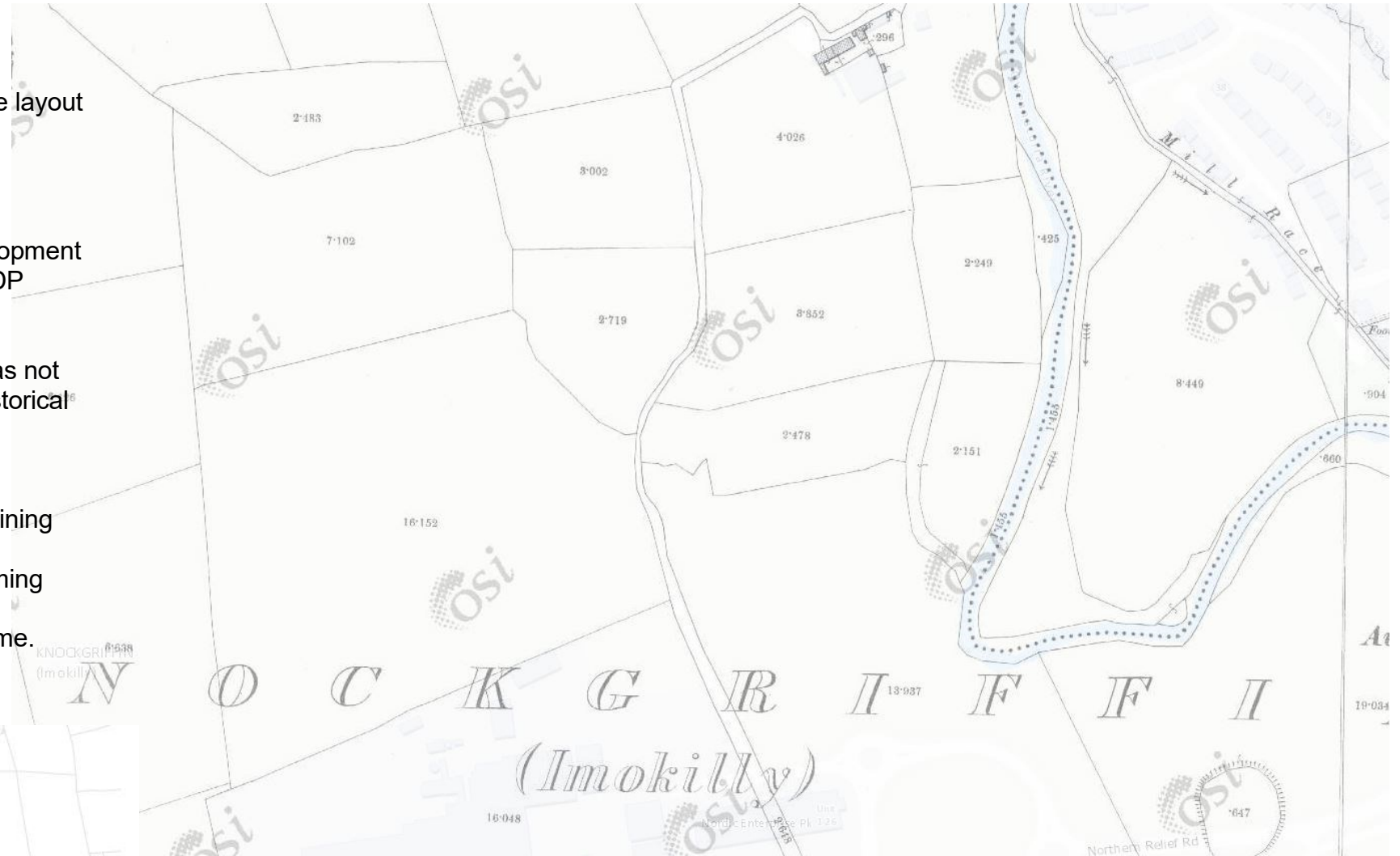
1.2 Scope of this report

The purpose of this report is to explain the urban design rationale for the layout of the development site. The key site statistics are provided in table 1.1

1.3 Revisions to the layout after consultation.

Following consultation with local authority representatives, the proposed development has been modified, to facilitate better integration with the objectives of the CCDP 2022, in particular:

- Retention of the Water Rock Lane footprint as a pedestrian route, which was not stated as an objective of the CCDP but was considered as an important historical local access route and should be retained.
- Increase in the scale and east west avenue on the applicant's site northern boundary.
- Reorientation of layout and buildings to provide passive supervision of adjoining spine road.
- Provision of staggered arrangement in loop road layout to act as traffic calming measure and prioritise pedestrian dominance
- Extend use of pedestrian dominant public domain spaces throughout scheme.
- Introduce direct pedestrian linkage to adjoining school sites.



Chapter 2 SITE CONTEXT AND DESCRIPTION

2.1 Water Rock Context

Midleton is a traditional market town in the south-eastern extents of Cork County. It has a well-defined development character which can be attributed to it servicing its rich agricultural hinterland and the industrial activities that were derived from them, namely distilling and dairy processing.

Tracing its origins back to the 11th century, the town was equidistant between Cork and Youghal, with the ports of Cork and Waterford offering vital connectivity to support the towns growth.

The town is now by-passed by the N25 national road, which offers good connectivity between Cork and Waterford. The town is served by a rail station as part of the Cork Suburban Rail Network- which is planned for significant growth as part of Irish rails capital plans.

The town has built on this base with a mix of manufacturing, service industry and tourism, with proximity of just over 20km to Cork City making it attractive to workers in the city.

The Water Rock development zone has been identified as a key strategic site to support the growth of Midleton, which currently supports a population of circa 12,500 (2016 census), within its context as an important market town for the southeast of the county and also as a popular residential area supporting Cork City.



2.2 Site Description.

Site Extents:

- The main development site is rectangular in shape, twice as wide east-west as north-south, and forms part of the CCDP Zoned Lands lands, with generally undulating green field site.
- The site is generally flat with gentle undulation throughout.
- The site is bounded by other phases of the CCDP development zones with few notable features and generally depleted hedgerow field subdivision.
- A laneway bisects the site and is evident on early maps of the area. While its hedge rows are significantly depleted with no mature trees apparent- this lane is proposed to be retained as a pedestrian route.

Site Use

- The site is presently in agricultural use as grasslands

Topography

- The site primary characteristic is a gently sloping topography throughout, following the natural drainage pattern to the adjoining river system.

Archaeology

- No evidence of archaeological features or history are recorded for the site extents.

Surface water drainage

- The lowest part of the site adjoins the proposed Riverside Park, with the site forming a constituent part of the associated catchment area of the river. No notable water bodies are present on the site, with a minor open field drain evident onto its southern boundary

2.3 Site Boundaries.

Southern Boundary. New boundary adjoining and defined by proposed local area Spine Road. This boundary provides the main vehicular access point for the site and 2 pedestrian access points.

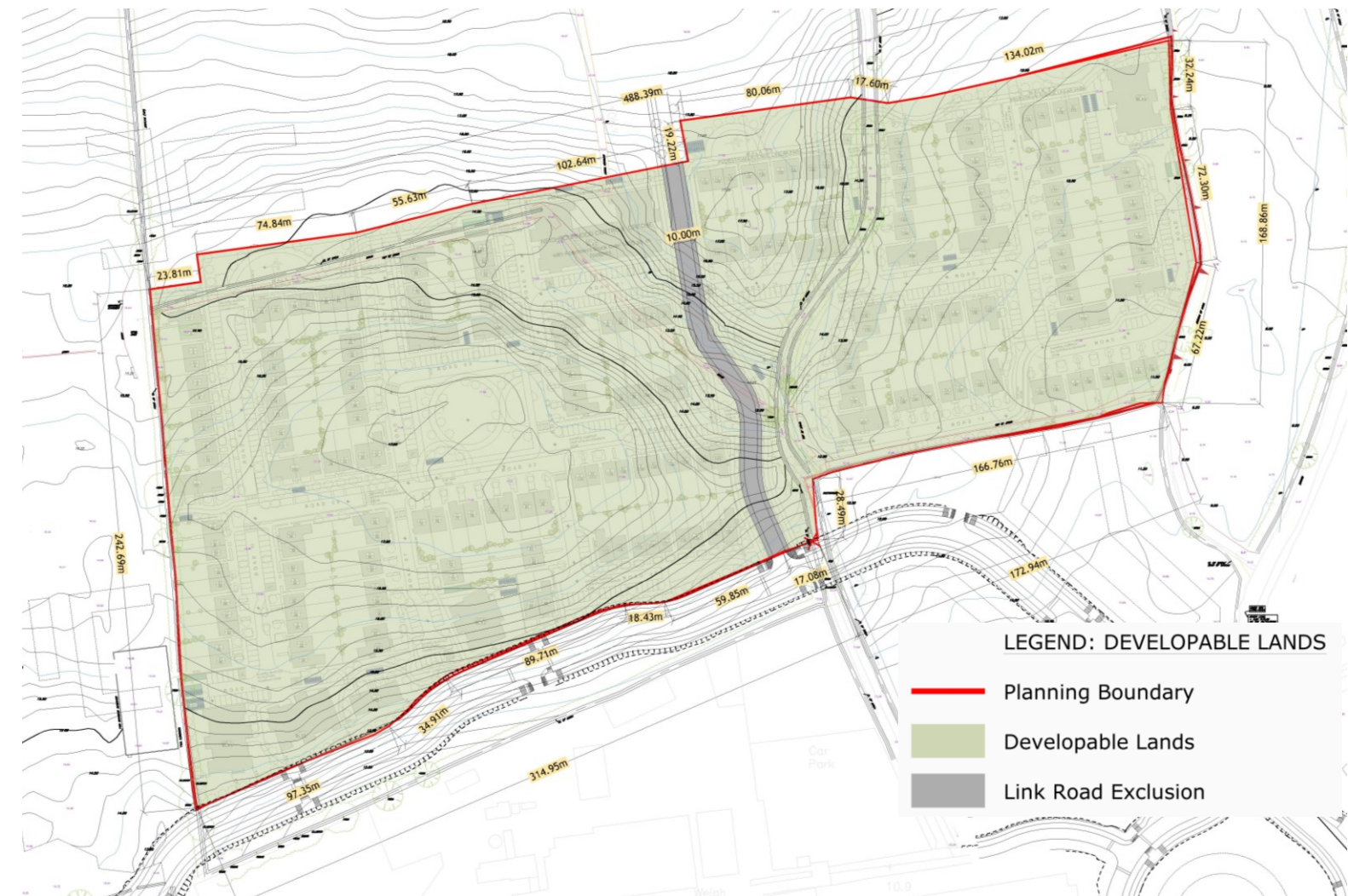
The proposed boundary treatment is a low wall with railing, facilitating passive supervision from adjoining residential units which are primarily fronting onto the Spine Road.

Western Boundary. New boundary adjoining proposed local new school grounds. A pedestrian link to the school is proposed on one of the primary residential desire line routes traversing the site

The proposed boundary treatment is a 1800 wall.

Northern Boundary. New boundary adjoining and defined by proposed pedestrian tree lined boulevard.

The boundary of this area is deliberately porous in nature to facilitate ease of access from the adjoining residential and commercial zones, with extensive pocket parks along its length and associated planting to create character area. Significant



residential units front onto this pedestrian dominant area to facilitate passive supervision.

The proposed school site and future development lands adjoining necessitate the provision of a temporary non climbable 2000mm high Pallinade fence to secure the northern perimeter until such time as these sites are developed

Eastern Boundary. New boundary adjoining and defined by proposed Local Authority Riverside Park- as per the adopted CCDP for the Waterrock environs. The boundary of this area is deliberately porous in nature to facilitate ease of access from the adjoining residential zones, to create character area. Significant residential units front onto this area to facilitate passive supervision.



Water-Rock
Urban Design Framework 2020

Creating Neighbourhoods for Sustainable Communities



Chapter 3 PLANNING CONTEXT

3.1 Cork County Development Plan 2022.

Land Zonings. The full extent of the development site is governed by the Water Rock- Urban Design Framework 2020, prepared by O'Mahony Pike in consultation with Cork County Council.

This control document is an extensive analysis of the overall area and site characteristics, position within a local and national development context, and masterplan strategy to achieve a successful approach to develop its whole and constituent parts.

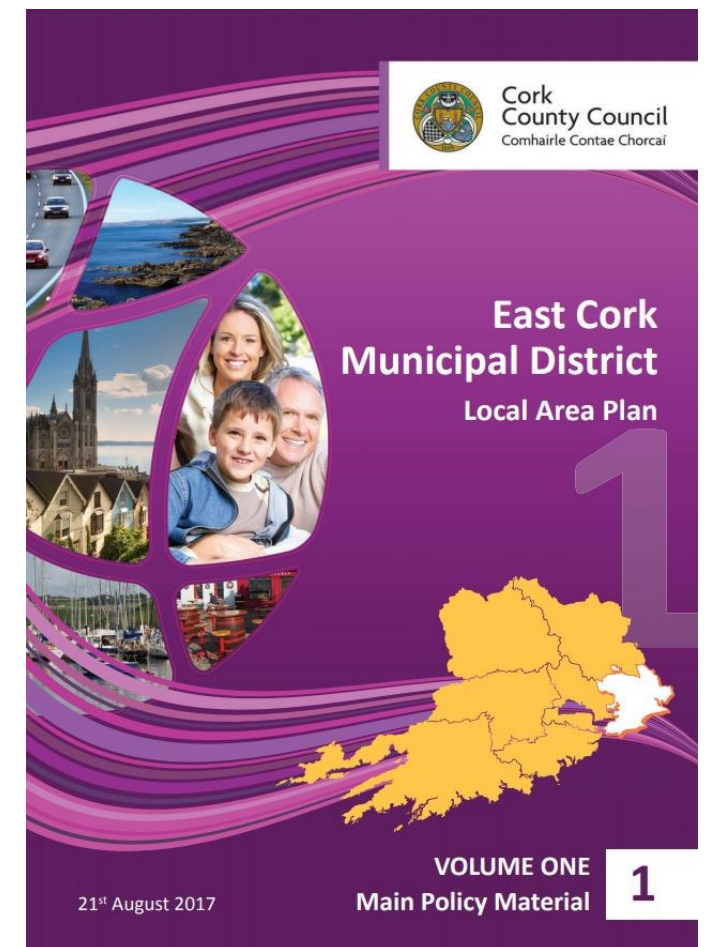
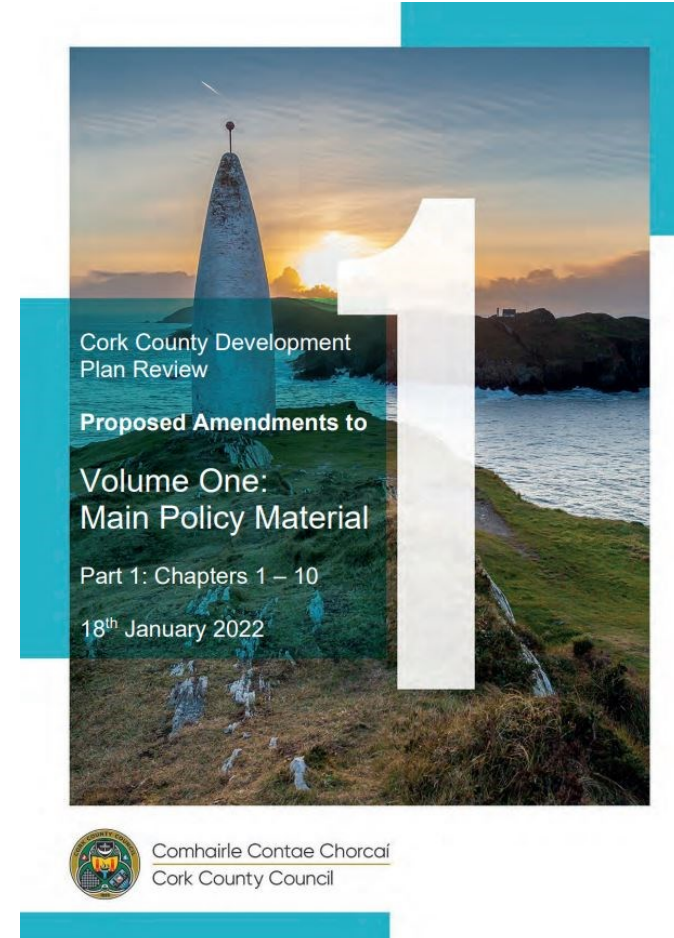
The Water Rock- Urban Design Framework dictates that Zoning definitions are defined in a more prescriptive fashion than traditional zoning matrix approach- with a defined residential Urban design framework setting out parameters for all aspects of the design strategy for the overall lands.

In the preparation of this proposal particular reference and guidance has been observed to the Water Rock- Urban Design Framework 2020

3.2 Statutory Planning Guidance.

Relevant planning Guidelines include:

- Sustainable Residential Development in Urban Areas (DECLG 2009).
- Best Practice Urban Design Manual (DECLG 2009).
- The Design Manual for Urban Roads and Streets (DMURS - DECLG & DTTS 2019 -as updated)
- Sustainable urban Housing- Design Standards for New Apartments (DHPLG as updated 2020)
- Urban Development and Building Heights (DHPLG 2018)



These contain specific planning guidance regarding policy requirements (SPPRs) which can be deemed to take precedence over any conflicting policies and objectives of development plan or local area plan.

Chapter 4 **SITE LAYOUT DESIGN.**

4.1 Site Layout Design Issues.

The analysis of the key site characteristics and planning context can be summarised as:

- a. Framework established by Water Rock- Urban Design Framework 2020.
- b. Definition of site by established and planned primary road network for the CCDP 2022 area.
- c. Connectivity of site pedestrian and cycle network to:
 - Adjoining school sites.
 - Neighbourhood centre
 - Character areas as organising / placemaking elements.
 - Adjoining and integrated public open spaces.

The local neighbourhood centre is positioned centrally in the overall site in compliance with the objectives of the Water Rock- Urban Design Framework 2020 – preferred site 2. This position also serves to reinforce the objective of establishing the Village Green Character area as the defined focal point / centre of the site.

The Neighbourhood site's central location within the overall CCDP Zoned lands will facilitate it serving a wider functional catchment area than the preferred site 1.

Schools are provided adjoining the site as set out in Water Rock- Urban Design Framework 2020. Pedestrian and cycle connectivity has been facilitated on natural desire lines within the site to these locations

The importance of the overall town's connectivity via the established rail network- was an important part of this area's selection for development in a national and regional context. The pedestrian and cycleway routes established in this proposal offer various convenient methods of accessing the local rail station without car reliance.

The site is enhanced by the typically low-density open nature of the adjoining school sites, and the afore mentioned urban park areas within the site.

4.2 Site Layout Design - Vision

The overall vision for the lands is to fully integrate it into its surrounding and to develop around the interspersed parks and pedestrian desire lines across the site.

How a neighbourhood is interpreted is based on how an individual and communities interact with and identify private immediate open space – linking in to recognisable and hierarchical public or community open space.

In the preparation of the site layout, care has been taken to provide this hierarchical series of private and public open spaces, which instil ownership, connectivity and a sense of place.



4.3 Sustainable Movement Strategy.

The rationale for the layout of pedestrian and cycleway network throughout the site are based on a hierarchical strategy of facilitating vehicular routes- while facilitating separate pedestrian and cycleway routes via pedestrian dominant alternative routes. Further links and routes are derived from connectivity to design issues such as schools, open spaces and neighbourhood centre.

4.4 Pedestrian / Cycle permeability.

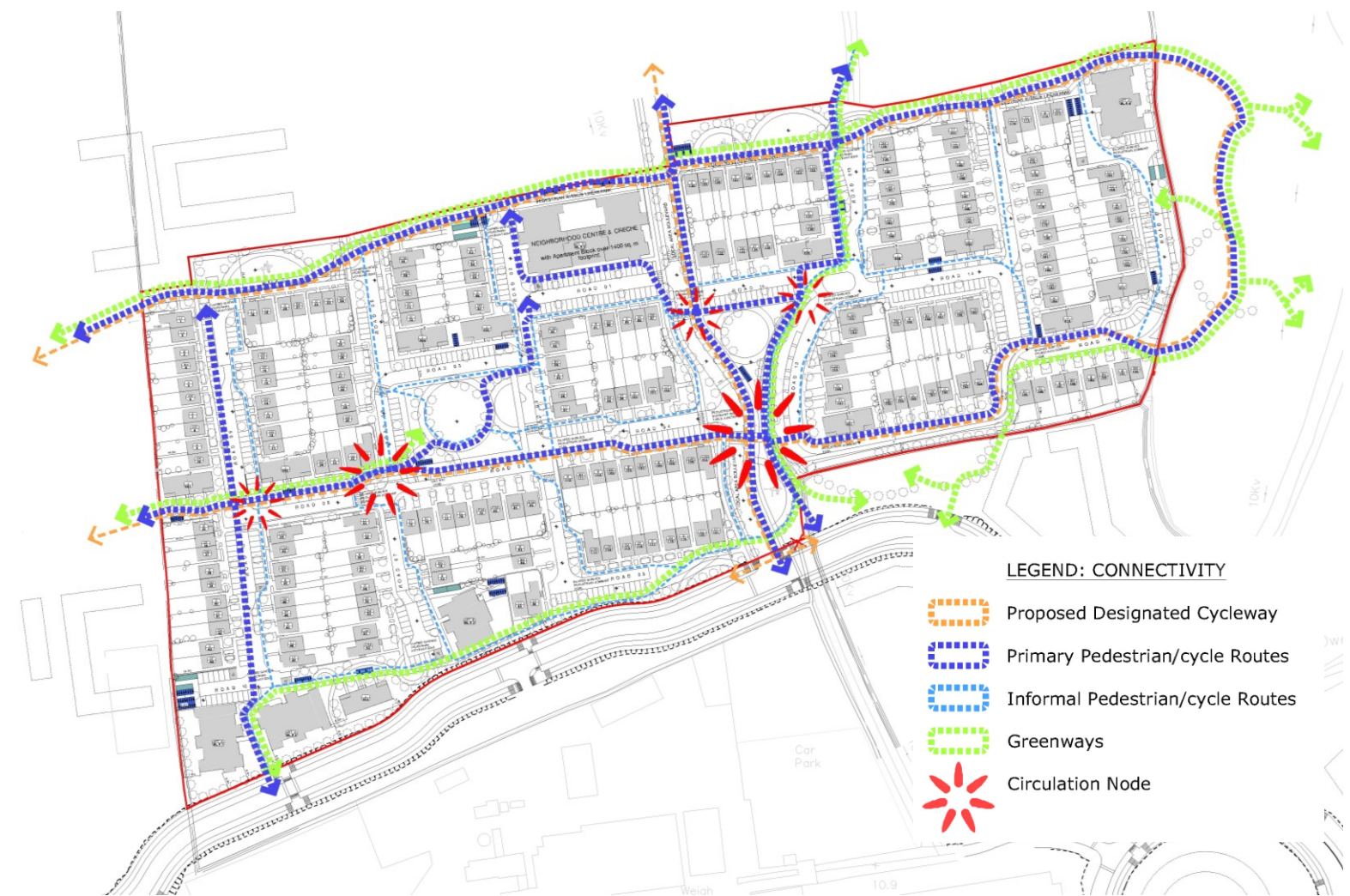
Figure 4.1 illustrates the full pedestrian and cycle permeability of the site; it shows how movement throughout the site is facilitated by many options- with no cull-de sac routes for pedestrians or cyclists. All routes offer the potential for onward movement via green spaces within the site and where site boundary permeability permits.

A safe attractive and legible network is proposed. The controlled organic nature of the layout creates a varied character to the streets and adjoining spaces and an attractive sequential progression via these identifiable areas. It also will serve to discourage traffic speeds where interaction with vehicular traffic is unavoidable.

The Village Green (and adjoining Neighbourhood centre) and Rock Square are important nodes in this pedestrian Cycleway network, acting as the recognisable centre of the neighbourhood and its activities with onward connectivity to adjoining schools and adjoining development areas.

The routes in both of the sites primary axis are designed to acknowledge natural desire lines to the primary focal points of the site and its surroundings.

Semi-private routes or mid-block penetrations are restricted in this design approach with clearly defined private and public domain hierarchy.



4.5 Open Space Network.

The open Space Network as illustrated in Figure 4.2 compliments the route network connectivity of the site with the interlinking of key pedestrian desire lines and open spaces.

- a. **The Village Green** is the primary defining open space of the development. Organic in form it is defined by the retained Rock Lane – preserved as a pedestrian route at the eastern edge of the green, and the loop road which has been re-engineered and provided with 3 pedestrian dominant crossing points.

This space is supported by the adjoining neighbourhood centre to drive local traffic through the village green.

- b. **The Rock Square-** is a more formal town square with a uniform scale of development on its perimeter and a defined urban park at its centre with dedicated children's play area.

The square facilitates a pedestrian dominant route on its southern Side.

- c. **East West Boulevard.** As defined in the Water Rock- Urban Design Framework 2020, this tree lined linear park acts as a buffer and linking pedestrian corridor to the northern aspect of the site.

To provide passive supervision a significant element of housing units fronts onto this pedestrian boulevard.

- d. **Pocket parks** in support of the above primary open spaces pocket parks are interspersed throughout the site.



4.6 Route Hierarchy.

The hierarchy of the route network with pedestrian dominant areas connecting via trafficked residential street- ultimately connecting to loop roads and CCDP 2022 spine road. The local route network converges on the Loop Road / Village Green / Neighbourhood Centre for legibility and to solidify the sense of place.

- a. The primary trafficked routes (indicated blue on figure 4.3) consist of
- a. Central Loop Rd.,
 - b. Residential roads 01, 03, and 08 linking to Scholl pedestrian link.
 - c. Residential roads 11, 14 and 16 linking to Riverside Park.

The secondary trafficked routes are facilitated on secondary residential streets (indicated pink on figure 4.3)

The dedicated pedestrian / cycleway routes are facilitated via dedicated routes or securely separated from vehicular routes (indicated green dashed line on figure 4.3)



4.7 Urban form strategy for legibility.

The layout has been designed to be legible for all occupants and modes of travel throughout the site. The built form has been used to reinforce the line of important routes and edges of defined character areas. Taller buildings occur mainly round the local Neighbourhood centre and at the site's perimeter adjoining significant open space.

Street character and sense of urbanism is created by building lines which vary to restrict perception of trafficked routes or open up to create more immersive urban landscapes.

A number of key buildings are positioned to reinforce character areas and the urban character.

- a. Apartment building of 4 storey character at neighbourhood centre adjoining village green.
- b. 4 No. Apartment Blocks, on southern and Eastern perimeter of site- 3 storey character.
- c. End terrace Boffin Blocks – designed as punctuation points at corners 11 locations.

These minor landmark/ wayfinding buildings combined with their setting within character areas enhance the sense of unique character, sense of place and identifiable zones.

Particular house types (Valentia and Aran) are designed as dual aspect houses to provide visual interest on gable elevation, with gable entrances contributing to passive supervision of adjoining spaces at the selected locations.

4.8 Residential Density.

The proposed net residential density for the site is 35.6 units per hectare.

The density accords with Section 5.8 OF THE Departmental Guidelines document Sustainable residential Development in Urban Areas. - Guidelines to planning Authorities. 2009.

The site can be seen to fall within the category of "Public Transport Corridors" due to its proximity to Midleton Railway Station. - whereby specific minimum densities should be achieved.



4.9 Dwelling Type Distribution Strategy.

The distribution of dwelling types evolved from the site and planning context analyses. SPPR 4 OF Urban Development and Building Height Guidelines 2018 requires a mix of building heights and typologies throughout a large development site. The breakdown of the proposed units is set out in the accompanying compliance analyses report.

Houses consist of 61% of the proposed residential unit total, with apartment and own door maisonette units making up the balance.

Apartment blocks being the largest elements are used to form perimeter blocks at significant open space or gateway vistas- and at the central neighbourhood centre to anchor the village green.

A tight grain is maintained on the primary and secondary residential streets, with own door characteristics- in contrast to the open grain around apartment blocks and open spaces.



File struct

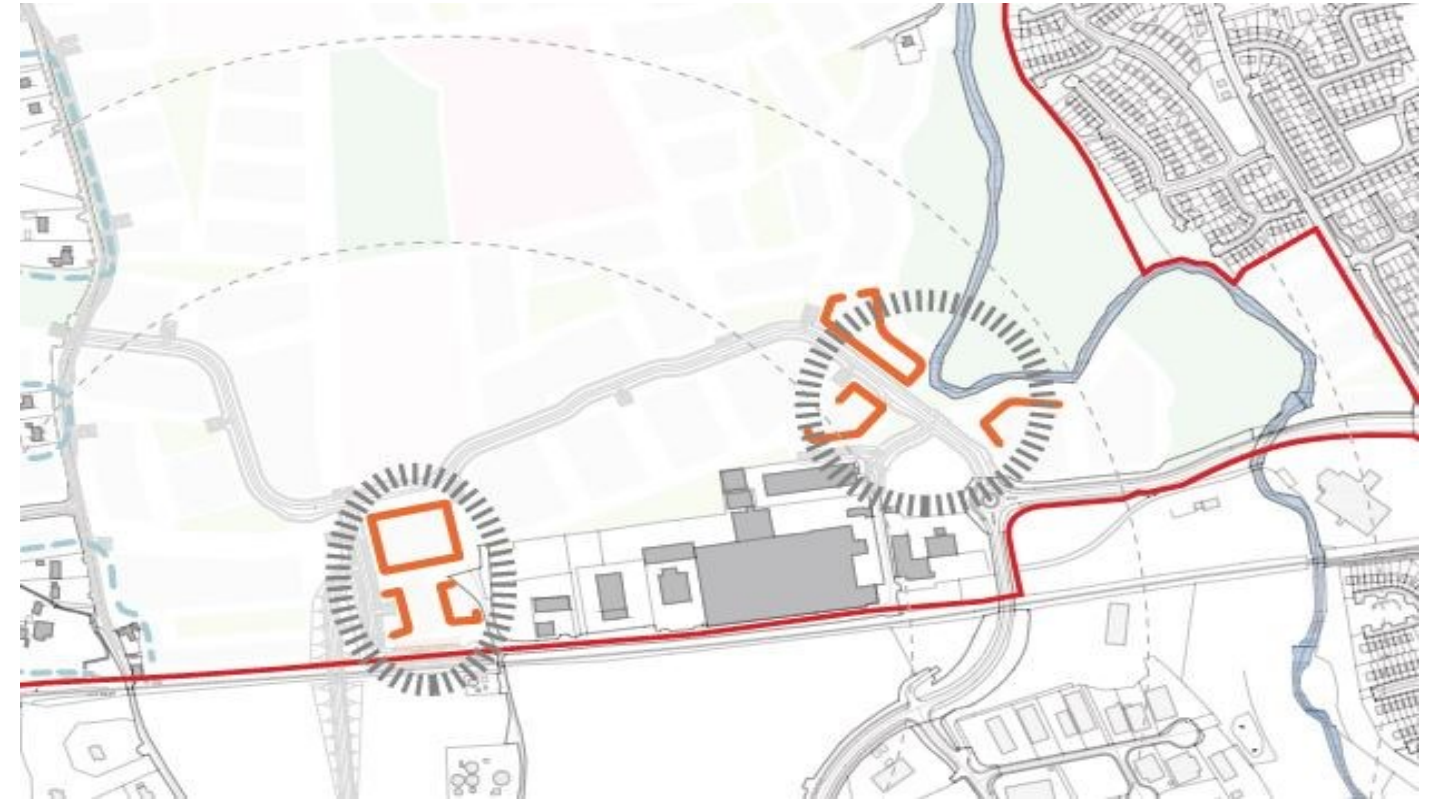


4.10 Building Heights Strategy

Proposed Building heights on the site are generally modest, with 2 store development dominating the proposal, and 3 and 4 storey apartment blocks at selected focal or gateway locations.

The site is at the perimeter of the CCDP Xoned Lands lands and is most proximate to the adjoining established residential lands to the east which are dominated by low to medium density development from the 1970s onwards.

While respecting the adjoining lower densities the applicant site achieves densities of 35.6 units / hectare.



Chapter 5 URBAN DESIGN CRITERIA.

This chapter uses the 12 Urban Design Criteria of the Urban Design Manual 2009 to further explain and evaluate the proposed site layout and urban design context. The manual is the companion guide to Sustainable Development in Urban Areas. - Guidelines for planning authorities.

The character areas are introduced as part of this chapter, under the heading of Distinctiveness. The character areas overlap but generally support those set out as objectives of the CCDP, 2022. There are 4 principal Character Areas proposed, which are set out in detail in Chapter 7.



5.1 CONTEXT

How does the development respond to its surroundings?

With reference to DoEHLG published guideline for Planning Authorities on Sustainable Residential Development in Urban Areas, the following criteria were assessed:

01. Context How does the development respond to its surroundings

The analysis of the key site characteristics and context can be summarised as:
Framework established by Water Rock- Urban Design Framework 2020.
Definition of site by established and planned primary road network for CCDP 2022.

Connectivity of site pedestrian and cycle network to:

- Adjoining school sites.
- Neighbourhood centre
- Character areas as organising / placemaking elements.
- Adjoining and integrated public open spaces.

The development responds to the site characteristics and the defined development goals set out in the adopted CCDP 2022. is a modest scale development complementary to the established residential pattern of the area while establishing its own residential character.

The development facilitates an appropriate increase in density over the established pattern of the area., with larger building elements positioned at strategic gateway and focal positions on the site- in tandem with proposed development proposals on adjoining lands, and transport hubs.

The proposal adds and supports quality public open spaces to foster local identity which are accessed by pedestrian routes that traverse the site on natural desire lines and extend into adjoining areas in a logical progression.

The form, architecture and landscaping of the area is designed to be distinctly of a contemporary 21st century context.

The strongly defined edges of the applicant site are defined by:

- i. The spine road on the southern extents.
- ii. The riverside public park on the easter extents.
- iii. The pedestrian landscaped boulevard on the northern aspect.
- iv. The expected open grained nature of the school sites on western and northern edges.

We are satisfied that this clearly defined edge characteristics to the site will in practice help nurture a unique and perceptible character to this neighbourhood, while also as porous in nature, facilitate interaction and linkage to adjoining neighbourhoods in a coherent fashion.



02. Connections

How well connected is the new neighbourhood.

The designated pedestrian and cycle routes offer attractive routes within the development and to adjoining areas. The development is organised around the clearly defined central Loop Road, Village Green and Rock Square Park areas. The sites vehicular, pedestrian and cycleway routes are organised around these park areas as a nodal point- which then can connect to the wider local road via future development phases.

Consideration was given to allow pedestrian linkage to existing adjoining neighbourhoods in a logical and controlled pattern. The scheme is within easy walking distance of the town centre and rail transport hub.

The routes are attractive and diverse in nature deliberately passing through or adjacent to open spaces mixed with routes through tighter residential streets.

The adjoining connectivity diagram indicates how the pedestrian and cycleway permeability is enabled throughout the site, in terms of hierarchy of routes and permeability of layout..

The site incorporates a mixed-use neighbourhood centre with retail and childcare uses proposed. This location was chosen to act as a focal point and enhance the adjoining Character area Village Green as the heart of the neighbourhood.

The adjoining Spine Road and central Loop Road are readily accessible by pedestrian and can easily accommodate bus or public transport option as they develop in the area.

The adopted CCDP 2022 is clear in its direction in the prioritisation and hierarchy of linking pedestrian routes traversing the plan area and interlinking the different neighbourhoods and services therein



03. Inclusivity

How easily can people use and access the development.

The development is fully accessible throughout with no significant slopes or changes in level. Generous footpath and segregated cycleways are incorporated with appropriate pedestrian dominant crossings at roadways.

A diverse range of unit types facilitates a range of family sizes and tenure options. Units provided range from small 2 bedrooomed units to 3 and 4 bedrooomed units- facilitating first time owners, larger families and step-down accommodation. Please refer to the qualitative assessment which details the particular units.

The scheme has been designed to meet statutory requirements regarding accessibility, with the diverse unit types available offering the opportunity for long term residents to downsize and remain in their community.

There is a range of public, communal and/ or private amenity space and facilities for children of different age groups formal and informal, parents and elderly. Please refer to Landscape submission detailing same.

All parks within the development will be open to all and are designed to be perceived as neutral territory bringing together different groups- while overlooked and centrally located to ensure constant through traffic and passive surveillance.

No element of the development's parks is envisaged as private or gated.

04. Variety **How does the development promote a good mix of activities**

The development is bordered by new school facilities on two sides in tandem with a new residential neighbourhood. A commercial aspect is provided at the neighbourhood centre.

The facilities offered at the village green supported by the adjoining neighbourhood centre, in tandem with its strong village green character will serve to attract pedestrian visits and through traffic. It is hoped that this area will have a strong vibrancy- and as a natural stopping point on trips to the nearby schools and park areas.

The commercial aspect at the neighbourhood centre is designed to attract:

- a. Neighbourhood retail shop.
- b. Café/ Restaurant
- c. Community Medical Practice.
- d. Retail Pharmacy
- e. Nonretail services.

The site is primarily residential in nature with the afore mentioned support facilities and services that are complimentary to the primary use.

These services that are designed to attract the most people are located centrally at the most accessible and prominent locations.

The residential aspect has a strong mix of unit type and scale to create a diverse but harmonious visual mix with differing social and age profiles of residents.



05. Efficiency **How does the development make appropriate use of resources and serviced lands.**

The proposal develops the potential of medium high density taking account appropriate access to public transport and the objectives of

good design. The development is designed at a nett density of **35.7 units per hectare** which we consider appropriate for this centrally located serviced site.

There are many examples of compactness in layout and efficiencies in land use.

Reduced parking rates from Local Authority norms are proposed. Unallocated street parking maximises efficiency in tandem with curtilage parking.

The site is serviced by public foul sewer with SUDS design approach utilised for surface water control to ensure minimum impacts. Landscaped areas are designed to provide amenity and biodiversity, protect buildings and spaces from the elements and incorporate sustainable urban drainage systems.

The site layout and dwellings are designed to maximise passive solar gain within the site constraints. This ambition was a significant generator of the block positioning and street layout- to maximise southern orientation for private rear gardens and balconies- resulting in circa. 95% of the proposed units enjoying a southern aspect to their private open spaces and principle internal living areas.

Landscaped buffer zones are used to provide amenity and biodiversity while protecting buildings and spaces from the elements and facilitate a sustainable urban drainage approach.

The utilisation of a rear garden for housing units allows for ample private recycling facilities. Communal recycling will be provided as appropriate at the apartment blocks with a dedicated detached and access-controlled bin store in close proximity to each apartment complex.

A bottle bank / bulk bin recycling centre is allocated to the neighbourhood centre environs carpark.

06. Distinctiveness **How does the proposal help create a sense of place**

The development and its constituent units are designed to create a contemporary and quality urban environment complemented and supported by good quality accessible public open space.

The development comprises of 4 principles, separate and defined areas of character, indicated in Figure 5.1 and discussed in detail in chapter 7.

The layout has recognisable features and areas to enable people to describe where they live and thereby form a mind-map and emotional attachment to their immediate and wider community environs.

These areas have distinct different characteristics primarily formed by their urban form in relation to their supporting open space and



boundary conditions, enhanced by increased height buildings at certain gateway vistas. These character areas will be further defined by the utilisation of an exclusive palette of materials – limited to these areas alone.

There are discernible focal points to the scheme, with a linked hierarchy of supporting and secondary zones and link routes.

The site is accessed via an attractive landscaped Village Green which is one of the dominant features of the development., with further qualification of local sense of place created by the Rock Square, and Northern Boulevard Linear Park.

The varied housing units have a commonality of approach incorporating significant glassed features and a limited pallet of quality materials ensuring longevity and integrity.

07. Layout How does the layout create people friendly streets and urban spaces.

The development is designed to be harmonious in scale and character with its environs. The central Village Green, Rock Square, Norther Boulevard, and secondary open spaces work as organising features for the development- and are scaled to be easily passively supervised and integrated into the heart of the scheme.

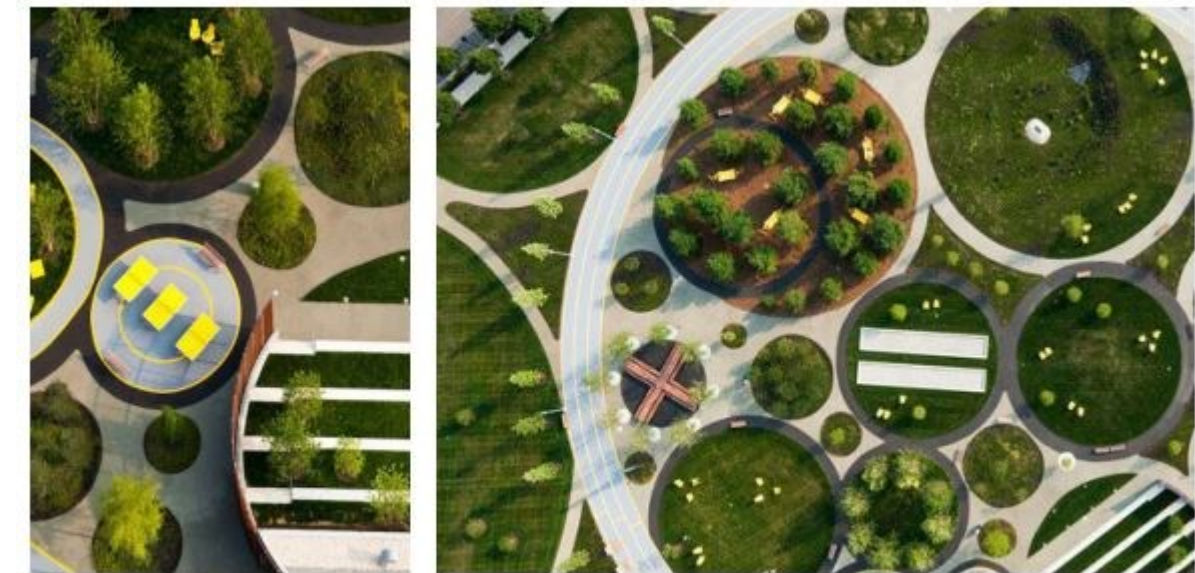
The layout aligns routes with natural desire lines to create a permeable interconnected series of routes that are easy and logical to navigate around, with the option for pedestrians to always have a pass-through option in favour over restricted cull de sacs. This encourages wider exploration and residents mental map of their environment and the public domain.

Streets / footpaths and cycleways are designed to provide each mode of transport with its own defined and segregated route where possible. Pedestrian pat. and crossing points are clearly delineated to make them easily recognisable and help foster a pedestrian dominant environment.

The road infrastructure of the site is contoured and restricted at pinch points to restrict traffic speed and create pedestrian dominance. Section 4.7 of this report discusses how proposed urban form assists wayfinding in various ways throughout the site.

The streets are designed as spaces rather than roads dominated by cars, helping to create a hierarchy of spaces with less busy route options having shared surface for pedestrians, cyclists and vehicles.

The personal car is established in modern culture and likely to always be required in some form - but the driver must be made acutely aware that they are entering as a visitor to a pedestrian dominant community on the basis of the occupier's priority. Signage is a small part of this strategy- but the essential principle is to make excessive speeds impossible by layout and restriction.



Coloured street surfaces, textured surface materials, restricted access points and chicanes are combined with staggered carriageway routes to discourage traffic speeds and concentrate drivers' attention to their environment. The road layout is designed to limit visibility to discourage speed acceleration. Drivers should feel uncomfortable and acutely aware they are not in a dedicated car zone.

The layout focusses activity on to the street by creating active frontages with front doors directly serving and accessing the street., with restricted private open spaces at pinch points.

At corner locations dual aspect special unit designs are located to ensure continuity of passive supervision of the public realm and foster urban character with active frontages.

08. Public Realm. How safe secure and useable are the public areas.

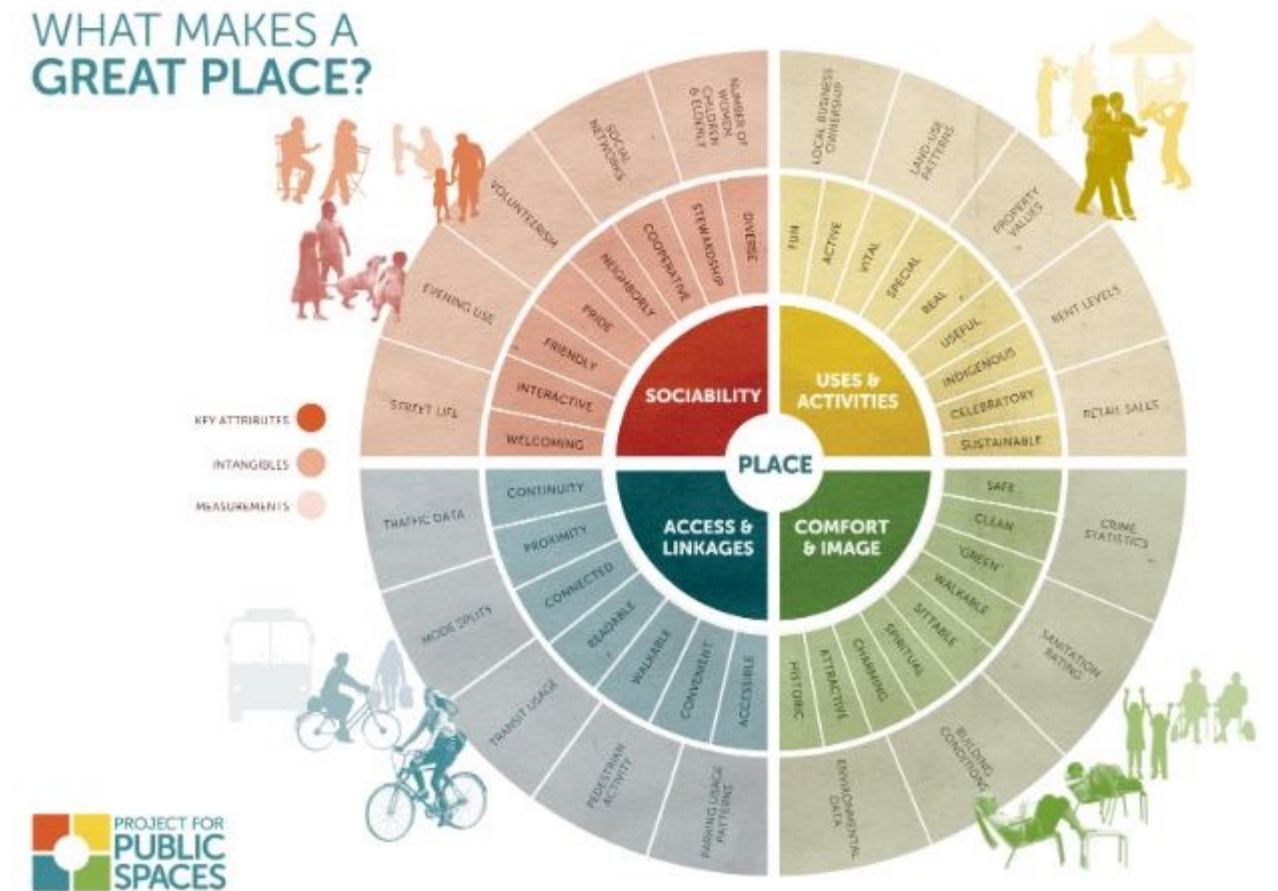
Public spaces work best when central to an area- rather than peripheral. Similarly, the scale of such spaces must facilitate passive supervision and limit dead or hidden areas.

The public space provided in the proposal, in park areas and pedestrian routes are central and integral to the overall layout, have natural overview for supervision by surrounding homes and active routes with a pleasant natural landscaped aspect. The public realm spaces are designed to be integral to the layout and not sub-devisable as independent entities.

Design of the spaces has security in mind- but in a passive rather than by defined structures or technology.

Children's play areas and multi-use court, provided in Rock Square and along the Boulevard Park are sited where they are overlooked, safe and contribute to the visible active life of the community and the amenities of the neighbourhood.

The site is planned to have a significant interaction and exposure to the proposed Riverside Park on Public lands. This park is significant in scale, and we would submit is ideal for the location of more extensive recreational facilities such as a junior sports pitch.



Care has been taken to ensure that the Public Realm is clearly defined and separated from identifiable private spaces.

Roads and shared parking areas are integral to the public realm and their treatment facilitates their flexibility of use at appropriate times.

09. Adaptability How will the buildings and site cope with individual and societal change.

All dwelling proposed incorporate a ground floor accessible toilet in combination with the potential for a vertical or stairs lift to be incorporated.

Units are targeted at an A2 energy rating as a minimum in compliance with Parts L and J of the building regulations. It is envisaged that all units will be provided with domestic space and water heating via low temperature air to water heat pumps- with provision for upgrades of primary heat source viable in the future if required.

The site layout and dwellings are designed to maximise passive solar gain within the site constraints. This ambition was a significant generator of the block positioning and street layout- to maximise southern orientation for private rear gardens and balconies- resulting in circa. 95% of the proposed units enjoying a southern aspect to their private open spaces and principle internal living areas.

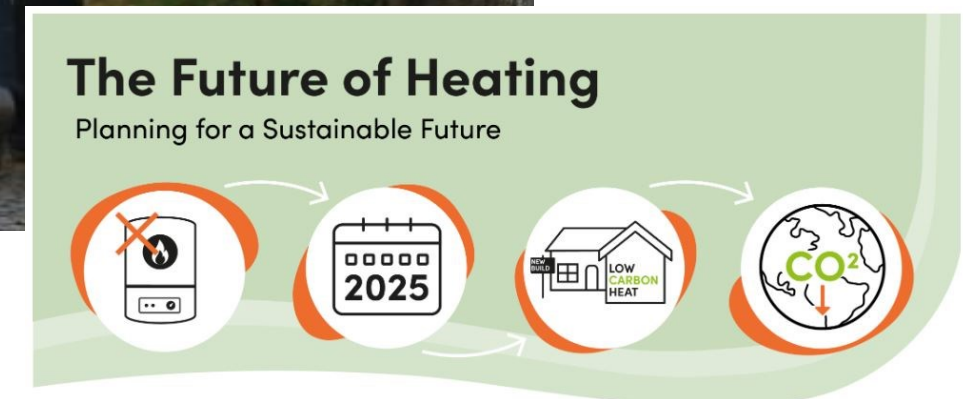
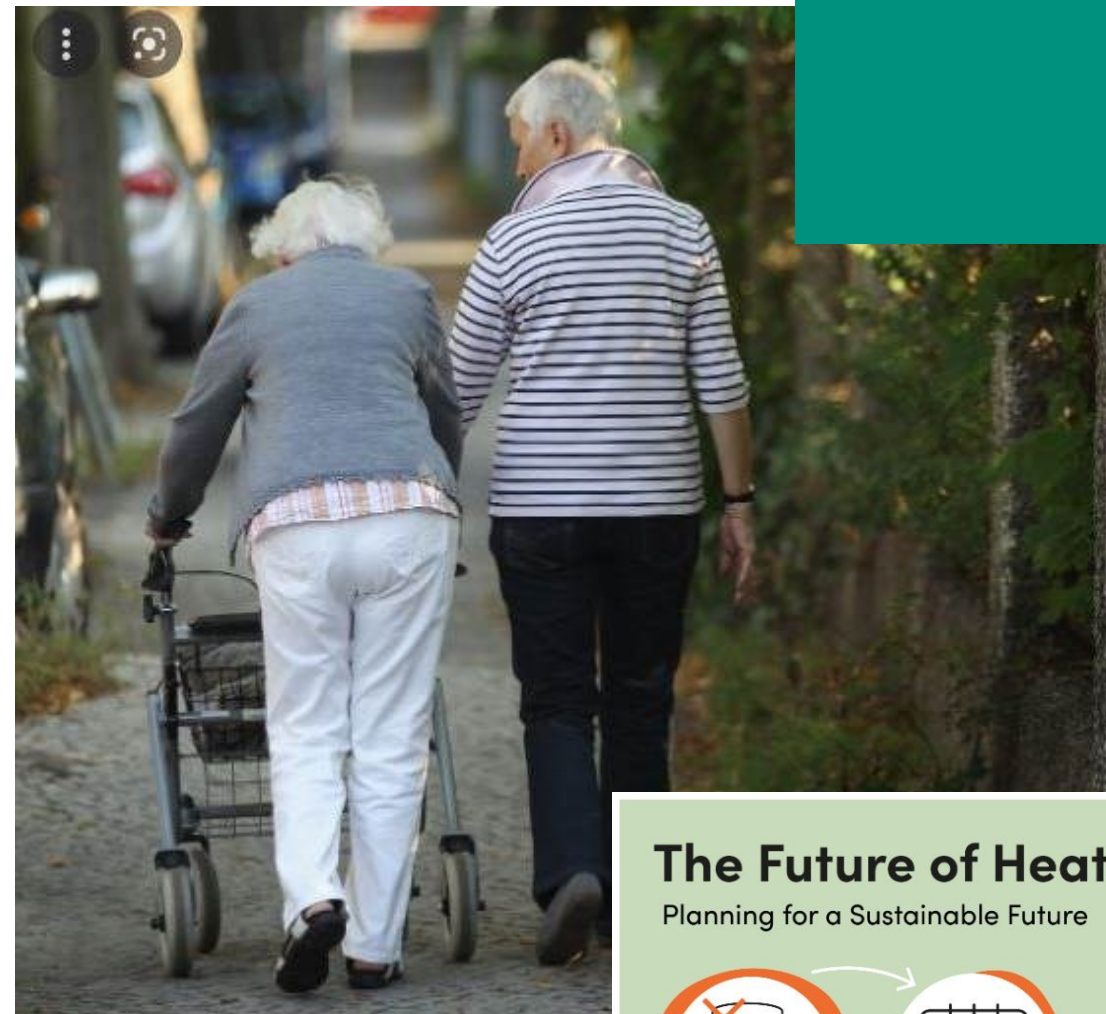
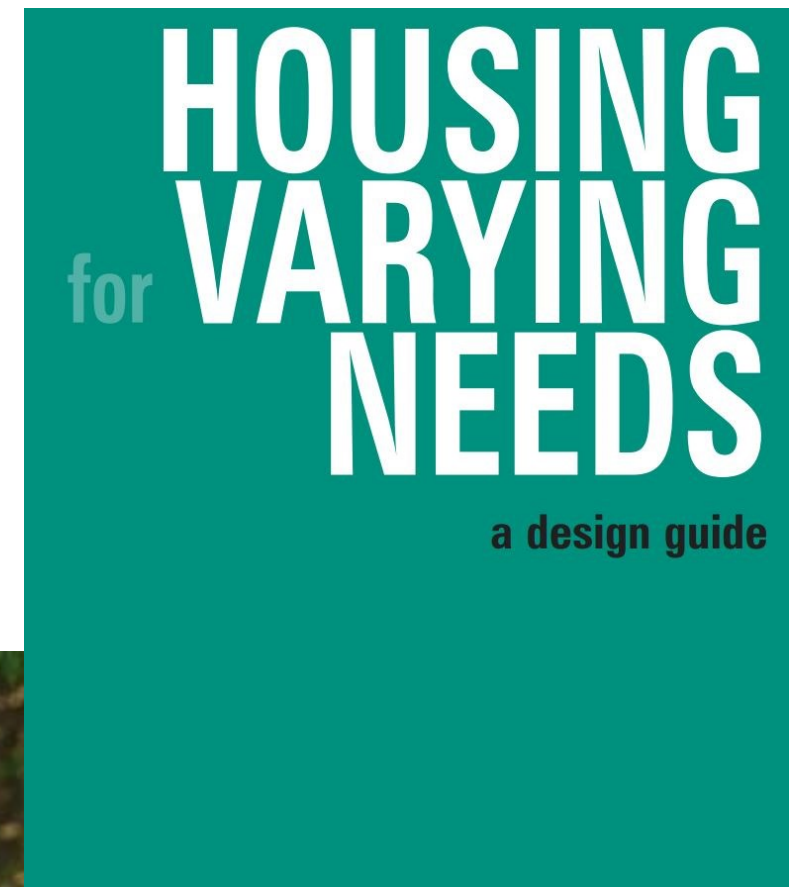
These primary design decision impact on the layout and provide a certain degree of flexibility in dealing with expected issues arising from climate change.

Many of the house designs benefit from in built adaptability of a flexible room that can be utilised as an entry level bedroom, playroom, additional living room or the Covid derived necessity of home offices. This supports the "Lifetime Homes" ambition for residential development.

Alternatively, all of the individual houses have the facility for a rear garden extension to facilitate lifestyle changes. The individual dwelling design facilitate extension without detracting from the character of the overall presentation. Dwellings can be extended to the rear- conversion of attic space and in some cases to the side.

The robust nature of the intended insulated concrete formwork construction system ICF proposed is very versatile system and ideally suitable for Irelands varied climate. It facilitates significant internal alteration without compromising structural integrity or thermal performance. It also provides good fire rated values should commercial conversion / re-use be opted for later.

The layout of the neighbourhood and hierarchy of the interlinked spaces are defined but semi-organic in nature. Adaptability in development patterns of this nature have proven very resilient to societal change.



10. Privacy – Amenity **How does the scheme provide a high quality of amenity.**

All individual dwellings enjoy private rear gardens, the vast majority with a southern or western aspect, which provides a good basis for clearly defined and useable protected private open space.

Garden sizes for private houses comply with objectives set out in county development plan and guidance documents.

Private open spaces serving apartment units and maisonettes comply with the minimum standards set out in S.28 Planning Guidelines - Design Standards for New Apartments 2020. Please refer to housing quality assessment HQA for detailed schedule

Units will be built in accordance with current Building Regulation- Technical Document E -Sound- to ensure adequate sound insulation in party structures.

The design maximises the number of units enjoying dual aspect. Single aspect apartments are used in extremely limited situations- and enjoy a southern orientation and overlook open spaces where used.

Windows are sited to avoid direct views into homes from other units or from the public realm and / or shielded by buffer planting to afford adequate privacy – particularly in the context of ground floor units.

The layout conforms to guidance on back-to-back distances between opposing upper floor windows in residential areas.

Where no on site curtilage parking is proposed, houses/ apartments are provided with a minimum threshold of at least 2m between the dwelling façade and the back of the footpath- providing a planted buffer.

The units are provided with adequate storage including space within the home for the sorting and storage of recyclables- as set out in S.28 Planning Guidelines- Design Standards for New Apartments 2020- with dedicate detached recycling areas incorporated into bin stores in close proximity to apartment complexes.



11. Parking **How will the parking be secure, attractive and user friendly**

The site is served with a mix of curtilage parking and shared common parking areas for the denser areas of the development.

All parking has been designed to be located on overlooked, well light and trafficked areas to engender passive supervision and comfort of use for all residents. These car parking spaces are dispersed throughout the site- generally in small pockets adjoining landscaped areas.

Private car parking spaces are provided within certain individual sites front gardens with screen hedging between units and specimen tree planting as appropriate.

Material treatment of carparking areas will utilise a preference other than black-top finishes to engender both visual amenity and mixed-use potential.

There is an emphasis of communal unallocated carparking to maximise efficiency for both residents and visitors.

Bicycle secure storage parking bays will be provided at selected high-density areas of the site adjoining apartment blocks and highly visited site facilities such as the neighbourhood centre and park areas.



12. Detail design **How well thought through and applied is the building and landscape design.**

The essence of a quality residential design is the implementation of a simple and consistent design philosophy. This contributes to longevity and ease of use and maintenance.

Long term durability is a primary design factor. Traditional Render and brick treatments, with tiled rooves dominate the building form, with use of contrasting claddings helping to differentiate gate way landmark buildings.

This translates into dwellings that are elegantly presented with a palette of quality hardwearing materials stone, tile, plaster render, brick and there by limit ongoing maintenance requirements.

Clearly defined private and public demises and an overall harmonious whole are created by the series of public realm spaces ranging in hierarchy from the central park, entrance avenue, secondary streets and incidental planting areas.



Public realm spaces and transitional areas are interlinked and combined with the individual dwelling units to help create a sense of ownership and community.

Planting and detailed landscaping proposals will facilitate a robust and considered approach which will mature to provide a vibrant heart to the development and resultant community. Public car parking areas are considered as part of the Public Realm design and treated accordingly.

This consistency of approach is vital- and must be followed through to the detail application on site. This involves the meaningful involvement of the design professionals in the implementation phase.

Please refer to detail landscaping approach outlining materiality of hard surface treatments, seasonality approach to a successful planting scheme and the adaptability of surface to weather conditions



Chapter 6 Compliance with CCDP Objectives

In the preparation of the design proposal, the resultant proposed layout and concept masterplan paid considerable adherence to the objectives of the adopted Water Rock plan.

In summary:

a. Interconnectivity of routes and dominance of open spaces

- i. Northern tree lined pedestrian boulevard at northern extents of site.
- ii. Central Loop road- links the site to adjoining neighbourhood's- while providing Village Green as focal and active centre of neighbourhood. The CCDP indicated a wide straight carriageway design with vehicle design speeds of concern.
Following consultation proposal has introduced staggered / contoured road layout with associated pedestrian dominant crossing points to negate traffic speeds.
- iii. Adjoining local distributor road on southern aspect of site is overlooked and supervised by adjoining residential units and linked via pedestrian access points at desire lines.
Strategic landscaping and appropriate buffering screens to houses at varied setbacks are designed to soften this presentation while interacting with the distributor road rather than backing on to it in a negative fashion.
- iv. Water Rock Lane route is preserved as pedestrian route through Village Green and across site.
- v. North-South and East-West pedestrian and bicycle routes traverse the site and link to adjoining infrastructure.

b. Neighbourhood activities access and support.

- i. Neighbourhood centre is accommodated in landmark way finding building located at centre of site- at preferred site No. 2 as per CCDP objectives.
This provides central focal point to site and supports the adjoining Village Green in this objective, with Creche and commercial spaces provided meeting the objectives of the CCDP in conjunction with more extensive facilities in wider plan area.
- ii. Village Green and Rock Square act as social and identifiable focal points of scheme.



iii. Play areas provided at principle open area

Chapter 7 **Character Areas**

In the preparation of the design proposal, the CCDP sets out the requirement for distinct Character areas within the site. This requirement has developed into 4 distinct character areas, with supporting roles played by adjoining spaces which serve to link the primary areas and overlap in parts.

7.1 Village Green & Water Rock Lane Character Area

This area is central to the definition and presentation of the overall site in terms of context and integration with the wider environs.

Locational Characteristics

Bounded by the internal Loop Road and the retained Water Rock pedestrianised laneway this triangular urban park is reminiscent of many of the village greens or diamonds at the heart of many Irish towns and villages.

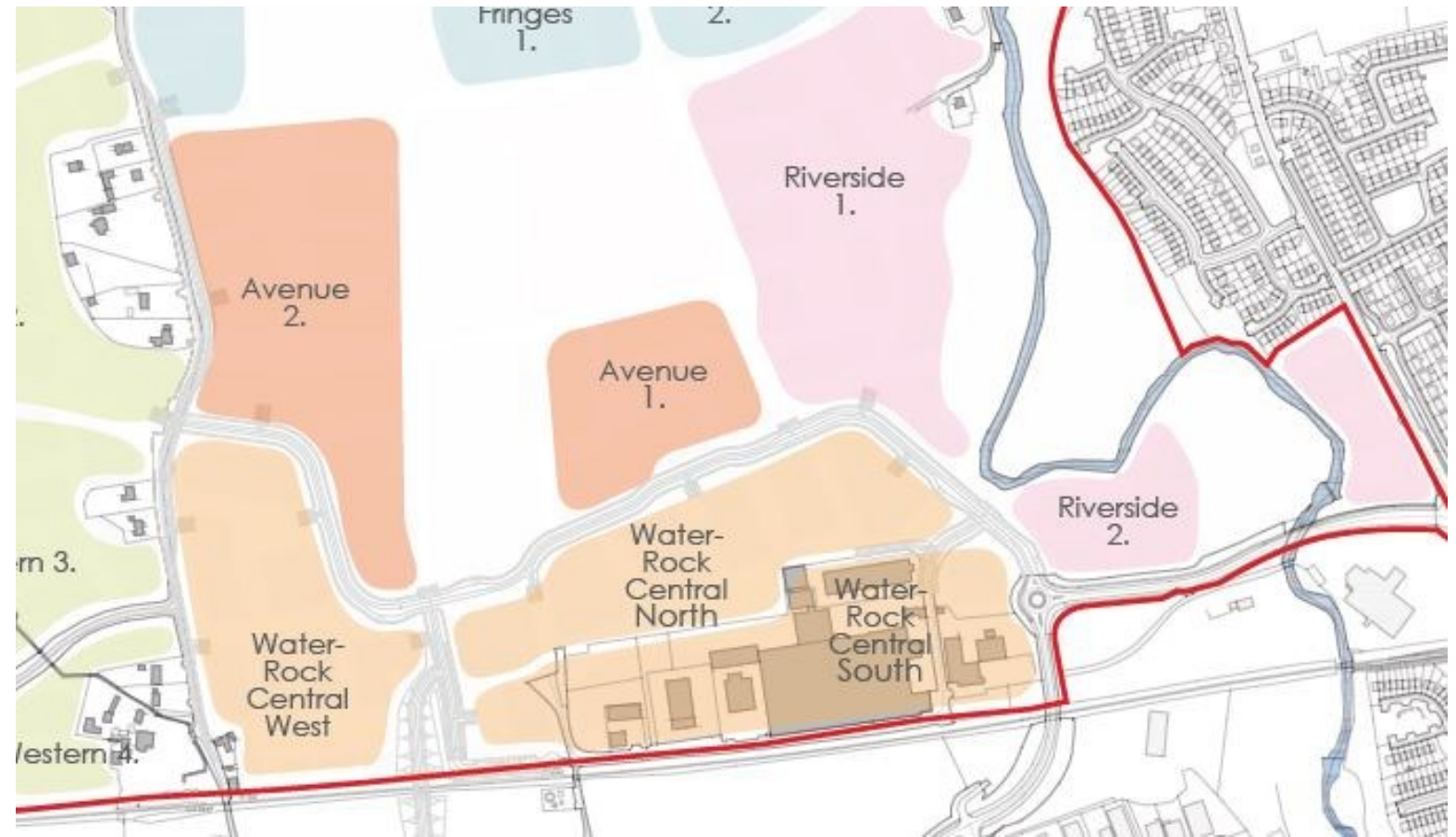
Narrowest at the sites main entrance the green widens out to provide an interesting and changing vista as you enter the site. The Village Green serves as a contextual centre of the development, while simultaneously providing a nodal hub for all traffic traversing the site.

Public Realm

The character area is dominated by the central park area- which is criss-crossed with pedestrian and cycleway routes which define its central focus within the overall site and serves as its centre and arrival point. From here visitors can first appreciate the area that lies surrounding it and once familiarised can orientate their onward route.

From within the Village Green the access route to the relief road is deliberately restricted and defined, with a framed view over the proposed pocket park on local authority lands.

The landscape treatment combines this naturalistic treatment with a vibrant mix of landscape features and treatment which are designed to attract and support active use by residents. Open in nature at all its perimeter it is a democratic space in the full public realm.



Streetscape

The perimeter of the Village green is bounded by a mixture primarily 2 storey houses presented in varied detached and terraced formats with a number of dual aspect units leading to adjoining streets.

The scale of units is modest and familiar in the main, with the Green as the dominant feature- only punctuated by the 4 storey Neighbourhood centre as a wayfinding element on its northern boundary.

A key function of the area is to provide attractive travel options within the overall site and to adjoining areas- while retaining a tranquil quality that encourages you to stop and dwell.

Buildings and their materials

The Village green is intended to be a unique character area with an individual pallet of materials that will reinforce this distinctiveness.

Principally traditional in character render / brick / tile will be contrasted with selected low maintenance cladding. Their form and character will echo traditional building forms with rectangular straight lines, flush eaves, pitched rooves and balanced fenestration pattern.

On closer examination the use of larger glassed areas, textural treatments give a more contemporary application.



7.2 Rock Square Character Area

This area is focussed on the western aspect of the site, and serves as an organising and generating element within that context

Locational Characteristics

Bounded by semi formal uniform terraces on 4 sides it is a more formal treatment in contrast with the other public spaces on the site.

The sense of place within its environs is defined by its semi enclosed nature and clearly defined visual micro-climate.

A network of pedestrian dominant, bicycle routes with vehicular routes are controlled at the perimeter of the square and lead on to adjoining areas.



Public Realm

The Rock Square is the focal point of the area and its principle orientating space. It offers passive open space in conjunction with a defined active multi use court,

The landscape treatment combines this naturalistic treatment with a vibrant mix of landscape features and treatment which are designed to attract and support active use by residents. Open in nature at all its perimeter it is a democratic space in the full public realm.

Streetscape

The perimeter of the Square is bounded by a simple series of terraced frontages of uniform scale and height

More formal than other elements of the site the primary aim is uniformity and defined urban edge.

Buildings and their materials

The Rock Square is intended to be a unique character area with an individual pallet of materials that will reinforce this distinctiveness.

Selected materials of render / brick / tile will be contrasted with selected low maintenance cladding. Their colour and combination will be uniform and distinct to this square.

7.3 Open space area as identified in the URDF

This area is focussed on the eastern aspect of the site, and is dominated by the Open space area as identified in the URDF

Locational Characteristics

The proposed developments interaction with the proposed Riverside Park is the generating element in this case. This has created a terrace of 2 storey buildings overlooking and supervising the park- punctuated by a 3-storey apartment building at the end – which links into the northern boulevard route.

The sense of place is defined by the parklands with the urban edge interaction complementing.

Pedestrian dominant, bicycle routes routed to the park as a natural expectation of interaction.



Public Realm

The proposal is aimed at having a porous relationship with adjoining phases of development and the public spaces and infrastructure proposed for the wider area.

The distinct series of public domain parks and pedestrian dominant routes traversing the site gives a clearly defined and perceptible Public Realm to the neighbourhood and the residents / visitors perception of the area.

Streetscape & Buildings and their materials

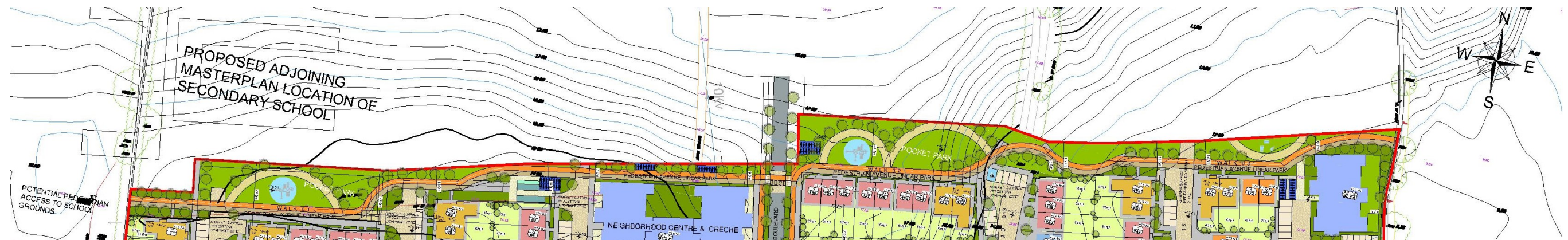
The perimeter of the overlooking development will be in keeping with the overall development's aesthetic.

Selected materials of render / brick / tile will be contrasted with selected low maintenance cladding.



7.4 Northern Pedestrian East- West Boulevard Character Area

As set out in the adopted Water Rock urban design framework, this area is designed to provide a defined pedestrian dominant east west route on the northern aspect of the site. This route serves as a tranquil East-West route linking to the east and the schools district in the west – with the integration of the adjoining residences and character areas on its route , as this area forms the defined boundary to future development lands to the north it as a defined edge to the development and a common link to future development phases.



Locational Characteristics

This Linear Parks sense of place within its environs is defined by its semi enclosed nature and clearly defined visual micro-climate – created by a series of interlinked pocket parks with intermediate tree lined pedestrian boulevard linking all elements.

This space is passively supervised by a series of houses and apartments along its route- which are accessed via a pedestrian path, have a dual -aspect onto or overlook the route. Car access or parking will be severely restricted on the route.

Public Realm

The Linear Park provides shared cycle/ footpath that undulates amongst the landscaping forcing a staggered slower pace, where speed is discouraged and limited.

The landscape treatment combines stands of trees to define boundaries with a linking pattern of specimen trees. The Linear Park is designed to be fully accessible with appropriate lighting for night-time use.

Streetscape & Buildings and their materials

The adjoining buildings are deliberately varied in character with varied treatments, scales and styles proposed, the commonality is the Linear Parks landscaping treatment which links the disparate character of adjoining areas. Buildings are designed to front onto the linear park and pride passive supervision – integrated with 7 routes that meet the linear park at right angles to allow it function as the dominant pedestrian route in the area.

More formal than other elements of the site the primary aim is uniformity and defined urban edge.

Buildings and their materials

The perimeter of the overlooking development will be in keeping with the overall development's aesthetic.

Selected materials of render / brick / tile will be contrasted with selected low maintenance cladding.



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